

EASA Workshop, Koln
October 16, 2008
Director General's Welcome and Opening Remarks

Welcome & Opening Remarks:

The ATM system in Europe is already among the most complex in the world. It faces many demands: a real *cri de coeur* for cost efficiency for airspace users, a dip in traffic given current economic difficulties; but one that will be followed by significant growth that will require a paradigm shift in operations; growing concerns about the environmental impact of the aviation industry; and a shift to new technology through SESAR. This requires us to plan change on a scale far greater than ever seen before.

ATM's safety record is excellent, but these developments will place demands on safety that require significant enhancement – an estimated 10-fold improvement during the lifetime of SESAR - and safety regulation must make a significant contribution to this aim.

This objective will not be achieved without a continued and determined focus on formal safety structures and processes...

.....and it requires active participation of all stakeholders – international organisations – principally EASA and EUROCONTROL as well as Member States, industry etc.) to recognise and undertake their respective roles within a coordinated framework.

It seems to me that we, therefore, need

- to establish a common understanding on the real dimensions of the work to be accomplished (including all its stages) and then;
- to develop a realistic, well-defined and commonly agreed roadmap to achieve the significant advances that need to be made. This joint plan must ensure a “oneness” in balancing the diverse interests and responding to all the requirements of this complex system. EUROCONTROL stands ready to play its part in the development of this plan and, as and when the EU27 and the European Parliament extends EASA's remit to this area, EUROCONTROL is clear about who its key partner will be. Even now, we must clearly work very closely together.

One could immediately think of the following key principles this roadmap should be based on:

- Current safety levels must be maintained and further developed;
- Civil and military dimensions of ATM should be addressed equally with the appropriate balance of needs;
- Safety developments and improvements should be derived across all European States – both those subject to EU law and those outside the SES area – so we need to find a way efficiently to bridge these groups into a single system;
- There should be no duplication of activities, and all involved should have clearly defined parts to play to contribute to overall success;

- A seamless approach (ensuring full coverage at all times) to the development path should be adopted;
- There should be a carefully worked out resource management plan, coupled with a sound risk management system to ensure that the roadmap can be implemented; and
- Our collective mindset should be that we will act expeditiously but the guiding principle should be to take the necessary future steps when they are mature and ready to be implemented.

The benefits of the institutional development are important, but let me remind you that our joints attempts will only be successful if safety remains paramount throughout the change process – *we cannot “drop the ball”*.

EUROCONTROL is ready to play its part, and bring its technical expertise and commitment to bear for the overall success of the plan. We are acutely aware that achievements in this field have a direct effect on the overall ability of the ATM industry to develop in the way that it must to meet stakeholder expectations and the significant challenges I mentioned at the beginning of these introductory comments.

Let us now have a thoughtful and enlightening day!