

A few remarks about ACARE achievements and future plans

The current ACARE was formally established in the 2012 Paris Airshow and since then the General Assembly has met 5 times. Its next meeting is planned to be held in Brussels on June 26th 2014 and will be mainly devoted to the public support for the implementation of SRIA. New research instruments including Horizon 2020, Clean Sky 2 and SESAR 2020 will be overviewed and discussed. ACARE priorities for communication and other emerging issues are also included on the agenda.

One of the biggest ACARE achievements during this 2-year period was the launching of the SRIA – volume 1 at the beginning of this term and – volume 2 just in le Bourget 2014. The Letter of Intent signed in Berlin (September 2012) by important stakeholders of the European aeronautics industry and research partners to support a Clean Sky 2 programme helped a lot in finalising and launching CS2 programme just this year. Further to that, SESAR is being extended to SESAR 2 project to complete the ATM Master Plan. Having in mind the developments of Clean Sky and SESAR, it is clear that the investments of time and efforts by companies and institutions in ACARE have paid off. In the last ACARE General Assembly meeting it was recommended that ACARE should remain at the level of the overall strategy and not get into implementation details of the Framework Programme.

Jan Woerner, (ACARE Vice-Chair, DLR) pointed out in le Bourget (2014) the importance of ACARE 2050 Flightpath vision which is now used in the political arena and the relevance of the goals. He gave the example of the noise target (-65% perceived noise) in the context of the Frankfurt Airport runway extension project where an upper noise limit needs to be developed, noise emission allowance is being established but perceived noise has to be acceptable. If insufficient progress in noise reduction is made, then the risk is that traffic at Airports could be limited. In order to ensure an efficient and environmentally friendly air transport system of the future he asked all stakeholders to realise what has been promised in the SRIA. He welcomed the first flight of the A350 which is an amazingly quiet aircraft.

Unfortunately, The Single European Sky did not deliver the minimum target expected. In the last GA meeting in le Bourget it was said that „not moving ahead is not an option”. The role of regulators is to create the basis to push further: better safety, more capacity, reducing costs/emissions, ATM services, business cases, Air Navigation Service Providers. Support is needed to open services which are the major drivers to cost savings. Functional Airspace Blocks need to be more dynamic and stimulate flexibility. The network manager role needs to be strengthened. ECTL (EUROCONTROL) plays an integral role and given the shortage of resources and the increase of work required, a more coherent institutional framework between EC, ECTL, EASA and the SESAR JU is needed (Remotely Piloted Aircraft integration is just one example).

However, the general assessment of ACARE activity over these 2 years is very positive. For example, Manuela Soares (Director Transport – DG RTD) highlighted the importance of the ACARE Strategic Research and Innovation Agenda which provided a clear and robust roadmap for the research and development programme definition. She also emphasised the importance of bringing all actors of the sector together (industry, research centres, regulators...). Moreover, Manuela Soares pointed out that the European Commission strongly supports the Clean Sky 2 industry proposal. She explained that the EC has been very busy with a first package of Joint Technology Initiatives and invited the assembly to support and promote the innovation investment package so that the maximum public support can be obtained.

At the end of this short note we shall point out that Tom Enders – the chairman of the ACARE General Assembly stepped down and has been replaced by Peter Hartman, who was

recently appointed Vice-Chairman of Air-France KLM. Tom Enders stressed the importance of having the interests of operators duly represented, which will lead to passenger satisfaction.

Prepared by Zdobyslaw Goraj – EASN representative to ACARE GA - basing on different ACARE minutes, agendas for meeting and own notes.