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## SES II+ overview

FAB CE Social Dialogue  
Budapest, 27 November 2014

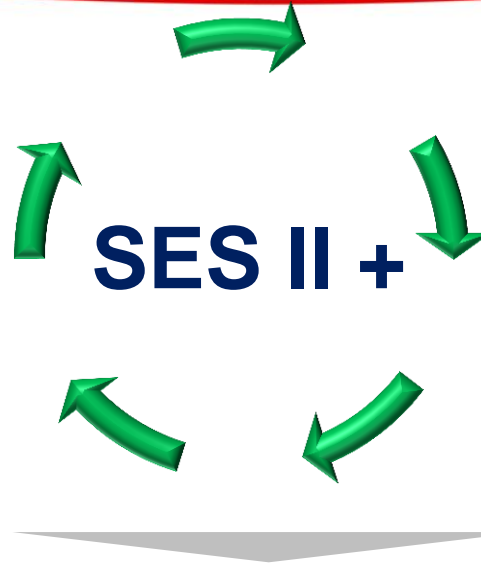
## Rationale and consequences

Simplifying existing legislation

One regulation instead of four

Corrections, clarifications

Eliminating overlaps



Strengthening NSAs

Addressing shortcomings  
of the original FAB concept

Redesigning the European  
ATM landscape by providing a  
fundamental role for industrial  
partnerships including in FABs  
and provision of support  
services

### Possible consequences:

- More competences for the EU
- Less competences for Member States
- Some state functions becoming commercial activities
- Industry will have a more determining role in defining the future of the European ATM through SESAR deployment and industrial partnerships

## Status



Intensive discussions in the Aviation Working Party of the Council of the European Union  
Focusing the discussion on key topics

The aim is to reach a compromise between the MSs in these key areas



High Level Conference of transport ministers on SES (Rome)



COREPER (we have no information)



COREPER – the MSs will decide if they can reach a political agreement on the  
Presidency proposal

***The text is still changing; the information provided is only describing trends and potential outcomes!***

## FABs

The proposal attempts to address the problematic aspects of the original FAB concept

Industrial partnerships will support FABs in a manner that is not yet determined

Progressively more integrated provision of ATM/ANS

FABs set-up based on agreements between Member States, and supported by industrial partnerships

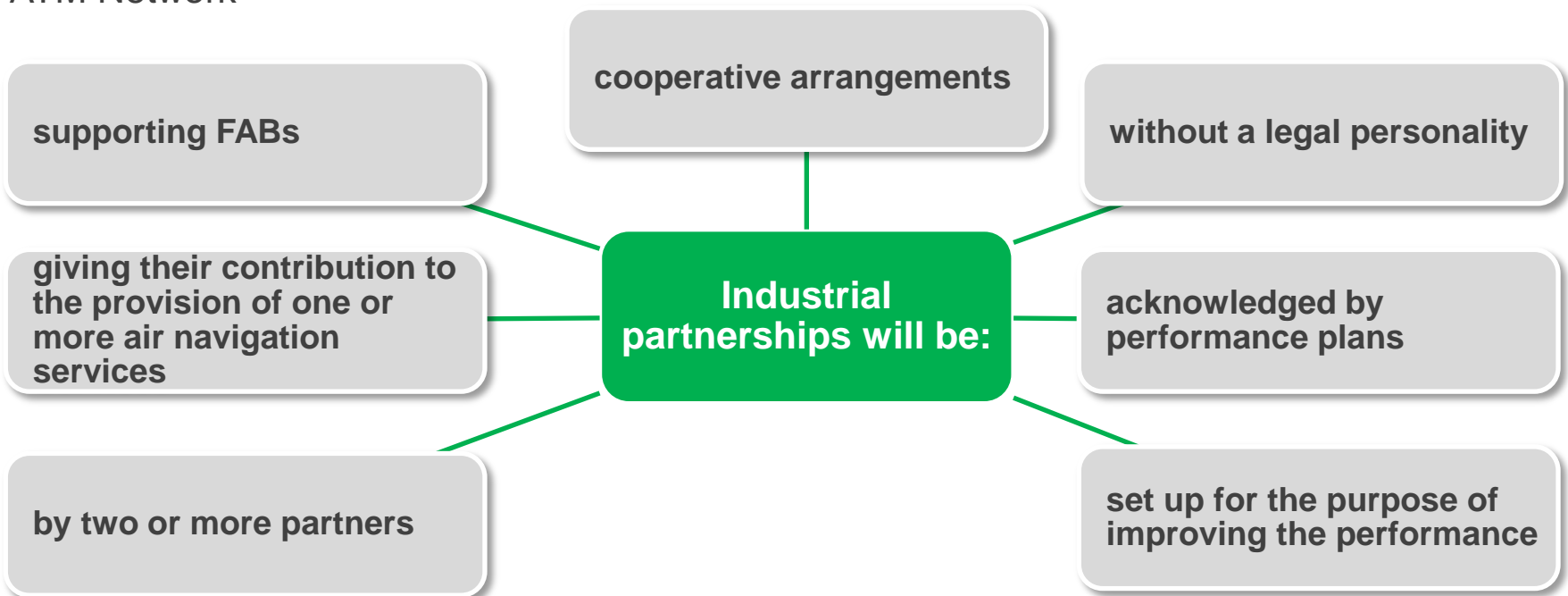
Enhanced co-operation between MSs, NSAs and ATM/ANS providers

Joint designation remains as it is

Introduction of an optional operational plan

## Industrial partnerships

ATM/ANS providers will have to strive to conclude **industrial partnerships** to support the implementation of the Single European Sky, and to improve the performance of the European ATM Network



Industrial partnerships may include other stakeholders in addition to air navigation service providers, the Network Manager, airspace users, airport operators or other comparable economic actors.

## Centralising support services

Based on a study, related to the operations of EATMN the **Commission** may be in the position

to select

- **one service** or
- **more support services** or
- **parts of them**

to be provided

- **centrally**
- by the **Network Manager**
- or by a **group** of air navigation service providers

## Network Manager

### Possible future roles of the Network Manager:

will have further tasks:  
airspace design,  
centrally provided  
services

may or may not be  
EUROCONTROL in the  
future

the Commission may  
adopt implementing  
acts concerning the  
governance of the NM

### BUT!

legal basis and public/private nature still unclear

Commission competences strengthened (flow management, AIS)

NM generally replaces EUROCONTROL in the text of the regulation

## Way forward?



Member State positions?

COREPER



**Several aspects  
remain unclarified**



Parallel legal basis (EU law v. international public law)?



MS competences v. EU competences?



Role of industrial partnerships?



Who will be the NM?



SESAR DM interface?



**Thank you for your attention!**