



About ETSI

ETSI's Aeronautical Technical Committee (TC AERO) focuses primarily on supporting European initiatives in the Air Traffic Management sector, creating candidate Community Specifications and other technical standards and reports related to interoperability in the European Air Traffic Management Network (EATMN).

ETSI is one of the world's leading standards development organizations for Information and Communication Technologies (ICT). Founded initially to serve European needs, ETSI has grown rapidly to become highly-respected as a producer of technical standards for worldwide use. In addition to our global focus, ETSI is formally recognized by the European Union as a European Standardization Organization.

ETSI membership is composed of manufacturers and network operators – all the “big names” and many smaller companies too – plus ANSPs, national administrations, ministries, regulators, universities, research groups, consultancies and user organizations. A powerful and dynamic mix of skills, resources and ambitions, all working together to bring the very best ICT solutions to the global marketplace. Geographically, our membership of over 700 companies and organizations is drawn from more than 60 countries on 5 continents.

ETSI is independent of all other organizations and structures, a key feature for ensuring neutrality and trustworthiness. That brings benefits not only in the acceptance of our standards and other publications, but also in our growing range of ancillary services, such as interoperability testing. And because standardization inevitably draws upon the bright ideas of our members, we have an Intellectual Property Rights (IPR) policy in place that has become the model for many other organizations.

ETSI's standardization activities are open to all interested companies and organizations. Your company can be part of this dynamic organization. For more information about how *you* can be involved, please visit

<http://www.etsi.org/membership>

For details about ETSI's current activities in support of the Single European Sky, please visit

<http://portal.etsi.org/Aero>

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World Class Standards

Single European Sky



www.etsi.org

Single European Sky

The Single European Sky (SES) is an initiative launched by the European Commission to reform the architecture of European air traffic control to meet future capacity and safety needs, organizing airspace and air navigation at a European rather than at a local level.

It has been estimated that air traffic will grow by 4% a year over the next 15 years, leading to an almost doubling of traffic by 2020. This is likely to create severe traffic congestion, especially in high-density traffic areas, causing delays as well as increasing safety risks. A sharp rise in delays has already been observed. While these delays are due to a combination of factors, the main ones are insufficient capacity of the air traffic control system and problems at airports and within airline operations.

The European sky is still divided into different pieces of airspace that remain under the control of national governments. This fragmentation has negative repercussions in terms of the efficiency of Europe's air travel because airlines have to cut across numerous air-traffic control systems in order to get to their destination. It also causes safety concerns, by creating additional aerial traffic jams, and adds to air pollution by forcing planes to fly extra kilometres and assume holding patterns before being able to land.

The Single European Sky initiative aims to resolve these issues by:

- ➔ Increasing capacity
- ➔ Increasing efficiency
- ➔ Reinforcing safety
- ➔ Encouraging more environment-friendly operations



The initiative is based on a harmonized regulatory framework, in which the proposed technical regulation is based on essential requirements, rules and standards that are complementary and consistent.

In addition, great emphasis is placed on interoperability. Airspace users have expressed a clear need to be able to fly throughout the world with a single airborne equipment that is interoperable with any ground ATM system. Interoperability requires internationally-agreed standards and ETSI is well-placed to support this work, given our extensive experience in producing standards for the European 'New Approach' and in assuring interoperability.

ETSI - an active member of the ATMSCG

The Air Traffic Management Standards Coordination Group (ATMSCG) acts as a Joint Advisory Group of ETSI, CEN, CENELEC, EUROCONTROL, EUROCAE, EASA, SJU, EC and EFTA. An observer of the Industry Consultation Body (ICB), the ATMSCG provides a link between the European Standards Organizations and the ATM stakeholders, and is tasked with ensuring compliance with the interoperability regulation and co-ordination of the development of Community Specifications for the European Air Traffic Management Network (EATMN).

ETSI and the Single European Sky

ETSI has considerable experience in developing technical standards, specifications and reports of relevance to the aeronautical community. In response to European Commission mandates (contracts) to produce standards to support the Interoperability Regulations of the SES, ETSI (in co-operation with EUROCAE and in co-ordination with CEN) has developed standards for Airport Collaborative Decision Making (A-CDM) and for Advanced Surface Movement Guidance & Control Systems (A-SMGCS). These have been listed as Community Specifications in Official Journal of the European Union (OJEU). A standard for Data Link Services (DLS) is foreseen for mid-2011. Other work, supporting Implementation Package 1 of the European Air Traffic Management Master Plan (endorsed by the Council of the European Union in March 2009), is scheduled to start soon.

In addition, ETSI organizes Plugtests™ interoperability testing events based on ETSI and EUROCAE specifications. These events enable the improvement of current standards and products and thereby provide an assurance of interoperability of ATM products for the implementation of the future European ATM system as defined in the framework of the Single European Sky ATM Research (SESAR) programme.



Plugtests™ is a registered trademark of ETSI

Creation of Community Specifications in ETSI

The Interoperability Regulation 552/2004 defines Community Specifications as:

- ➔ European standards for systems or constituents, together with the relevant procedures, drawn up by the European Standards Organizations in cooperation with EUROCAE, on a mandate from the EC under Directive 98/34/EC;
- ➔ EUROCONTROL specifications on matters of operational coordination between air navigation service providers.

Systems, procedures and constituents which meet Community Specifications are **presumed to be compliant** with mandatory rules (essential requirements of the interoperability regulation and implementing rules).

ETSI (as an European Standards Organization) is responsible for the drafting of European Standards (ENs) that are formally adopted following a public approval process. After approval by the responsible Technical Committee, a draft EN is submitted to the National Standards Organizations (NSOs) for a "public enquiry". The NSOs submit their comments to ETSI. After resolution of the received comments, the revised draft is submitted back to the NSOs for national vote. Following adoption and publication, the EN is notified to the EC which, if all the conditions are fulfilled, will reference the EN as a Community Specification in a listing in the Official Journal of the European Union (OJEU).

