



**COUNCIL OF
THE EUROPEAN UNION**



Council resolution on the endorsement of the European Air Traffic Management Master Plan

*2935th TRANSPORT, TELECOMMUNICATIONS and ENERGY Council meeting
Brussels, 30 March 2008*

The Council adopted the following resolution:

"THE COUNCIL OF THE EUROPEAN UNION,

Recalling:

- (i) the Council statement of 9 June 2006 on the proposal for a Council Regulation on the establishment of a Joint Undertaking to develop the new-generation European air traffic management system (SESAR),
- (ii) Council Regulation (EC) No 219/2007 of 27 February 2007 establishing the SESAR Joint Undertaking (hereinafter "the Joint Undertaking") and the Council Regulation (EC) No 1361/2008 of 16 December 2008, amending Regulation (EC) No 219/2007,
- (iii) the Council Resolution of 8 June 2007 on the formal establishment of the Joint Undertaking,
- (iv) the Council Resolution of 9 October 2008 on the launch of the development phase of the SESAR project,
- (v) the importance of the SESAR project for ensuring the sustainable growth of European civil aviation,

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- (vi) the prospects coming from the SESAR project as regards improvements of environment and emissions reduction,
- (vii) the public and private partnership as an essential element for the successful evolution of the future ATM system for Europe,
- (viii) the significantly increased responsibilities of the private partners with regard to the technical basis for all further measures incurred by the SESAR- project and its definition phase based on the common understanding between Member States and the relevant stakeholders,

Having regard to :

the draft Council Decision endorsing the European Air Traffic Management Master Plan (ATM Master Plan) of the Single European Sky ATM Research (SESAR) project,

1. WELCOMES the Commission Communication “The Air Traffic Management Master Plan (the ATM Master Plan)”, issued on 14 November 2008;
2. CONSIDERS the ATM Master Plan as the initial version which should be viewed as an evolving document for the development and deployment phases of the SESAR project and RECALLS that any significant modifications of the ATM Master Plan should follow a formal process in close cooperation with the Member States and all relevant stakeholders and should be submitted to the Single Sky Committee in accordance with Article 5(4) of Council Regulation (EC) No 219/2007 whilst taking into consideration the Functional Airspace Blocks (FABs) and local dimensions;
3. REQUESTS that the Commission ensures that the SESAR Joint Undertaking will submit the first update of the ATM Master Plan to the Administrative Board for adoption before the end of March 2010;
4. STRESSES the need to continue the research and development of new technologies during the development phase and to establish an appropriate methodology (including principles to collect realistic data) for the performance objectives as well as for tracking progress against the ATM Master Plan;
5. CONSIDERS the Risk Management Plan to be developed by the SESAR Joint Undertaking as a critical part of the ATM Master Plan and REQUESTS the Commission to ensure that the Joint Undertaking will refine the current Risk Management Plan, updating the estimates of high level risks and associated mitigation actions with the highest priority;

6. RECALLS that under Article 1(5) of Council Regulation (EC) No 219/2007 the SESAR Joint Undertaking is responsible for the execution of the ATM Master Plan, and STRESSES that the SESAR Joint Undertaking retains overall control on any work delegated to Eurocontrol and over the development phase including adequate financing and funding arrangements;
7. RECALLS that the Commission shall inform the Single Sky Committee on a regular basis about the work of the Joint Undertaking, including risks and mitigation actions;
8. REQUESTS the Commission to firstly report in 2010 and thereafter annually to the Council on the progress made with respect to the execution of the ATM Master Plan by the Joint Undertaking. This report should always include an update of the Risk Management Plan, mitigation measures and any substantial budget implications;
9. REITIRATES the invitation to the Commission to present before the end of 2010 precise proposals after due consultation with the Single Sky Committee for the preparation and transition to the SESAR deployment phase emphasising its governance and its adequate and, if appropriate, for some stakeholders, innovative funding mechanisms;
10. REQUESTS the Commission to develop and maintain a regulatory roadmap, in consultation with the SESAR Joint Undertaking, all stakeholders, and in cooperation with the military. This will be based on the Community legal framework (Implementing Rules and Community Specifications) to support the deployment of the SESAR Implementation Packages;
11. REQUESTS that the Commission ensures that the SESAR Joint Undertaking develops a comprehensive Communication Plan for all stakeholders, which is based, where appropriate, on existing consultation arrangements and also takes into account the FABs and local dimensions;
12. REQUESTS the Commission to ensure during the development phase proper involvement of regulatory authorities in the consultation process set up by the SESAR Joint Undertaking;
13. REQUESTS the Commission to focus the Joint Undertaking and relevant stakeholders firmly on the delivery of early benefits from SESAR using validated and standardised technologies, through business cases, Cost-Benefit Analysis and consultative arrangements;
14. REQUESTS the Commission to take all necessary actions to achieve the highest level of interoperability between SESAR and the corresponding US system NEXTGEN as well as other projects in ICAO regions and furthermore to observe and take into account the need for consistency with ICAO global concept developments;

15. For that purpose, INVITES the Commission to submit a Recommendation to the Council in order to authorise the Commission to open negotiations on a Memorandum of Cooperation with the Federal Aviation Administration of the United States of America;
 16. STRESSES that the development of the ATM Master Plan should take into account the neighbourhood of non-EU countries as one of the elements of the Single European Sky external dimension in order to support the Commission in progressing with the creation of the Common Aviation Area."
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