

## **TENS**

**1.** NATS believes that the TENS do support cohesion and interconnection, at least in the Transport sector. Looking forward, TENS support will be essential to the implementation of SESAR, the technological pillar of the EU flagship aviation project the Single European Sky.

Aviation is now an inescapably international industry. Activities taken at purely national level cannot deliver the necessary level of improvement.

As has already been demonstrated, prescriptive EU rules alone cannot drive technological change. Adequate public funding is required to help overcome negative local business cases to support the greater good. Within aviation, this generally needs to be at EU level so TENS is the appropriate mechanism. UK interests cannot be served by exclusively national action.

**2.** The network-wide improvements required in Air Traffic Management must be implemented in a harmonised way and within coordinated timescales if they are to deliver the anticipated benefits. Funding for these activities, such as the deployment of SESAR, needs to be at EU level to deliver these benefits to the travelling public.

## **Industrial Policy**

**1.** As a customer in a market with a relatively small number of players, NATS is keen that EU industrial policy continues to champion competition and does nothing to create or enshrine EU-wide monopolies. Without adequate competition between suppliers, we cannot negotiate effectively to keep equipment costs down. All significant players in the equipment supply market have a multi-national presence. National policy alone cannot ensure the necessary behaviours.

**2.** As a supplier moving into wider markets, effective competition is also needed to ensure access to service provision markets.

**NATS**