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promises to be a cornerstone of the Single European Sky (SES), the initiative launched by the European Commission and enshrined in EU legislation since 2004. **By taking account of airspace as a whole as opposed to just upper airspace, the FABEC study went far beyond the requirements of the SES.** The airspace of the six States, located as they are in the core of Europe, is one of the busiest and most complex in the world. Most of the large European airports and major civil and military airways are located in this area. FABEC airspace is characterised by a dimension of 1.7 million km²; 5.3 million flights per year; 55% of all European air traffic; and a forecast traffic growth of 50% between 2005 and 2018. #838.ATC9

The Association of European Airlines (AEA) has warned passengers and politicians that the political deal struck on 26 June 2008 between the EU institutions on the inclusion of aviation into an Emissions Trading Scheme (ETS) will have grave implications for the European industry in the coming years, but not necessarily beneficial ones for the environment. "In agreeing a compromise between widely diverging positions, the Council, Commission and Parliament have solved a political dilemma", said AEA Secretary General Ulrich Schulte-Strathaus. "But by pulling figures from a hat, such as an arbitrary 15% of permits to be purchased through auctioning without any assessment of how they will affect the air transport system, the travelling public or the environment, they have opened a Pandora's Box of unintended and unwelcome consequences for employment, services to regions, and Europe's international credibility." He said that European airlines had consistently supported ETS as a global approach to a global challenge, taking into account the specificities of aviation. "While other regions are considering ways of supporting the sector, with this proposal Europe seems to be keen to penalize its aviation. It contains restrictive and punitive elements which will find no support in the rest of the world, although non-European airlines will be pleased to see this burden fall on the shoulders of their European competitors." **Meanwhile, the airlines continued to wait for the long-promised but still unrealized environmental improvements linked with the Single European Sky rationalization of air traffic management.** "Now it becomes essential," Mr Schulte-Strathaus said, "that any remaining resistance to this hugely important project is swept aside. It is unacceptable that we should face the prospect of having to buy permits to purchase fuel – at grossly inflated prices – to zigzag our way around Europe's patchwork airspace." The industry also called upon national administrations to rethink their approach to proliferating 'environmental' taxes and charges. #838.ATC10

SRA International Inc., a leading provider of technology and strategic consulting services and solutions to government organizations, has completed the acquisition of Era Corporation (#835.ATC11). The company has nearly 300 employees and develops multilateration, Automatic Dependent Surveillance-Broadcast (ADS-B) and other technologies that deliver high-performance, high-reliability surveillance solutions to more than 100 customers in the U.S.A., Canada, Europe, the Middle East, Africa, South America, and Asia. "Era is a terrific company, and we're privileged to welcome the Era team into SRA," said SRA President & CEO Stan Sloane. "Era's advanced surveillance technologies are modernizing the capabilities of customers around the world. Together, we are well-positioned for rapid growth in this rising market segment." #838.ATC11

The Management Boards of both HITT N.V. of the Netherlands and C.N.S. Systems AB of Sweden have reached an agreement to sell HITT's Canadian subsidiary International Communications and Navigation Ltd (ICAN) to CNS. ICAN, of St John's, Newfoundland is a wholly-