

## Trans-European Networks

You may want to split your answer between the current Guidelines and expected changes in the proposed new Regulation, and focus on one or more of the three sectors (transport, energy and telecoms).

1. In your view to what extent have the TENs supported or promoted cohesion, interconnection and interoperability of national networks and access to networks across the EU? Has this been in the UK's national interest?
  - a. Heathrow took the opportunity to secure TENs funding to ensure the redeployment of A-CDM was completed at minimal capital cost to the airlines and was successful in securing **270,552.00 €**
  - b. Heathrow successfully went fully operational and live with connection into European Airspace via Eurocontrol in the Summer of 2013. This EU funding assisted in part to allow the UK's Hub, Heathrow, our 82 Airlines and our 70m passengers to join our EU competitors in exploiting the numerous advantages offered from A-CDM dynamic connection.
  - c. Heathrow's status as one of the largest hub airports in Europe, operating within a constrained capacity environment, means that it is critical it optimises the use of that capacity. A-CDM is just one of a number of initiatives that will enable Heathrow Airport to improve its resiliency going forwards and thus improve the predictability and reliability of its schedule. The more predictable the departure schedule, the better the passenger experience. An enabler to this is the data interconnectivity, particularly with the Network Manager in Brussels and A-CDM provides key departure information to the Network Manager Operations Centre (NMOC) to ensure that delays to Heathrow traffic transiting European airspace are minimised.
  - d. A-CDM is a Eurocontrol concept which has been successfully deployed at a number of major European airports including Munich, Brussels, Paris Charles de Gaulle, and Frankfurt. In addition, a further 13 airports will achieve implementation of A-CDM by the end of 2013. It is therefore a fundamental part of the UK Future Airspace Strategy (FAS) and a key enabler for deployment of SESAR technologies and the wider modernisation of the ATM network.
  - e. A-CDM is a joint initiative between airlines, Ground Handlers, Eurocontrol, NATS and Heathrow Airport. The key objective is to facilitate the sharing of operational aircraft data both locally and with the wider ATM network and Network Manager to allow better informed decisions to be made and to make the best possible coordination of resources.
2. Are the types of activity covered by the TENs more appropriately funded at EU, national or regional/local level.
  - a. The overly complex and lengthy process (8months) of completing the changing demands of greater reveals of legal paperwork, references, bankers drafts, Project Documents etc. called into the question the "effort versus return" for what in context of our other Heathrow initiatives was a relatively small grant. The principle of this grant funding root to support Operational Benefits for the UK passengers via it's Hub is strongly supported however; a simpler UK purse drawer down methodology would perhaps be a more efficient way of administering the process. This makes sense particularly as having secured the grant we

later found out that the Sovereign state (yourselves in our case) would indeed act on behalf of the EU to assure the deployment of scope was made.

- b. For information we again plan to re-apply for new funds to support our new Heathrow Airport Operations Centre which encompasses many of the initiatives we're already involved in within SESAR work-package 6.0 (APOC and A-CDM part 2 for Total Airport Management). We also believe new funding routes may also be on offer via other SESAR routes which we're investigating. All this is great for the UK, the UK's Hub, our visiting passengers and thus UK plc. In addition it's great for our airlines as this funding pot sits outside of the Capital pot so is neutral to airport charges.

**Kindest Regards**

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