



SPEEC BY CHIEF EXECUTIVE JORGE DOMEQ
“EUROPE FOR AVIATION” CONFERENCE
WORLD ATM CONGRESS, MADRID
The future of Single European Sky
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Dear Henrik,
Dear all,

many thanks for involving the European Defence Agency in the “EU Village” as well as in this session on the future of Single European Sky.

Civil-military collaboration in the domain of SES is an essential prerequisite in order to implement a new airspace Architecture in Europe, as both civil and military aviation share the same airspace and conduct mutually supportive activities in the same sky. This effective civil-military collaboration must be preserved, and EDA is actively contributing to enhance it in a SES context.

Allow me to elaborate how EDA performs its reinforced triple mission in the domain of SES, acting as:

1) the major intergovernmental prioritisation instrument at EU level in support of capability development;

2) the preferred management support structure at EU level for participating Member States to engage in technology and capability development activities; as well as 3) the facilitator and interface exploiting wider EU policies to the benefit of Defence and acting as a central operator with regard to EU funded defence-related activities.

- **First**, when it comes to the identification of Priorities, to this end the Agency has developed, and Member States approved, a new set of output-oriented **Capability Development Plan (CDP) priorities** last June which are now being implemented through so-called Strategic Context Cases (SCC) which will elaborate short, medium and long-term solutions for addressing current as well as possible emerging challenges. 1 of the 11 Priorities is the **integration of military air capabilities in the changing aviation sector**, which directly addresses a number of SES related issues such as:
 - **Access to the Airspace**: in the context of the defragmentation of the airspace and integration of “new-entrants” at all altitudes, in other words all types of drones, High Altitude Pseudo Satellites, Supersonic and Hypersonic aircraft and gliders among others, this aspect is of utmost importance. Military is also ready to pro-actively contribute to the solutions aiming to tackle the current difficulties linked to the capacity shortage in a pragmatic and mutually beneficial way.
 - **Ability to protect confidentiality of mission critical information, coordination with civilian aviation authorities and adaptation of military air/space C2 capability** are also key elements to be considered. Indeed, safety and security

are shared objectives and shared responsibilities, therefore we need to address together the risks linked to malicious drones' usage or to cyber, spectrum management, premature obsolescence, as well as hybrid threats. This could lead to collaborative projects relating to specific capabilities.

- Let me now turn to the role of EDA as the preferred Member State **platform for enabling multinational cooperation in technology and capability development activities**. I am going to illustrate this through one example in which EDA achieved concrete results, the Remotely Piloted Aircraft System (RPAS) Air Traffic Integration. To this end, the Industry Exchange Platform on RPAS ATI allowed us to identify that the full integration of MALE type RPAS into the European airspace between 2025 and 2030 requires the development of several technical enablers now, notably Detect and Avoid technology (DAA), Autonomy, and Secure C2 datalinks for large RPAS. The EDA “Accommodation study” project delivered an enhanced Aviation Safety Case Assessment Methodology for large RPAS, tested this methodology through simulation and developed consolidated generic RPAS Accommodation scenarios. The follow-up study, “Accommodation Validation”, will further develop and validate the results of this initial study, with flight test/demonstrations. The flights will be performed using a MALE (Medium Altitude Long Endurance) type platform, thanks to the contribution in kind offered by a Member State (France). A call for tenders will be published soon.

- **The third role** of the Agency is to act as a **central interface** between the coordinated military community and EU institutions and related bodies. This role is notably mentioned in some EU related regulations such as the new EASA Basic Regulation and the one related to SESAR Deployment. Thanks to this role, the military, through EDA, is now considered as a key and constructive partner in aviation and in Single European Sky. Our activities aim to enhance the civil-military collaboration in different domains:
 - Exactly in the **regulatory domain**, we are aiming to enhanced civil-military interoperability trough a performance-based approach defining high level requirements. Civil-Military synergies must indeed be sought to the maximum extent possible and it will bring benefits to all parties.
 - In the **technical domain**, a future “Digital European Sky” should generate significant changes in the fields of connectivity and data sharing, automation for manned and unmanned aviation, virtualisation and CNS infrastructure rationalization that could lead to opportunities such as rationalization, increased capacity, costs saving and more efficient information exchanges. In this context, collaboration must be the norm and dual use solutions and collaborative projects should be further developed by using all EU-funding opportunities.
 - In the **domain of project support**, EDA is supporting Member States in identifying military projects and in preparing bids to obtain EU co-funding in the context of SESAR Deployment. Thanks to this support, over the last three years, **93 million euros of EU co-funding has been**

awarded to military projects. EDA will continue to support Member States in developing military project bids for the potential future Connecting Europe Facility calls, as well as explore potential use of other EU funding mechanisms for SESAR related collaborative military projects.

Working together will allow us to remain innovative and therefore we need to act jointly in making the European Airspace a Digital European Sky which will effectively accommodate the needs of both civil and military stakeholders, all types of platforms, manned and unmanned, and all types of missions, roles and applications, in a balanced and proportioned way, in peace time and in crisis situations.

This is essential, because even though our objectives are different, we live in the same world, we are sharing the same airspace and we are therefore subject to the same upheavals.
Thank you!
