



**The Chairman of the European Union Military Committee
General Claudio GRAZIANO**



**CEUMC key note speech for the EDA Single European Sky Military
Aviation Board (ESMAB) Policy Level Meeting**

Time: 10.00

Brussels, 2 July 2019

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Dear Jorge (*Amb. Jorge DOMEQ, EDA Chief Executive*),

Dear Eamonn (*Mr Eamonn BRENNAN, Director General of Eurocontrol*)

Dear Mr HOLOLEI (*Mr Henrik HOLOLEI, Director General for Mobility
and Transport, EU Commission*)

Distinguished Guests, Ladies and Gentlemen,

Good morning.

I am delighted to be here today before you in my capacity as Chairman of the EU Military Committee and Military Adviser to the High Representative.

I would also like to thank the Chief Executive for giving me the opportunity to address this high-level audience and share with you my thoughts on this very important issue, the Single European Sky implementation.

Equally, I am glad to participate in the exchange of views between the main civil and military actors involved.

As the spokesperson of all the 28 Chiefs of Defence of EU Member States, I note that in the military domain we are attaching an increasing importance to the Single European Sky and Air Traffic Management matters and that there is the utmost willingness to cooperate in order to develop the synergies we all need to better address the related issues.

In this vein, I would first and foremost like to reaffirm my commitment to maintain the attention high on these topics.

The participation of both of you, Jorge and Eamonn, in the last meeting of the European Union Military Committee at the level of CHODs on 21 May is a clear evidence of that, as well as the presentation given on that occasion by MG Cousin and MG Huhn in their capacity as Military Advisors to the Wise Person Group.

As everybody knows, the change we are witnessing within the EU and beyond, and in which we are all requested to take an active part, require an even greater integration of the civilian and military components, like it is coded in the DNA of the Union.

In this respect, Single European Sky and the need to radically transform the Air Traffic Management system, or ATM, in order to improve its efficiency and cope with the traffic growth expected over the next 15 years are not an exception, also due to the strong linkages between the civil and military Aviation activities which share the same airspace.

On the contrary, it proves once again how the military domain as one of the tools in the wide toolbox of the European Union has to be harmonically developed together with all the other civilian instruments.

However, it has to be said that, in this particular context, such harmonisation cannot be achieved without bearing in mind the military aviation specificities, both in the technical and operational domains and by attaching the utmost importance to them.

In line with the strategic priorities set in the EU Global Strategy, Military Aviation and Air Mobility are essential to ensure Security and Defence in Europe, and definitely the ATM system and the integration of Military capabilities in a Single European Sky must be seen as key enablers.

Nowadays, the Aviation environment is quickly evolving and becoming increasingly more complex due to the growing emergence and impact of new elements such as digitalisation, automation, connectivity and Artificial Intelligence among the other new technologies.

Continuous growth in air traffic and the increasing difficulty in maintaining the air traffic control (ATC) capacity are gradually enhancing the complexity of the issue, making it gradually more difficult to meet safety and security requirements as well as to ensure de-confliction between civil and military Aviation activities.

The presentation given by Mr Brennan at the recent CHODs meeting provided us with an immediate and impressive picture of the scope of the problem, by illustrating the usual air traffic congestion in Belgium and in central Europe and in the summer time in Barcelona.

This congestion is expected to further increase in the near future, with even more implications in terms of access to the Airspace, flight data exchanges and the connection of Military systems to the ATM Network.

We have made many efforts to set the right instruments to enhance the civil-military collaboration in the ATM and in the Aviation domain, notably by sharing best practices and addressing challenges related to digitalization, security, flexible use of airspace and Remotely Piloted Aircraft Systems integration in non-segregated airspace.

However, a lot still remains to be done, and in this respect I cannot fail to consider what was agreed on this matter by the Chiefs of Defence of all 28 EU Member States last May.

On that occasion, CHODs first expressed their support for greater effective civil-military collaboration in the de-confliction of civil and military activities, particularly in the planning of airspace used for education and training, safeguarding prerogatives and responsibilities of the Member States for security and defence needs.

They stressed the need for the ATM to take into account the military requirements for security and defence missions, including the short notice necessity for preferential use of air space.

They also acknowledged that the digitisation of ATM is a positive development although recalling that it must be conducted in a way to ensure civil-military interoperability, data confidentiality and resilience, especially with regards to its exposure to cyber threats.

Finally, CHODs emphasised that the defragmentation of airspace must ensure that the conduct of training and the execution of relevant missions, notably airspace surveillance and protection, as well as Search and Rescue (SAR) and Border Security, are safeguarded.

In other words, the flexible and responsive nature of airpower must be kept available for decision makers when considering political and diplomatic responses to crisis situations.

Accordingly, the transition from a patchwork of national systems to a wider system enabling to manage all traffic at a European scale must be carefully managed in order to safeguard the military specificities of single national air assets and make sure that the freedom of access to airspace is ensured as part of their sovereign missions and daily training.

For all these aspects, civil-military interoperability is not just a "nice to have" but it must be guaranteed for reasons of safety and security, as both military and civilian have a shared responsibility in this respect, as well as with regard to data protection and exchange and in accordance with properly defined cyber security requirements.

A resilient and robust data sharing network, including relevant cyber protection measures and adequate resilience will be essential in the shape of the digitisation of ATM and in the defragmentation of airspace.

Going to conclusions, I would like to stress again not only the need to enhance civil-military cooperation while taking into account military requirements, but also the need to safeguard the possibility to conduct core military activities and to embrace new technologies but doing all these things intelligently.

I am convinced that the ESMAB will continue to be an essential forum as we take this important work forward, by ensuring appropriate oversight and assisting us in providing guidance and addressing long term and strategic issues.

The role of the EDA, as an interface with other stakeholders and in facilitating the coordination of military views for Single European Sky, remains vital in this context.

Through its close interaction with EUROCONTROL and the ESMAB, the EDA remains the best positioned actor to ensure that military interests and specificities are adequately represented in the continuing implementation of the Single European Sky and to overcome future obstacle in defining and implementing the future "SES standards".

Thank you for your attention, I now hand the floor to the moderator and stand ready to answer your questions.