

ATM Information Digest

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All reasonable efforts have been made to ensure the accuracy and completeness of this Digest, but neither the authors nor the European Commission accept responsibility for any of the information contained herein.

The authors welcome any comments or corrections on the content to improve its accuracy – please contact icbsupport@askhelios.com

NCP NSA
Coordination
Platform

ICB
Industry Consultation Body

EGHD Expert Group on the
Human Dimension of the
Single European Sky

Introduction

The Air Traffic Management (ATM) Information Digest provides ICB, NCP and EGHD members with a quick reference on the main developments within the Single European Sky (SES). The content is organised into the following Sections: EU Policy, Performance and Charging, Technology, and Safety. The ATM Information Digest is revised twice a year, and this edition is structured as follows:

1. EU Policy

- **Aviation:** A summary of global and EU aviation policy;
- **Air Traffic Management in the EU:** A summary of EU Air Traffic Management (ATM) policy;
- **Funding and Financing Modernisation in ATM:** A summary of the funding and financing opportunities within European ATM, including information on the 2017 CEF Transport SESAR Call for Proposals.

2. Performance and Charging

- **Performance and Charging Scheme:** A summary by Reference Period, the evolution of the PRB, and future charging mechanisms;
- **Functional Airspace Blocks:** A summary of the status of FABs;
- **Network Management:** An overview of the nomination of the Network Manager, update of the Network Functions Implementing Rule, network performance, and CDM processes.

3. Technology

- **SESAR Development:** An overview of the ATM Master Plan Update, including the SESAR 2020 R&I programme;
- **SESAR Deployment:** A summary of the framework to implement SESAR technologies and concepts, and its current status;
- **Interoperability:** An overview of the status of implementation of interoperability IRs and related technical issues;
- **ATM Standardisation – EASCG:** An outline of the current state and coordination of European standardisation;
- **Remotely Piloted Aircraft Systems (RPAS):** A summary of the current advancements in, and legislation surrounding, unmanned aircraft (or drones);
- **ATM Cybersecurity:** An overview of the regulatory framework for ATM cybersecurity and of the current guidance and related activities by European organisations;
- **Human factors:** An overview of the status of work on Human Factors within SESAR; and
- **EU-US Collaboration in ATM Modernisation:** an outline of FAA's NextGen (Next Generation Air Transportation System) and the EU's SESAR collaboration activities that aim to harmonise ATM modernisation efforts.

4. Safety

- **Common requirements for service providers and their Oversight:** A summary of the subject regulation and EASA Rulemaking activity;
- **EASA Basic Regulation:** An overview of the update to the EASA Basic Regulation;

- **European Plan for Aviation Safety (EPAS):** An overview of the European Plan for Aviation Safety including the EASA Rulemaking and Safety Promotion Programme; and
- **EASA Annual Safety Review 2017:** An overview of the Annual Safety Review 2017.

In addition, there are a number of supplementary annexes:

- **Useful Resources:** Provides a list of the latest documents, with their corresponding URLs, which contain information on SES policy and performance. It also includes links to access dossiers from Comitology Committees and Commission Expert Groups;
- **Public Consultations:** Provides a list of on-going and planned public consultations related to Air Transport;
- **On-going Legislative Procedures:** Provides a list of on-going legislation related to Air Transport;
- **European Parliament Procedures:** Provides a list of legislation and reports related to Air Transport undergoing procedure in the European Parliament;
- **Status of EASA rulemaking activities:** Provides an overview of the status of EASA Rulemaking activities related to Air Transport;
- **Connecting Europe Facility:** Provides an update on the status of SESAR funding through the Connecting Europe Facility (CEF), including details on open CEF Calls; and
- **SES Legislation:** Provides a list of all existing legislation relating to SES.

1 EU Policy

This section provides an overview of EU policy and legislation and provides the connection between European ATM and the global aviation community. It contains the following topics:

- **Aviation:** A Summary of global and EU aviation policy;
- **Air Traffic Management:** A Summary of EU Air Traffic Management (ATM) policy;
- **Funding and Financing:** A Summary of the funding and financing opportunities within European ATM, including information on the 2017 CEF Transport SESAR Call for Proposals.

Aviation

EU Transport Policy

The EC's 2011 White Paper "[Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system](#)" sets the direction for EU Transport Policy.

The Commission performed a mid-term review of the paper in 2015. In July 2016 the Commission published a [Staff Working Document on the implementation of the 2011 White Paper on Transport](#), highlighting its achievements and challenges. The overarching conclusion is that there is still little progress towards the goals set in 2011 – this is attributed to the follow-up adoption of proposals by legislators, as well as the implementation being behind schedule.

Flight Path 2050 (Long Term Vision)

The European Commission published its long-term vision for Aviation in Europe, [Flightpath 2050](#), in 2011. The report establishes how and where European research priorities should be set to maintain EU growth and worldwide competitiveness, whilst meeting market needs and environmental challenges.

EC Aviation Strategy

The Commission's [Aviation Strategy](#) was published on 7th December 2015. It is composed of a [communication](#), a [detailed supporting working document](#), a [legislative proposal to amend the EASA Basic Regulation](#) (see below), and Regulatory Impact Assessments for the [changes to the EASA BR and regulation of drones](#).

The Aviation Strategy lays down the Commission's vision for aviation as a whole in Europe. In ATM, the Aviation Strategy recognises that the SES initiative is an important example of an EU project that can make a difference by improving safety, raising capacity, cutting costs and minimising environmental impact, but concludes that the project is still not delivering. To this end, the Commission urges the Council and European Parliament to adopt the SES 2+ proposals.

Parliament Report on an Aviation Strategy for Europe

In response to the Commission's communication on an Aviation Strategy for Europe, the European Parliament adopted MEP Pavel Telicka's [report on an Aviation Strategy for Europe](#) on 16th February 2017. The report contains proposals for aviation, which include:

- A Trans-European Motorway of the Sky, relating to the EU Upper Flight Information Region (EUIR), allowing continuity of air services in the event of unforeseen circumstances or disruptions of air traffic.
- A Connectivity index integrating all modes of transport, in order to rationalise investment and to build a resilient transport network while improving connectivity.

Communication on Aviation

The Commission adopted its [Communication on Aviation: Open and Connected Europe](#) on 8th June 2017. This includes a Commission Staff Working Document (SWD) on practices favouring ATM Service Continuity, which draws on the conclusions of a study completed in February 2017 and on stakeholder consultation. The SWD assesses the operational and financial impact of ATM strikes on the EU network, and explains operational measures adopted by Member States to mitigate the impact of strikes, highlighting the benefits these measures bring to the Network.

EU Aviation Agreements

Following the publication of the European Commission's Aviation Strategy, a [three-phase process](#) that comprises of proposing, negotiating and implementing EU-level comprehensive aviation agreements with partner countries has been undertaken. The EU is currently in negotiations with the following key countries:

- 1) In March 2016, the Council of the European Union authorised the EC to open [negotiations with China and Japan](#) in view of concluding Bilateral Air Safety Agreements (BASAs);
- 2) In June 2016, the EU member states granted the EC the exclusive mandate to [negotiate EU-level aviation agreements with four key partners](#): The United Arab Emirates (UAE), Qatar, Turkey and members of the Association of South East Asian Nations (ASEAN). The first round of negotiations has already taken place with ASEAN and with Turkey;
- 3) A [common aviation area \(CAA\)](#) with EU's neighbours has been initiated. An aviation agreement with [Ukraine](#) has been negotiated and is expected to be signed in the near future, while negotiations are on-going with [Lebanon](#), [Tunisia](#) and [Azerbaijan](#).

Existing EU aviation comprehensive agreements are listed below:

- [EU-US Air Transport Agreement](#), (2007), amended by a [Protocol](#);
- [EU-Canada Air Transport Agreement](#) (2009); and
- [Multilateral Agreement on the establishment of a European Common Aviation Area](#) (2006), which [entered into force](#) on 1st December 2017.

A list of all countries that the European Commission has Air Transport agreements with, or is currently in negotiations with, is on the [European Commission mobility and transport website](#).

EASA

[Regulation \(EC\) No 216/2008](#) (EASA Basic Regulation), published on 19th March 2008 and amended by [Regulation \(EC\) No 1108/2009](#) in November 2009, establishes the European Aviation Safety Agency (EASA) and dictates its remit, responsibilities, future implementing regulations, management and funding.

A significant overhaul of this Regulation has now been finalised in [Regulation \(EU\) 2018/1139](#) (New EASA Basic Regulation) which was adopted on 4th July 2018 – please refer to the Section [Update to EASA Basic Regulation](#) for further details.

Air Traffic Management in the EU

ECA Audit of SES

The European Court of Auditors (ECA) published an [audit of the SES](#) on 30th November 2017. The audit confirms that the SES initiative to improve ATM across the EU addressed a clear need and has led to a greater culture of efficiency. However, European airspace management remains fragmented and the SES as a concept has not yet been realised. The ECA makes seven recommendations to the European Commission with a view to making the SES more effective:

- Revise SES High Level Goals (HLGs);

- Analyse other policy options targeting defragmentation;
- Ensure full independence and capacity of NSAs from ANSPs and cover the inspection gap at the level of the charging scheme;
- Streamline the Performance Scheme, and review certain key performance indicators;
- Review the EU's support structure to R&D with regard to its objectives;
- Reinforce the accountability of the SESAR JU; and
- Prioritise EU support to R&D solutions that encourage a defragmented and competitive environment.

Information on the audit methodology used by the ECA can be found [here](#).

It was [announced on 24th April 2018](#) that the deployment of SESAR, which was not covered under the original audit of the SES, is currently undergoing its own audit by the ECA. This will focus on the deployment's management and contribution to the SES initiative. A special report is planned to be released in Spring 2019.

SES 2+

The SES 2+ legislative proposal comprises a recast of the existing SES Regulations (SES Recast, [2013/0186 \(COD\)](#)) and an amendment to the EASA Basic Regulation ([2013/0187 \(COD\)](#)) (see also the [EASA](#) section, above). The two legislative proposals are currently undergoing ordinary legislative procedures in the European Parliament and the Council of the European Union. For the European Parliament, the TRAN Committee is responsible for both legislative processes.

Two 'committees for opinion' have been assigned to the SES recast fiche: the Industry Research and Energy (ITRE) Committee, and the Legal Affairs Committee. The ITRE Committee decided not to provide an opinion.

The legislative process continues to be blocked in the Council, pending the resolution of the disputed status of Gibraltar.

In the context of garnering support to possibly revive parts of the SES2+ proposal, a "Wise Persons Group" (WPG) on the future of SES has been set up to:

- Listen to the views of all major ATM stakeholder groups on the future of the SES;
- To consider new information such as the airspace architecture study, the Challenges of Growth report and the ECA report on SES; and
- To discuss and agree recommendations in a collective report, on the direction that ATM in Europe should take, making use of existing tools and instruments, or proposing new ones.

The WPG will first meet in October 2018. Hearings with stakeholders will take place in November and December 2018, and the collective report will be published in Q1/Q2 2019.

European Airspace Architecture

Following the [Commission's Aviation Strategy](#) report on 7th December 2015, MEP Pavel Telicka's [report on an Aviation Strategy for Europe](#) published on 16th February 2017 linked the question of air traffic service continuity to the European Upper Information Region ([EUIR](#)).

Subsequently, MEP (EPP, RO) Marian-Jean Marinescu requested the Commission to carry out a pilot project on European Airspace Architecture, earmarking €800 000 for the study. MEP Marinescu insisted on the need to go beyond the concept of FABs to imagine a future European Airspace where the current architecture would be redefined based on traffic flows.

The SESAR Joint Undertaking has been tasked, with the support of the Network Manager, to deliver the study, which aims to propose a new architecture of the European airspace, embracing

the new era of innovation and digital technologies. The [first public workshop](#) for the study was organised across the 5th-6th July 2018 in Brussels to gain early stakeholder input.

Funding and Financing Modernisation in ATM

Implementation of the TEN-T

The implementation of the Trans-European Transport Network (TEN-T) is facilitated by CEF funds for the period 2014-2020 and was previously supported through TEN-T funds (2007-2013). SES and SESAR are recognised within the CEF as 'horizontal projects'.

The Innovation and Networks Executive Agency ([INEA](#)) is responsible for managing parts of the CEF and Horizon 2020 programme (with the exception of ATM research, which is managed by the SESAR JU). INEA also manages the remaining TEN-T projects.

Connecting Europe Facility (CEF)

The CEF is an integrated financial instrument for investing in EU infrastructure in relation to Trans-European Network projects covering transport, energy and telecommunications. The CEF is the common focal point for network-related projects and coordinated funding for the EU financial period (2014-2020). The [CEF regulation](#) was published on 20th December 2013.

According to the [ATM Master Plan](#), the target concept for SESAR deployment is expected to require an investment of between €18 billion and €26 billion by 2035. Further information can be found in the [SESAR Deployment](#) section. The total budget of the CEF earmarked for transport related projects between 2014 and 2020 is over €24.05 billion, of which €11.3 billion will be transferred from the [Cohesion Fund](#). Approximately €3 billion is allocated for SES-SESAR implementation up to 2020, which includes: €1.5 billion in the form of grants from the general envelope; €500 million in the form of grants from the Cohesion envelope; and €500 million in the form of financial instruments.

CEF funding rates of eligible costs (as a percentage of the overall cost of the project) are 50% for studies and implementation of infrastructure; 50% for ground equipment; and 20% for airborne equipment.

The CEF Multi-Annual Work Programme ([Commission Implementing Decision C\(2014\)1921](#) and its [annex](#)) was adopted on 26th March 2014. INEA has launched three related Calls for Proposals: [2014](#), [2015](#) and [2016](#). Links to the results of the 2015 and 2016 CEF Transport Calls can be found in Table 1 and in the [CEF](#) section of the [Useful Resources](#).

The [2017 CEF Transport SESAR call for proposals](#) was launched on 6th October 2017, with EU funding of €290 million made available exclusively for proposals addressing the priority 'Single European Sky – SESAR of the 2017'; provisionally, 80% is allocated to 'Common Projects' and 20% to 'Other Projects'. The SESAR Deployment Manager received around 100 proposals for implementing projects, and, following evaluation, submitted one consolidated proposal to INEA on 5th April. This proposal comprised 55 projects, representing an overall investment of €594 million and a request for co-funding of €275 million. The decision on selected projects is expected by mid-September 2018, and signature of the Specific Grant Agreement by the end of 2018.

The overall results of the CEF Calls are summarised in the following table:

Call	Indicative ATM Funding Value (pre-decision)	Funding received for PCP Projects	Funding received for non-PCP Projects	Decision
2014	€300 M	€325 M	€50 M	2014 Decision
2015 (General)	€515 M	€473 M (value of funding applied for: €1 076 M)	€123 M (value of funding applied for: €140 M)	2015 Decision

Call	Indicative ATM Funding Value (pre-decision)	Funding received for PCP Projects	Funding received for non-PCP Projects	Decision
2015 (Cohesion)	€300 M	€59 M (value of funding applied for: €112 M)	€39 M (value of funding applied for: €40 M)	2015 Decision
2016 (General)	€300 M	€275 M (value of funding applied for: €240 M)	€25 M (value of funding applied for: €60 M)	2016 Decision
2016 (Cohesion)	€100 M	€8.6 M (value of funding applied for: €80 M)	€3.0 M (value of funding applied for: €20 M)	2016 Decision
2017 (SESAR)	€290 M	N/A	N/A	N/A

Table 1: Summary of the 2014, 2015 and 2016 Calls for Proposals

SESAR Demonstrations funding

In January 2018 the SESAR JU launched a call for proposals for studies, including demonstrations, on drone traffic management in Europe ([CEF-SESAR-2018-1 U-SPACE](#)). The call is a step towards the European Commission's U-space vision for ensuring safe and secure access to airspace for drones, as outlined in the [U-space Blueprint](#).

With a budget of €9.5 million within the framework of the European Commission's CEF, the SESAR JU intends to co-finance between 5 and 10 demonstration sites across different EU Member States. The deadline for the submission of applications was 15th May 2018. The SJU is now in the process of evaluating the submitted proposals.

Private financing

CEF Blending call

The [2017 CEF Transport Blending MAP Call for Proposals](#) opened on 8th February 2017 under the Multi-Annual Work Programme. €1 billion was made available for projects of common interest in the transport sector, reserving [€40 million](#) specifically for the SES through SESAR. Two proposals were submitted under the SESAR Priority for the first cut cut-off date. Further details can be found in the [CEF](#) section of the [Useful Resources](#).

European Fund for Strategic Investment (EFSI)

The [EFSI Regulation](#) was adopted in June 2015, establishing the EFSI, and aiming to mobilise funding for projects of at least €315 billion to help promote growth and employment in the period 2015-2018.

On [13th September 2017](#), the European Parliament and Member States agreed to extend EFSI's initial three year timeline to 2020 and to increase the proposed target investment from €315 billion to at least €500 billion.

European Investment Bank (EIB)

The EIB has a range of standard financial products available to support SESAR deployment. It is possible to accumulate CEF funding and EIB loans, up to a limit of 70% of the total project cost. For Cohesion States, this rises to 90%.

On 13th January 2016, the EIB and the SESAR Deployment Manager signed a [Memorandum of Understanding](#) (MoU) formalising the way in which the parties will work together. Their aim is to ensure a range of financial instruments and mechanisms are available to industry stakeholders to support the implementation of the SESAR Deployment Programme. The financial products offered by EIB have been detailed [here](#).

2 Performance

This section provides an overview of performance within European ATM, covering the following topics:

- **Performance and Charging Schemes:** A summary by Reference Period, the evolution of the PRB, and future charging mechanisms;
- **Functional Airspace Blocks:** A summary of the status of FABs;
- **Network Management:** An overview of the nomination of the NM, update of the Network Functions Implementing Rule, network performance, and CDM processes.

Performance and Charging Schemes

The SES Performance and Charging Schemes are organised around fixed Reference Periods (RPs), for which legally binding performance targets are set at EU, FAB, charging zone and national level.

The European Court of Auditors performed a performance audit of SES policy initiatives (covered under [Air Traffic Management in the EU](#), within the [EU Policy](#) Section), which includes the Performance and Charging Schemes. The [outcome](#) was released on 1st December 2017 and assisted in the revision of the Performance and Charging Scheme Regulations for the next Reference Period.

Reference Period 1 (2012–2014)

In February 2017, ECORYS published an [independent support study for an ex-post evaluation of the SES performance and charging schemes](#) for RP1 and the first year of RP2. The report found that the performance and charging schemes have resulted in increased transparency of ATM performance among stakeholders but not to the degree that was aimed for, due to a variety of factors.

Furthermore, in March 2018, the Commission published a [Commission Staff Working Document](#), with [Executive Summary](#), to assess the impact, effectiveness and scope of the SES performance and charging schemes for RP1 and the first year of RP2. The evaluation addressed the effectiveness, efficiency, relevance, coherence, and EU added-value of the schemes, including an assessment of the set-up of the PRB.

Reference Period 2 (2015–2019)

Targets

The Performance Scheme ([\(EU\) No 390/2013](#)) and Charging Scheme ([\(EU\) No 391/2013](#)) Regulations for RP2 (2015–2019) were adopted in May 2013. An ad-hoc meeting of the SSC on 4th February 2014 adopted [EU-wide targets for RP2](#).

FABEC and Switzerland's revised performance plans have since been accepted. Decisions on the revision of cost-efficiency targets for Bulgaria, Malta and Poland were adopted in 2017.

The decision on the consistency of the BlueMed FABs revised performance plan with the Performance and Charging Regulations – specifically regarding the capacity KPA – is ongoing. The revisions of the performance plans for Portugal and Romania are also ongoing.

RP2 unit rates – 2018

Commission Implementing Decisions [\(EU\) 2018/704](#), on the compliance of en-route unit rates for charging zones for 2018 and for FABEC charging zones for 2015 and 2016; and [\(EU\) 2018/703](#), on the compliance of the unit rates for the charging zone of Switzerland for 2015, 2016 and 2018, were adopted on 8th May 2018.

2016 Monitoring

The [PRB annual RP2 monitoring report for 2016](#)¹ was published in March 2018 on the ESSKY Portal¹ and is available in three volumes: [European Overview](#), [Local Overview](#), and [Safety](#). The report is based on monitoring reports submitted by the NSAs, the NM and EASA, subject to the provisions of the Performance and Charging Regulations.

2017 Monitoring

The 2017 performance-monitoring process remains the same as for 2016. The deadline for States to submit their 2017 monitoring reports, as input to the PRB Annual RP2 Monitoring Report 2017, was 1st June 2018.

The 2017 PRB Annual RP2 Monitoring Report is planned to be presented at SSC/70 in November 2018.

Preparations for Reference Period 3 (2020-2024, expected)

The main developments since the beginning of 2017 related to the preparations for RP3 of the Performance and Charging Schemes are presented in the table below:

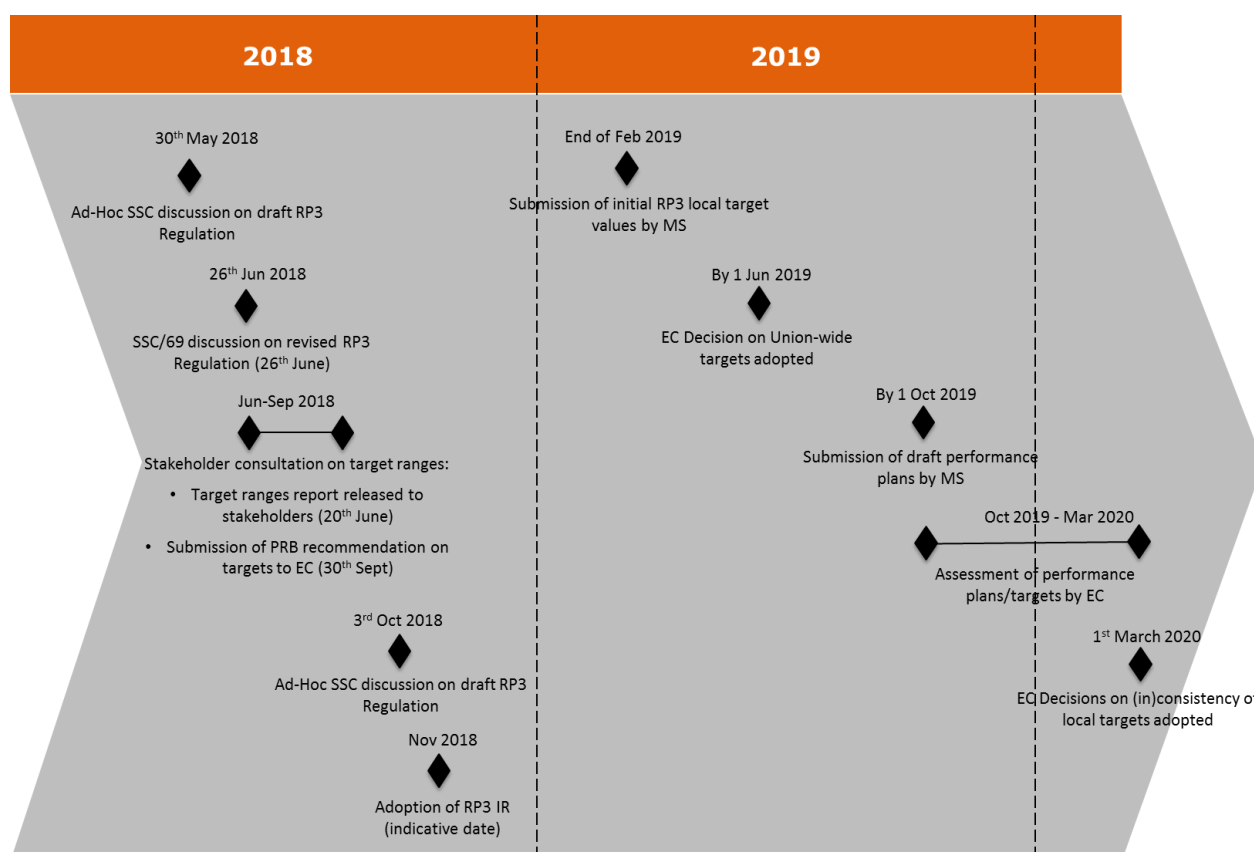
Date	Development
March 2017	The Commission presented option papers for the RP3 Performance and Charging Schemes at the ad-hoc SSC meeting in March.
September 2017	Steer Davies Gleave (SDG) published a report on the future of performance incentives, including recommendations for future incentive schemes.
November 2017 – January 2018	A RP3 Impact Assessment Stakeholder Workshop was held on 14 th November 2017 to allow stakeholders to provide feedback on the various options for RP3 – outcomes of the Workshop were made available at SSC/67. At SSC/67, the Commission presented proposed changes to the Performance Scheme and Charging Scheme for RP3, which informed the draft legal text for amending the Performance and Charging Regulations.
February 2018	SDG published an Impact Assessment which outlined three options for change and an assessment of the impact of the changes to the Performance and Charging Schemes in RP3. The preferred option included simplification/clarification of reporting, more empowered NSAs, and a more efficient performance planning and targeting process.
April 2018	NSAs submitted local data inputs (provisional cost and traffic forecasts) for RP3 target setting (deadline 30 th April, changed from the initial deadline of 31 st March) to the Commission.
May 2018	On 9 th May, a draft of the RP3 Performance and Charging Regulation was released for review by SSC representatives prior to discussion at the Ad-Hoc SSC on 30 th May (summary report available here). At the ad-hoc SSC Member States presented their comments on the proposed Regulation, leading to an agreement for the Commission to revise the draft Regulation ahead of SSC/69 on 26 th June 2018.

¹ To access the documents, you must have an EU Login Account. A Login Account can be created at the following [link](#).

Date	Development
June 2018	<p>The Commission presented an updated draft of the RP3 Performance and Charging Regulation at SSC/69 on 26th June 2018 (summary report available here). Further comments on the draft Regulation were received from Member States (MSs).</p> <p>The draft text is in the process of being updated with MS comments and with changes from the Commission's legal service. The updated draft regulation will be distributed to MSs and further discussed at an ad-hoc meeting of the SSC in the autumn (3rd October 2018), and a vote is planned for the SSC/70 in November 2018.</p> <p>The PRB released its target ranges report to stakeholders on 20th June; the report contains the PRB's proposed target ranges for RP3 and outlines the methodology used and considerations made when calculating these target ranges. The report and its four accompanying annexes can be accessed by logging in to the SES Performance Website.</p>
July 2018	The PRB held its target ranges stakeholder consultation workshop on 4th July, at which stakeholders were invited to provide comments on the PRB's target ranges report (see above). The workshop is available to view on the Commission's streaming service ² .
August 2018	The PRB held a second consultation workshop on 21 st August focusing on the academic study on cost efficiency. The presentations are available on the PRB website .

Table 1: Recent developments in the preparations for RP3

The indicative timeline for the development of the RP3 Performance and Charging Scheme Regulations is indicated below. It should be noted that the dates for adoption of Union-wide targets, and the submission of local performance plans and targets are based on the draft regulatory provisions for RP3, which may be subject to change.



² To watch the video, you must have an EC password.

In addition to the dates shown in the diagram above, it should be noted that after the adoption of EC Decisions on the consistency of inconsistency of local targets on 1st March 2020:

- For States whose performance plans were deemed consistent, adoption by the State and entry into force of the performance plan is to be completed by April 2020.
- For States whose performance plans were deemed inconsistent, a revised plan is to be submitted to the EC by 1st June 2020; an EC Decision on the consistency of the revised targets will be adopted by 1st October 2020. If the revised targets are deemed consistent, adoption by the State and entry into force of the performance plan is to be completed by November 2020. If any of the revised targets are still deemed inconsistent, a detailed examination of the targets for which doubts remain will then be performed.

Performance Review Body (PRB)

Overview

[Commission Implementing Decision \(EU\) 2016/2296](#) of 16th December 2016 set up the group of experts designated as the PRB) of the SES. The PRB assists the Commission in regulating ANSPs by providing independent advice to improve the performance of ANS across the four KPAs.

The new [PRB members](#) were appointed on 1st June 2017, with the Director General of DG MOVE asking Professor Regula Dettling-Ott assuming the role of Chair. The new PRB started its activities in June 2017.

Technical support to the PRB

In October 2017, the Commission signed a contract for a consortium agreement with Ernst and Young to provide technical support to the PRB. This technical support is organised such that the PRB is independent from all services and entities regulated under the Performance and Charging Schemes. EUROCONTROL and EASA continue to provide performance data, which they also collect, validate and carry out quality assurance on, under a contract with the Commission.

Resources

The following are relevant Commission websites related to SES performance:

- [SES Performance section on the DG Move website](#) (public access)
 - High level public information and performance related studies issued by the Commission
- [SES Performance website](#) (upon registration)
 - Access to SES performance regulatory framework (including latest Decisions)
 - Quarterly monitoring of performance indicators
 - A PRB section, updated by the PRB and containing PRB Reports
 - Information on all SES performance-related events
- [ESSKY](#) (**restricted area**; access rights are managed by the European Commission, and have been pre-registered for NSAs/Member States)
 - Submissions of reports by Member States and NSAs
 - Data Repository of all non-public documents to be shared by the bodies involved in the implementation of the SES performance and charging schemes

In addition, stakeholders are able to contact the European Commission performance team via the SES performance support email: MOVE-ESSKY@ec.europa.eu. For technical support, stakeholders can contact the helpdesk team at: MOVE-TechsupportSES@ec.europa.eu.

Functional Airspace Blocks (FABs)

Overview

[Functional Airspace Blocks \(FABs\)](#) were defined in [Regulation \(EC\) No. 1070/2009](#) and amended in [Regulation \(EC\) No. 549/2004](#).

In 2016, the Commission contracted a study on FABs to assess their organisational, operational and technical progress. The [full report](#) was approved by the Commission on 22nd February 2017, and delivered to Member States on 27th April 2017.

In December 2017, the European Court of Auditors released a [Special Report](#) on the SES (see [Air Traffic Management in the EU](#)). The Report concluded that FABs have 'fostered cooperation structures, not defragmentation' and currently 'provide a forum for cooperation between stakeholders of neighbouring States but have proved ineffective in targeting fragmentation'. The Report subsequently recommended that the Commission should, by 2020, assess the added value of maintaining the regulatory requirements for FABs and explore other policy options targeting defragmentation.

Network Management

Regulatory context

The Network Functions Implementing Regulation (NF IR) [\(EU\) No 677/2011](#), which was adopted on 7th July 2011, laid down guidelines for the implementation of ATM network functions. [Commission Decision C \(2011\)4130](#) designated EUROCONTROL as the NM until 31st December 2019 (the end of RP2), assigning it the responsibility for performing the network functions as defined in the NF IR.

Summary of Network Performance

The Network Management Board (NMB) adopted the [2016 NM Annual Report](#) in June 2017. This report provides an overview of the recent activities performed in the context of the Network Performance Plan (NPP), which covers all EUROCONTROL Member States. The key achievements across the network in 2016 were as follows:

- Network traffic increased by 2.8% and reached an all-time record of 10 190 903 flights, surpassing 2008 levels. ATFM delay was 0.86 min/flight, which was above the SES 0.5min/flight capacity target. However, there was significantly less delay in 2016 (0.86 min/flight) compared to 2008 (1.59 min/flight), despite the two years having similar traffic levels. Delays attributed to weather and industrial action accounted for 0.28 min/flight.
- Actions in the NM Operations Centre (NMOC) and through re-routing proposals (RRPs) by airlines resulted in 11.9% delay savings, thereby surpassing the NPP target for the NM to reduce total en-route ATFM delay by 10%.
- The planned (KEP) and actual (KEA) horizontal flight-efficiency indicators were impacted by strikes and the Ukraine crisis (1.3 and 3 million nautical miles lost respectively). Combined with notably bad weather, these events contributed to the increase of the KEA, which was above the NPP target by 0.09 pp. Nevertheless, better routings proposed by the NM through re-route proposals led to savings of over 106,800 NM.

Update of Network Functions IR for RP3

In 2015, the Commission conducted an [independent assessment of the effectiveness of the NM](#) and the ways in which it has been established. An ex-post evaluation of the impact of the network functions, including an evaluation of NM effectiveness, has been performed by a consortium led by BIP, having commenced in January 2017. The evaluation is yet to be published at the time of writing.

Indicative NF IR proposals were submitted by the Commission at SSC/66 in October 2017, and an ad-hoc SSC Working Group meeting on Network Functions was held on 13th November 2017

to discuss key issues identified in the proposals. The conclusions of the ad-hoc SSC Working Group were presented to SSC/67 on 12th/13th December 2017.

At an ad-hoc meeting of the SSC on 25th April 2018 (summary report available [here](#)) the Commission presented a draft version of the NF IR. Proposals for amendments were suggested by members, for consideration by the Commission in conjunction with their legal service.

An updated version of the NF IR was presented at SSC/69, on 26th and 27th June 2018 (summary report available [here](#)). The SSC recognised the progress made; however, as there remained a number of issues with the text, the vote on the draft NF IR was postponed until the ad-hoc SSC planned to be held on 3 October 2018.

Network Manager Nomination for RP3

The nomination of the NM starting from 2020 was identified as a topic for the SSC in 2017. An input paper on the state of play of the NM nomination was put forward at SSC/66, in October 2016, as a step towards the draft Commission Decision entrusting to EUROCONTROL, or another impartial and competent body, the tasks necessary for the execution of network functions. The paper included the Commission's suggestion for a service level agreement between the designated body and the Commission.

A first version of the Commission Implementing Decision on the Future Designation of the EU ATM NM was presented at SSC/69 for comment on 26th and 27th June 2018 (summary report available [here](#)).

The SSC is expected to provide an opinion on the Commission Implementing Decision on the Future Designation of the EU ATM NM at SSC/70 in November 2018.

The process for appointing the Network Manager has been initiated; a letter was sent from the Commission to EUROCONTROL, inviting them to apply for its appointment for the next two reference periods.

3 Technology

This section provides an overview of developments in European ATM technology, covering the following topics:

- **SESAR Development:** An overview of the ATM Master Plan Update, including the SESAR 2020 R&I programme;
- **SESAR Deployment:** A summary of the framework to implement SESAR technologies and concepts, and its current status;
- **Interoperability:** An overview of the status of implementation of interoperability IRs and related technical issues;
- **ATM Standardisation – EASCG:** An outline of the current state and coordination of European standardisation;
- **Remotely Piloted Aircraft Systems (RPAS):** A summary of the current advancements in, and legislation surrounding, unmanned aircraft (or drones);
- **ATM Cybersecurity:** An overview of the regulatory framework for ATM cybersecurity and of the current guidance and related activities by European organisations;
- **Human factors:** An overview of the status of work on Human Factors within SESAR; and
- **EU-US Collaboration in ATM Modernisation:** an outline of FAA's NextGen (Next Generation Air Transportation System) and the EU's SESAR collaboration activities that aim to harmonise ATM modernisation efforts.

SESAR Development

ACARE

In response to the [Flightpath 2050 vision](#), the Advisory Council for Aviation Research and innovation in Europe ([ACARE](#)) produced a [Strategic Research and Innovation Agenda \(SRIA\)](#) in 2012, alongside the establishment of new research programmes including Horizon 2020. The [2017 update of the SRIA](#) provides a comprehensive roadmap to deliver the goals of Flightpath 2050.

Horizon 2020

[H2020](#) is the largest EU Research and Innovation programme, with almost €80 bn of funding available from 2014 – 2020. It is the financial instrument implementing the [Innovation Union](#), a [Europe 2020](#) flagship initiative aimed at securing Europe's global competitiveness.

H2020 brings together all existing Union R&I funding, including the Framework Programme for Research, the innovation-related activities of the Competitiveness and Innovation Framework Programme, and the European Institute of Innovation and Technology.

The Horizon 2020 Framework Programme for Research and Innovation (2014–2020) was formally adopted by [EC 2013/743](#) on 11th December 2013. An [updated version of the Horizon 2020 Work Programme for 2018–2020](#) was published on 27th October 2017.

SES ATM Master Plan Update

The 2015 version of the [European Air Traffic Management Master Plan](#) (ATM Master Plan) was approved by the SJU Administrative Board on 15th December 2015. The plan forms the basis of the SJU's SESAR 2020 Research and Innovation Programme and serves as a means of identifying essential ATM functionalities.

The 2015 Master Plan update refined the vision for future EU ATM systems, extended the performance ambition to 2035, and explicitly made reference to cyber-security and RPAS. An

Implementation Plan is revised every year as part of the 'Implementation view' (Level 3) of the EU ATM Master Plan. The [2017 Edition](#) details the outcomes of SESAR 1 and proposes new Implementation Objectives for mature SESAR Solutions.

A drone addendum to the ATM Master Plan was published on the 21st March 2018. The addendum includes sections on the safe integration of drones, an operational and deployment view, a business view and risk management. U-space services are addressed in the Annex of this document.

The update campaign for the European ATM Master Plan was [launched in Tallinn](#) on 8th November 2017. The new edition of this Master Plan will explore;

- and address the challenges and opportunities presented in a new digital era of aviation,
- the role of SESAR in driving the digitalisation agenda forward
- the synergies between the European ATM Master Plan and the EU's Aviation strategy.

European aviation stakeholders publicly committed to SESAR and the digital agenda by signing a joint industry [declaration](#) on 7th November 2017.

An [ECAC Expert Workshop on European ATM Master Plan Update Campaign 2018](#) was held on 12th April 2018 which presented the priorities for the 2018 update, the links to the PCP review, proposal for additional CP and the Airspace Architecture Study, and a series of deployment scenarios upon which the update would be based.

The first draft of the updated EU ATM Master Plan was expected in June 2018. The formal delivery by the SJU is currently planned for March 2019.

SESAR 1 (2007-2016)

SESAR Releases

Since 2011, the SJU has completed 68 validation exercises, identifying mature solutions which have been put forward for industrialisation and subsequent deployment. The results of the most recent validation exercises can be found in [Release 3](#) (2013), [Release 4](#) (2014) and [Release 5](#) (2015). The [SESAR Solutions Catalogue](#), initially released by the SJU on 14th June 2016 and updated in June 2017, draws together 63 SESAR Solutions delivered by SJU members and partners to modernise Europe's ATM system.

Final evaluation of the SESAR JU operating under SESAR 1

As required by Article 7 of the [Council Regulation \(EC\) No 219/2007](#), amended by [Regulation \(EU\) No 721/2014](#), a [final evaluation of the SESAR Joint Undertaking \(SJU\) in executing the SESAR 1 programme from 2007 to 2016](#) was published in October 2017.

SESAR 2020 (2016-2024)

On 16th June 2014, the Council of Ministers of the European Union adopted [Regulation \(EU\) No 721/2014](#), amending [Regulation \(EC\) No 219/2007](#), extending the duration of the SESAR Joint Undertaking from 31st December 2016 to 31st December 2024. The amendment also entrusted the SJU with €585 million from the Horizon 2020 Framework Programme ([Regulation \(EU\) 1291/2013](#)) to execute and deliver the SESAR R&I Programme 2020.

The SESAR 2020 Programme is based on the [ATM Master Plan](#) and is split into three main research phases:

- 1) Exploratory Research (€85 million from Horizon 2020);
- 2) Industrial Research and Validation (€1.2 billion from the SESAR JU partnership); and
- 3) Very Large-Scale Demonstrations (VLDs) (€300 million from the SESAR JU partnership).

The total funding of €1.5 billion for Phase 2 and Phase 3 is comprised of €500 million each from Horizon 2020 (H2020), EUROCONTROL and industry members.

SESAR 2020 Call for Proposals

The SESAR JU will launch Calls for Proposals (CfPs) for SESAR 2020 Projects in two waves:

- 1) Wave 1 (2016–2019); and
- 2) Wave 2 (2019–2021).

Wave 1 Calls

[Wave 1 of the Call for Proposals](#) was published by the SJU in October 2015 and covered Exploratory Research (ER) and VLDs for the period 2016–2019. The objective of the SESAR 2020 Exploratory Research (ER) Programme is to address the known, yet unsolved, problems across the ATM Research domain. Wave 1 had an overall budget of €85 million of EU funding for SJU members and has now closed.

The Call brought together the results from SESAR 1 requiring further research, as well as new research content aligned with the European ATM Master Plan. [Contracts were signed for 20 projects](#) in Q4 2016, totalling €246.5 million in expenditure. The table below provides an overview of the Call for Proposals concluded since the launch of the Programme.

Call for proposal	Launch date	Date of closure	EU Funding and results
First Call for proposals for SESAR 2020 ER projects, under the umbrella of the Horizon 2020 Research Framework Programme.	Mar 2015	June 2015	28 projects were selected for €20.4 million of EU funding , which will run until 2018.
Exploratory Research call - RPAS (Remotely Piloted Aircraft Systems)	June 2016	Nov 2016	A total of €8.3 million was awarded to nine projects, all of which have started. The nine new projects represent 43 beneficiaries across Europe.
SESAR 2020 ER projects and VLD activities	Dec 2016	May 2017	Budget of €28 million. 35 of the 63 projects submitted were evaluated to be 'above threshold'. The first grant agreements were expected to be signed by December 2017.
Call for Proposals for VLD Geofencing	Sep 2017	Nov 2017	Total budget earmarked for the co-financing of projects was estimated at €500 000, and the SJU expected to fund one project as a result of the Call for Proposals with the signing of agreements in Q1 2018.

Table 2 - Calls for proposals under SESAR 2020 Wave 1

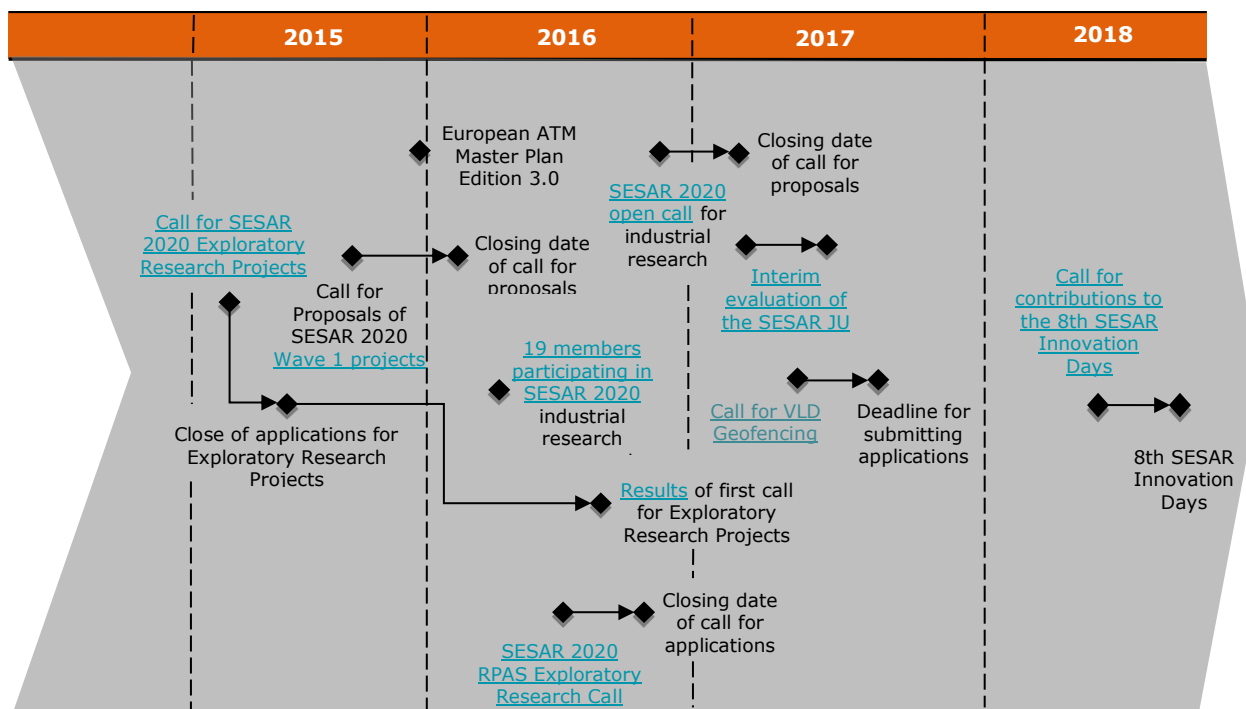
In addition, on 7th May 2018, SJU launched [a call for contributions to the 8th SESAR Innovation Days](#), which will take place at the University of Salzburg on 3–7 December 2018. During this event, SJU will present a progress update, and share the result, of its exploratory research programme.

Wave 2 Calls

The second Call for Proposals for SESAR JU members – Wave 2 – is expected to be released in 2018 and will cover the period 2019–2021. The estimated budget for the IR and VLD activities of SESAR 2020 Wave 2 is €313 million bringing the overall budget for Wave 1 and Wave 2 to a total of €398 million.

Interim evaluation of the SESAR JU operating under Horizon 2020

An [interim evaluation of the SESAR JU operating under Horizon 2020](#) was published in October 2017, as required by both the regulation establishing the SJU and the Horizon 2020 regulation.



SESAR Deployment

SESAR Deployment

The Commission adopted, with the favourable opinion of the SSC, the Implementing Regulation (CIR) [\(EU\) No 409/2013](#) on the governance of SESAR Deployment in May 2013. The CIR defines [four key instruments](#) needed for SESAR deployment within the SES framework: common projects, the deployment programme, a governance mechanism, and targeted incentives.

Responsibility for the management level of the deployment governance is held by the Deployment Manager. The [SESAR Deployment Alliance](#) was appointed as the Deployment Manager by the European Commission on [5th December 2014](#) with the signing of the SESAR Deployment Framework Partnership Agreement.

The governance of SESAR Deployment is at three levels:

- 1) Policy level:** Established by the Commission, who are directly responsible for it, the Policy level adopts Common Projects, appoints the Deployment Manager, oversees SESAR deployment and ensures it is aligned with the SES regulatory framework, and decides on the allocation of the Union's budget in support of deployment activities;
- 2) Management level:** Led by the Deployment Manager, the Management level develops, maintains and implements the Deployment Programme, and manages the implementation level; and
- 3) Implementation level:** Consists of individual implementation projects to execute the Deployment Programme.

Policy level

Pilot Common Project

The PCP CIR ([EU No 716/2014](#)) was published in May 2014. The PCP mandates the implementation of six ATM Functionalities (AFs) across specified stakeholders. A 2016 [status report](#) on the progress of SESAR deployment was completed upon request from the European Parliament's TRAN Committee.

Review of the PCP and Common Project 2 (CP2)

In April 2017, the Commission mandated the SDM to develop a proposal for the revision of the PCP CIR. This was in response to the legislative requirement in Article 6 of the PCP CIR, which states that '*the Commission shall initiate the first review at the latest, 18 months from the approval of the deployment programme*'.

The SDM submitted the proposal for the revision of the PCP CIR on 30th November 2017. The changes proposed by the SDM to the PCP CIR were consulted with all stakeholders within the SDM Stakeholder Consultation Platform and covered by the Cooperative Arrangements.

Additionally, in March 2017 the Commission mandated the SJU to develop a recommendation on the content of the next Common Project (CP2). The CP2 proposal was submitted to the Commission on 2nd February 2018.

The Commission is currently reviewing the CP2 proposal and PCP review in coordination with the SJU and SDM to assess their compliance with the mandates and understand the rationale behind them. The actors at the "policy level" of SESAR Deployment governance will then be asked for their opinion, following which an initial "technical and economic proposal" for both initiatives will be produced for public consultation.

The public consultation is currently scheduled to take place after summer 2018 and will include a workshop to collect the views of the broader stakeholder community. The consultation will be used to refine the proposals and prepare the draft legal texts. A vote on the draft legal texts will take place at the SSC after public consultation.

The SDM is currently awaiting direction from the Commission on the way forward for the PCP. The SDM will perform a new CBA on the revised PCP, as stated in the SESAR progress report delivered at SSC/69 (available on the membership portals).

Management level

Deployment Manager

In accordance with [CIR \(EU\) No 409/2013](#), responsibility for the management level of the deployment governance is held by the SESAR Deployment Manager. The SDM's coordination tasks are funded through a levy on CEF grants, which are managed by [INEA](#).

As of 1st January 2018, the SESAR Deployment Manager is a legal entity, as a non-profit "International Association". This change has been made in order to consolidate the management of the activities that synchronise the deployment of the PCP.

The SJU signed Memorandums of Understanding (MoUs) and Memorandums of Cooperation (MoCs) with a number of interfaces, including with [SJU](#), [EDA](#), [EUROCAE](#), the [EIB](#), and the [NM](#). These Cooperative Arrangements, among others, were formally approved by the Commission through Decision C (2016) 6332 final.

To facilitate the industrialisation processes for PCP SESAR solutions, and to ensure the timely availability of standards and products, in March 2017 the SDM signed a series of [MoUs with the manufacturing industry](#), which covered 20 ATM-related manufacturers.

Deployment Programme (DP)

The Deployment Programme sets out a plan to implement all elements of the PCP and is the reference for the Call for Proposals for public funding of actions aimed at the deployment of Common Projects. The Deployment Manager released the [2017 proposal for update of the Deployment Programme](#) on 31st May 2017. The proposal was revised and [a new proposal for update](#) was published on 29th March 2018. The [2015 version of the Deployment Programme](#) remains the official reference document until the 2017 version is approved by the Commission.

The 2017 Deployment Programme is complemented by Guidance Material for SESAR Deployment Programme Implementation. This guidance is comprised of two documents:

- The [2017 Monitoring View](#), released on 20th December 2017, provides an overview of the current implementation status of the PCP within Europe.
- The [2017 Planning View](#), released on 20th December 2017, provides a more detailed planning tool for Operational Stakeholders involved in the deployment of PCP regulation, defining the scope of implementation and suggested approach to deployment.
- The Planning View 2018 Initial Draft was released in March 2018 and final draft distributed to stakeholders on 8 June 2018. There will be two rounds of consultation prior to the final delivery to the EC in September 2018.

All documentation, including [Annexes](#), can be found within the publications on the [SDM website](#).

Data Link Services (DLS)

On 19th October 2016, the Deployment Manager was appointed by the Commission as the Data Link Services (DLS) Implementation Project Manager, thus acting as an architect for DLS implementation in Europe.

A [DLS Recovery Plan](#), based on the SDM's 'DLS Implementation Strategy towards Initial Trajectory Information Sharing' and the [DLS Recovery Plan](#), was published by the SDM on 17th October 2016. It identifies the actors, milestones and activities required to achieve full DLS implementation in Europe.

The DLS Recovery Plan is organised into two 'Paths':

- Path I, which covers the Implementation of the DLS transitional solution, and aims to meet the requirements of [IR \(EU\) 2015/310](#) and ELSA's recommendations; this was completed in February 2018, when all work packages were consolidated and finalised.
- Path II, which covers the preparatory activities and necessary steps for the implementation of the envisaged target solution (Model D); Path II commenced in March 2017.

The definition of Service Areas and technical architecture has been completed. The development of an accompanying Business Case, and the definition of transitional activities and DLS governance are in progress.

On 29th September 2017, the SDM published a [Report on Service Areas and DLS overall Architecture](#). The Report has two independent sections: a Service Areas proposal, and a Report on DLS overall architecture towards the implementation of the DLS target solution.

In October 2017, EASA released its final version, V 1.3, of the report "[Commission Regulation \(EC\) No 29/2009 – Data Link Services Exemptions](#)", the objective of which was to:

- update Article 14 (3) (Exemptions) to include aircraft types and models;
- update the references to ICAO documents; and
- correct minor errors introduced by the previous update.

Datalink was included in the priority families for the [2017 CEF Transport SESAR Call for funding](#), and the SDM encouraged the submission of projects contributing to the implementation of the DLS Recovery Plan.

On 5th April 2018, a multi-stakeholder IP called IP1 was submitted as part of the 2017 CEF Transport Calls. The IP aimed to address any open points that had emerged from the execution of the Path II Project and the Common European ATN Ground Network design phase. The IP1 was launched on 12th April 2018 in Madrid and is divided into three Work Packages:

- WP1 – Design of a Common European ATN Ground Network for the provision of the European DL Services;
- WP 2 – Further analysis and development of solutions to the technical open points identified in the Path II project, including the overall target architecture definition and finalisation;
- WP 3 – Further analysis and development of solutions to the non-technical open points identified in the Path II project, including the identification of all the needed elements to finalise the Business Case.

In parallel to IP1, on 4th May 2018, the SDM launched [a call for tender](#) for a DLS Capacity Study, requesting the successful tenderer to provide an update of the VDL Mode 2 Capacity and Performance Analysis performed by SESAR Joint Undertaking. The result will provide details on VDL M2 capability to support the evolving datalink services, and to inform the Commission as to when a greater datalink capacity and performance than VDL M2 will be needed. The deadline for the tender submission was 1st June 2018 and the project will run for nine months.

A dedicated [website](#) has been created as a unique point of reference for up-to-date information on DLS implementation in Europe. The content of this website is provided by the partners mandated to contribute to the DLS Recovery Plan, under the coordination of the SDM.

The most recent [DLS workshop](#) was held on 17th November 2017, in Brussels, to provide a technical and regulatory update on the implementation of DLS.

Implementation level

Information on funding via the CEF Transport Calls for Proposals, including the 2017 Calls, can be found under [Funding and Financing Modernisation in ATM](#), within the [EU Policy](#) Section of this document.

Interoperability

Implementing Rules

The Commission is currently working to resolve a number of issues with existing implementing rules, including ADQ, SPI, VCS and DLS.

Aeronautical Data Quality (ADQ) IR

An [NPA on AIS/AIM](#), linked to the ADQ IR, was published by EASA on 27th April 2016; EASA closed the comments review on 30th June 2017. EASA published the draft text of [Opinion 02/2018](#) on 8th March 2018, proposing an update of Regulation (EU) 2017/373 to include the latest proposed amendment to ICAO Annex 15 and the new Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM) – and the repealing of the current [Regulation \(EU\) No 73/2010](#) (the 'ADQ Regulation').

Surveillance Performance and Interoperability IR

[EASA Rule Making Task \(RMT\).0679](#) was launched in 2015 to revise [Regulation \(EU\) No 1207/2011](#) (the SPI IR). This was in line with step two of the Commission's two step approach to updating the IR.

The Commission, on the basis of EASA recommendations, published [Regulation \(EU\) 386/2017](#), amending the SPI IR and extending the deadline for equipping aircraft to 7th June 2020, in March 2017. A [consolidated version of the SPI IR](#) is also available.

In December 2017 EASA released a proposed amendment in the form of a report to the Commission on ensuring a balanced application of current surveillance technologies.

The Commission held a workshop on the implementation of Regulation (EU) No 1207/2011 on 4th July 2018. It provided updates on the implementation status – covered by SDM's report on [ADS-B and other means of surveillance implementation status](#) –, EASA's report on the revision of the SPI IR, and the outlined plan of Air-Ground synchronised ADS-B implementation.

Voice Channel Spacing (VCS) 2 IR

The Commission held a workshop on 8.33 kHz VCS implementation in January 2015 to assess the implementation of the VCS 2 IR ([Regulation \(EU\) No 1079/2012](#)), resulting in the NM taking on a central role in VCS implementation and reporting to the SSC.

[Implementing Regulation \(EU\) 2016/2345](#), which amends the VCS 2 IR as regards references to ICAO provisions, was published on 14th December 2016. A [consolidated version of Regulation \(EU\) No 1079/2012](#) and its amendments is also available.

A second workshop on 8.33 kHz VCS implementation was held in November 2017; following this, the NM developed a report on the 8.33kHz VCS implementation status, which was presented during SSC/68 on 13-14 March 2018. Following the publication of the report, the NM was invited by the Commission to work together with EASA on a network interoperability and impact assessment of the 8.33 kHz implementation.

In May 2018, the first conclusions of the assessment were sent for comment to the 8.33 kHz National Coordinators and National Frequency Managers. The results of the Network Impact Assessment of the Member States notified exemptions were presented at SSC/69 (available on the membership portals).

Data Link Services IR

[Regulation \(EU\) 2015/310](#), amending [\(EC\) 29/2009](#), was published on 26th February 2015. The ground implementation deadline (5th February 2018) has now passed, and the airborne implementation deadline is 5th February 2020. Additionally, SDM has produced an individual report for each Member State detailing their DLS implementation status and any actions to be performed in the months following March 2018.

A [mandate](#) by the Commission published on 12th January 2017 requires EASA to clarify exemptions applicable to aircraft and to propose amendments to the DLS IR. As part of this mandate, EASA published a [final report](#) in October 2017 on the review of the DLS regulation to assess, clarify and adapt the conditions for exemptions.

As part of EASA's task to review the exemptions criteria for DLS, a report containing EASA's proposal for DLS exemptions has been provided to the Commission, based on stakeholders' feedback from the consultation in May 2017. An SSC vote on the proposed exemptions was conducted in Q2 2018. At the SPI IR Commission workshop held on 4 July 2018, the Commission stated that exemptions for equipping aircraft after 2020 deadline can be made provided there is a credible plan for implementation and adequate justification.

Additionally, a Rule Making Task, RMT.0524, covering Model D, end-to-end certification, best-in-class avionics and the PCP AF6, has been created and its [ToRs](#) were released on the 29 January. The launch meeting of the RMT was held in January 2018 and a Notice of Proposed Amendment is planned for Q4 2018, to be followed by an Opinion proposing to amend the DLS Regulation in Q2 2019.

Further information on the implementation of DLS within Europe can be found under [SESAR Deployment](#).

PNB IR

EASA published [Opinion 10/2016](#) on 2nd August 2016 (presented to SSC/63, with amendments at SSC/64) on the issues related to the implementation of Performance-Based Navigation (PNB) within the European airspace. For more details, see the [Status of EASA Rulemaking Activities](#) section of the [Useful Resources](#).

Included as an Annex to this Opinion was the [draft Commission Implementing Regulation \(CIR\)](#) laying down implementing rules for common airspace usage requirements and operating procedures, repealing [Commission Regulation \(EU\) No 1332/2011](#). [Subpart PBN of the Annex](#) establishes the specific requirements for the introduction of PBN, which shall apply from 6th December 2018 and which ANSPs, aerodrome operators, the NM and EASA must comply with.

The SES Navigation Strategy and PBN Workshop was held on 20th March 2017. Workshop material and summary report from the Navigation Strategy and PBN Implementing Regulation workshop are available on the membership portals.

On 18th July 2018, the Commission published the final rule, [Regulation \(EU\) 2018/1048](#), which lays down airspace usage requirements and operating procedures concerning performance-based navigation and shall apply from 3rd December 2020.

EASA is progressing with the completion of the AMC/GM and preparing to issue an NPA that will update the Certification Specifications for Airborne Communication Navigation and Surveillance (CS-ACNS) to incorporate new certification criteria to support PBN operations.

Common Requirements IR

Information on the IR that sets out Common Requirements for Service Providers and Oversight in ATM/ANS can be found in the [Safety](#) section.

Conformity Assessment

Under SES 2+, the process of demonstrating compliance with the Essential Requirements of the interoperability Regulation is suggested to be moved from the SES legislation to the EASA Basic Regulation in order to reflect the changes made by the new EASA Basic Regulation ([2018/1139](#)). Whereas this process (Conformity Assessment) has been supported by EUROCONTROL to date, EASA is expected to take the lead in the future.

An RMT on the future of Conformity Assessment was scheduled to start in 2016; however, it is now suspended due to the delay in implementing SES 2+.

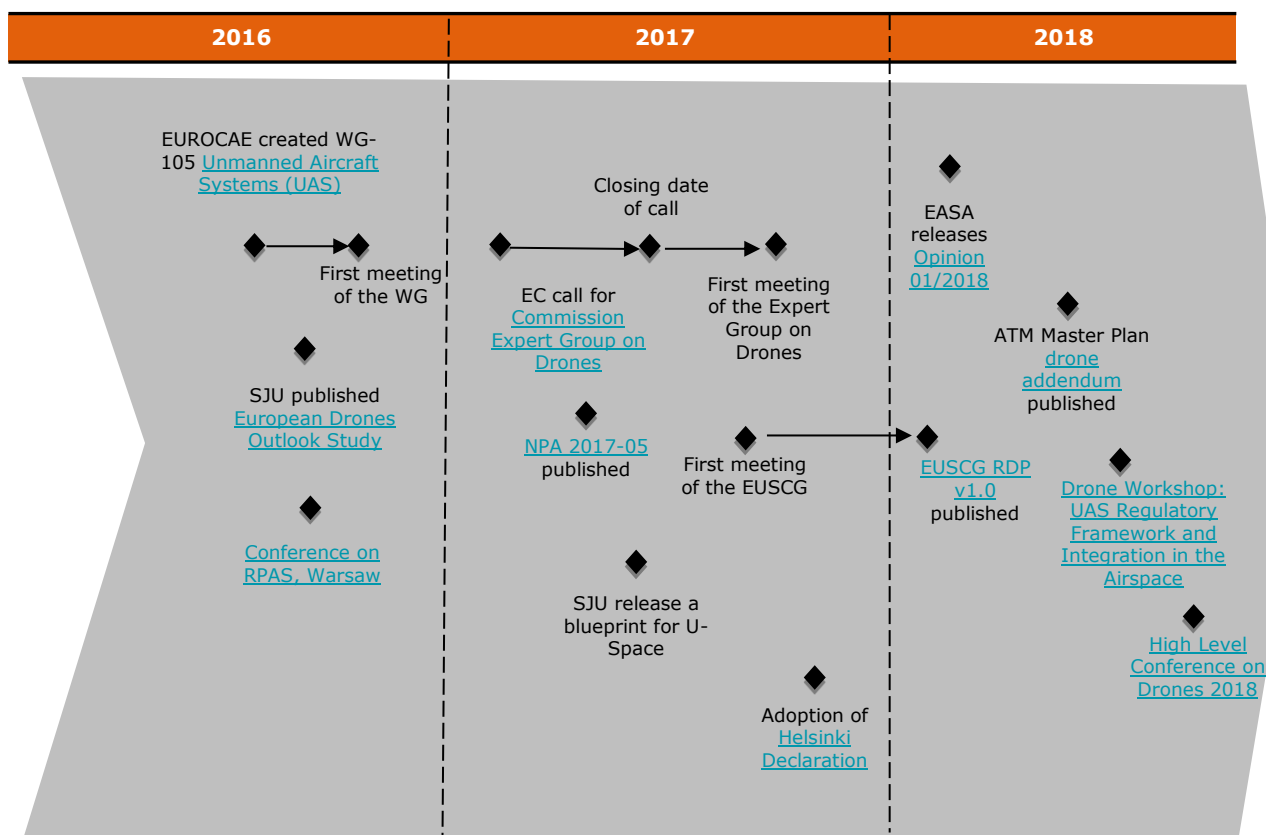
ATM Standardisation - EASCG

The [European ATM Standards Coordination Group](#) (EASCG) was created in 2015 to coordinate ATM-related standardisation activities that arise from the European ATM Master Plan, in support of SES implementation.

The main task of the EASCG is the development, monitoring and maintenance of an overarching [European ATM standardisation Rolling Development Plan](#) (RDP), which is based on the current roadmap from the SESAR framework, inputs from the EASCG members (including the military), and, where needed, other key actors in the aviation domain. The [latest version of the RDP](#) (V5) was published on 22nd February 2018.

Remotely Piloted Aircraft Systems (RPAS)

The timeline below shows the activities related to Remotely Piloted Aircraft Systems (RPAS) to date, which are summarised in the following text.



Regulatory framework

[A-NPA 2015-10](#) consultation by EASA resulted in the publication of an [Opinion of a technical nature](#) on the introduction of a regulatory framework for the operation of unmanned aircraft on 18th December 2015.

On 1st December 2016, the European Council agreed on a [general approach](#) to revised common safety rules for civil aviation and a new mandate for EASA, containing the first ever EU-wide rules for civil drones flying in European airspace. At the end of 2016, the Commission proposed the creation of an EU-wide framework for drones as part of its [Aviation Strategy](#) and also [proposed](#) to remove the 150kg threshold to allow for regulation regardless of weight.

On 6th of February 2018, EASA released [Opinion 01/2018](#), which aims to provide a new regulatory framework defining the safe operation of UAS in the 'open' and 'specific' categories. The opinion includes a draft version of the following:

- A [draft Commission Regulation](#) laying down rules and procedures for the operation of unmanned aircraft, which is expected to be adopted by the end of 2018;
- A [draft Annex](#) to the above draft regulation;
- A [draft Commission Delegated Regulation](#) on making available the market of unmanned aircraft; and
- A [draft Acceptable Means of Compliance and Guidance Material](#) to the above draft regulation.

UAS Standardisation

EUROCAE

On 30th September 2016, EUROCAE [announced the creation of EUROCAE WG-105 Unmanned Aircraft Systems \(UAS\)](#), tasked with developing standards and guidance documents that will allow the safe operation of UAS in all types of airspace, at all times and for all types of operations.

EUSCG

The [European UAS Standards Cooperation Group](#) (EUSCG) kicked off in June 2017. The [latest version of the European UAS Standardisation RDP](#), V1.0, was published on 17th February 2018. The group's focus extends beyond ATM and includes licensing and certification.

Development

In November 2016, the SJU published the [European Drones Outlook Study](#), which outlined the developed insights related to the use of drones, with forecasts stretching to 2050.

The EU has committed [€44 million](#) under Horizon 2020/SESAR to the integration of drones.

The [final version](#) of the blueprint for the development and rollout of U-space was published on 9th June 2017; it seeks to refine the concept of U-Space and to establish a timeline for the introduction of safe, widespread drone operations throughout Europe by 2019.

On 21st March 2018 the SJU published a [drone addendum](#) to the ATM Master Plan, which is discussed in the [SESAR Development](#) section.

Workshops and conferences

A [High-Level Conference on RPAS](#) was held by the Commission on 23rd – 24th November 2016, in Warsaw. The SESAR Call for VLDs from December 2016 includes actions to demonstrate some more advanced 'U-Space' (very low-level flights) concepts.

On 22nd November 2017, the Commission, national authorities and industry adopted the "[Helsinki Declaration](#)" at a high-level conference on drones organised by the Commission and the Finnish authorities. It calls on stakeholders to cooperate on related legal requirements, investments and standard-setting processes.

On 12th and 13th of June 2018, EASA organised a [Drone Workshop: UAS Regulatory Framework and Integration in the Airspace](#), which covered multiple aspects of the integration of drones in the aviation ecosystem including citizens' safety, security and privacy.

EASA has scheduled the [High Level Conference on Drones 2018](#) for 27th and 28th of November 2018, which aims to bring to the table discussions on topics related to the development of a common European market for drones.

ATM Cybersecurity

Regulatory framework

ICAO

ICAO's [Annex 17 to the Convention on International Civil Aviation](#), Security – Safeguarding International Civil Aviation against Acts of Unlawful Interference, contains Standards and Recommended Practices (SARPs). Amendment 16 has strengthened cybersecurity requirements.

In 2017 ICAO established the Secretariat Study Group on Cybersecurity (SSGC) to coordinate the work of a collection of working groups, which are tasked with investigating all areas where aviation could be threatened by cyber incidents and attacks.

Network and Information Security (NIS) Directive

The [Network and Information Security \(NIS\) Directive \(No 2016/1148\)](#) is the first EU-wide legislation on cybersecurity, and aims to establish minimum security standards for Member States and operators of critical national infrastructure, which likely includes ANSPs and many major airports and airlines. Member States had until May 2018 to transpose the requirements into their national laws and until operators of essential services by November 2018. [Progress](#) is ongoing.

EASA ATM Rules

The new Common Requirements IR ([CIR \(EU\) 2017/373](#)) stipulates that providers of ATM/ANS shall establish a Security Management System (SecMS). It mandates that ATM and ATFM providers must act to protect their systems, constituents in use and data, and prevent compromising the network against information and cybersecurity threats.

EASA Basic Regulation (BR)

The new EASA BR ([Regulation \(EU\) No 2018/1139](#)), published on 22nd August 2018, contains provisions for EASA to offer assistance to the EC and recommend corrective actions where interdependencies exist between civil aviation safety and security, including cybersecurity.

Cybersecurity horizontal rule

EASA are developing a cybersecurity horizontal rule (RMT.0720) to create a legislative framework for future protection of the aviation system from cyber-attacks. ToRs for RMT.0720 and a draft NPA are expected imminently.

Guidance and activities by European Organisations

EASA

EASA is establishing a [European Centre for Cyber Security in Aviation](#) (ECCSA). This will primarily be an information centre for cybersecurity in aviation, facilitating closer interaction between all relevant stakeholders, including industry, Member States, the SJU and EUROCONTROL.

In 2017, EASA established the European Strategic Coordination Platform (ESCP) to coordinate the European strategy for aviation cybersecurity. It includes an The Aeronautical Information System Security (AISS) workstream, which is investigating how EASA's RMT.0720 will interface with the implementation of the NIS Directive.

EUROCAE

WG-72 – Aeronautical Systems and Security – develops specifications and guidance for aeronautical system security. WG-72 is currently working on the development of ED-205 ('Security Certification/Declaration of Air Traffic Management/Air Navigation Services (ATM/ANS) Ground Systems Process Specification').

CEN

The [European Standard EN 16495](#) on "Air Traffic Management – Information security for organisations supporting civil aviation operations" is being updated and is expected to be published by end of 2018.

Workshops and Conferences

EASA held a Conference on Cybersecurity in Aviation in May 2015. This was followed by:

- The [2016 High Level Meeting on Cybersecurity in Civil Aviation](#), held in Bucharest on 8th-9th November 2016.
- The [2017 High Level Meeting on Cybersecurity in Civil Aviation](#), held in Krakow on 8th-9th November.

Additionally, a [workshop on cybersecurity in aviation](#) was held by EASA and EUROCAE on 31st May 2017 in Brussels. The objective of the workshop was to initiate discussions on future rulemaking and standardisation of Cybersecurity in Aviation and to identify key areas of interest to stakeholders.

Human Factors

Human Performance in SESAR

SESAR 1 Achievements

SESAR 1 included Human Performance (HP) as a [transversal solution](#) in a dedicated [Work Package](#) (WP 16). Projects related to HP were tasked to produce reference guidance material (including the use of a [repository](#)) that considers Human Factors along the project lifecycle (for both operational and technical projects).

A joint methodology to perform Human Performance Assessments was developed to help link airborne and ground partners and establish a Human Performance Assessment related to an ATM concept from a wider perspective. It is strongly connected with validation.

SESAR 2020

The Human Performance Assessments methodology developed during SESAR 1 is being applied in SESAR 2020 and serves as a state-of-the-art reference to assess human performance in SESAR projects with major human impact.

This methodology is incorporated into the SESAR 2020 programme to ensure the needs of the human centred design are integrated within the project environment. Human Performance tasks will be undertaken by SESAR 2020 projects for each of the E-OCVM (European Operational Concept Validation Methodology) maturity phases and Technology Readiness Levels (TRLs).

Expert Group on the Human Dimension of the SES (EGHD)

The [Expert Group on the Human Dimension of the SES](#) (EGHD) was formally established by [Commission Decision C\(2017\) 7518](#) on 21st November 2017. The focus on the group's work is on Human Factors involved in ATM and SES initiatives, in particular those relating to SESAR. Among other tasks, the group is to advise the Commission on the implementation and development of the SES as regards measures that have significant implications for the human dimension.

The membership of the group consists of the organisations that were members or observers of the now-disbanded consultative expert group on the social dimension of the SES.

In March 2018, the EGHD submitted to the Commission a position paper on the proposed changes to the Performance and Charging Schemes for RP3 (please refer to the [Performance and Charging Schemes](#) section).

EU-US Collaboration in ATM Modernisation

The FAA's NextGen (Next Generation Air Transportation System) and the EU's SESAR are the two largest ATM modernisation projects currently under way; the US and EU collaboration aims to harmonise and secure ATM modernisation efforts between these two projects.

In September 2016, the [latest report on the US/EU comparison of Air Traffic Management - Related Operational Performance](#) was released. The report is the fifth in a series of joint ATM operational performance comparisons between the US and Europe.

The [second edition of the NextGen – SESAR Joint State of Harmonisation](#) was published in December 2016, providing a high-level summary of the current state of progress towards achieving harmonisation and global interoperability between NextGen and SESAR.

The collaborative harmonisation work between the US and the EU has taken place under the [Memorandum of Cooperation \(MOC\) between the United States of America and the European](#)

[Union on Civil Aviation Research and Development](#), which was signed in March 2011. On 13th December 2017, it was announced that the [United States and the European Union have signed Amendments](#) to the [MOC](#) and the [US-EU Aviation Safety Agreement](#) that will expand areas for joint efforts on aviation safety and ATM harmonisation. The expanded agreement will now cover the full life cycle of ATM modernisation activities from development to deployment.

4 Safety

This section provides an overview of safety within European ATM, covering the following topics:

- **Common requirements for service providers and their oversight:** A summary of the subject regulation and EASA Rulemaking activity;
- **Update to EASA Basic Regulation:** An overview of the update to the EASA Basic Regulation;
- **European Plan for Aviation Safety (EPAS):** An overview of the European Plan for Aviation Safety; and
- **EASA Annual Safety Review 2017:** An overview of the Annual Safety Review 2017.

Note that a full overview of EASA's Rulemaking activities is provided in the [Status of EASA rulemaking activities](#) section of the Annexes.

More information on EASA's activities can be found in the [EASA Annual Activity Report 2017](#) and the [EASA Single Programming Document \(SPD\) 2018-2020](#) (which includes EASA's Work Programme for 2018).

Common requirements for service providers and their Oversight

Commission Implementing Regulation (IR) [\(EU\) No 2017/373](#) was published on 1st March 2017, repealing Regulation [\(EC\) No 482/2008](#), and IRs [\(EU\) No 1034/2011](#), [\(EU\) No 1035/2011](#) and [\(EU\) 2016/1377](#), and amending Regulation [\(EU\) No 677/2011](#).

The regulation amalgamates IRs [\(EU\) No 1034/2011](#) (Safety Oversight) and [\(EU\) No 1035/2011](#) (Common Requirements) into a single rule. It lays down common requirements for:

- the provision of air traffic management and air navigation services (ATM/ANS) and for other ATM network functions, in particular for the legal or natural persons providing those services and functions; and
- for the competent authorities and the qualified entities acting on their behalf, which exercise certification, oversight and enforcement tasks in respect of those services and functions.

[Acceptable Means of Compliance and Guidance Material](#) for the revised common requirements regulation were published on 8th March 2017. In June 2018 EASA published an updated version of the [Easy Access Rules for Regulation \(EU\) No 2017/373](#) which was first published on 22nd November 2017.

Update to EASA Basic Regulation

Following EASA's [Opinion 01/2015](#), the European Commission policy initiative on aviation safety and a possible revision of [Regulation \(EC\) No 216/2008](#), the Commission produced a [Proposal](#) for the revised EASA Basic Regulation text in Q4 2015.

The Proposal went through an ordinary legislative procedure. Inter-institutional negotiations led to a provisional agreement between the Council and Parliament on 29th November 2017, which was [endorsed by the Permanent Representatives Committee](#) on 22nd December 2017. The agreed text was then formally approved first by the Parliament and then by the Council.

The [final proposal](#) was adopted by the Council on 4th July 2018 and was published on the EU's Official Journal on 22nd August 2018 with a date of effect of 11th September 2018 ([Regulation \(EU\) No 2018/1139](#)).

The agreed text extends EASA's mandate to include safety-related aspects of security, such as cyber security, and the protection of the environment. It provides the possibility to establish a mechanism for pooling and sharing of aviation inspectors and other experts. It also covers new

rules with regard to oversight activities, including a support mechanism for Member States for technical assistance for certification, oversight and enforcement tasks. EU-wide rules on drones provide the basic principles to ensure safety, security, privacy and protection of data, with an additional provision for EASA to develop more detailed rules through Commission implementing and delegated acts.

European Plan for Aviation Safety (EPAS) 2018-2022, including the EASA Rulemaking and Safety Promotion Programme

[European Plan for Aviation Safety \(EPAS\) 2018-2022](#), including the Rulemaking and Safety Promotion Programme (RMP) was published on 14th November 2017. For this edition, the EPAS and RMP have been combined into a single document, providing a comprehensive vision of how EASA intends to improve safety and the environmental performance of the aviation sector (safety/environment driver), to support fair competition and free movement of persons and services (level playing field driver), and to support business, technological development and competitiveness (efficiency/proportionality driver).

The 2018-2022 edition of the EPAS also focuses on a regional approach to safety, capacity and efficiency improvements; materialises EASA's ambition for a 'cool-down' of the rulemaking output already set up in the previous edition (reducing the number of Opinions over the next five years compared to the previous years); and provides a full review of research actions, resulting in the incorporation of new research projects.

The EPAS provides a high-level assessment of safety issues and a related action plan. It is continuously reviewed and developed in consultation with Member States and industry through the Safety Risk Management (SRM) process. The Plan addresses systemic issues - those that affect aviation as a whole - and operational issues - those related to events reported during operations and evident through data analysis. Operational issues are considered in the following terms: key risk areas that the EPAS seeks to prevent, safety issues that contribute to key risk areas, and emerging issues that are expected to lead to key risk areas in the future.

EASA Annual Safety Review 2018

The [EASA Annual Safety Review 2018](#) was published on 17th August 2018. It provides a statistical summary of aviation safety in EASA Member States and highlights the key safety challenges faced in European aviation today. The document uses inputs from the Safety Risk Management Process (SRM) in particular the Network of Analysts (NoA) and Collaborative Analysis Groups (CAGs). The review serves as a mechanism to drive the development of safety actions for the EPAS and allows for the current and future priorities of the Agency to be established. The current EPAS edition covers the five year period from 2018 to 2022 ([EPAS 2018-2022](#)) and focusses on Systemic issues, Operational issues and Emerging issues.

The [States' implementation report](#) for EPAS 2017-2021 was published on 20th February 2018 and provides an overview of how the EPAS actions owned by the States are being implemented. It highlights areas of difficulty and good practice which can serve as examples for other states.

5 Annexes

Useful Resources

Strategy Documents	Date of Publication
European Network Operations Plan	April 2018
European ATM Master Plan – Roadmap for the safe integration of drones into all classes of airspace	March 2018
European ATM Master Plan Level 3, 2017 Implementation Plan	September 2017 ³
European ATM Master Plan Level 3, 2016 Implementation Report	September 2017
Aviation Strategy for Europe	February 2017
Network Strategy Plan 2015 to 2019	March 2015
Network Operational Concept 2019	March 2015
ATM Performance and Benchmarking	
CODA 2017 Annual Digest	May 2018
Annual Network Operations Report 2017	April 2018
Network Operations Report – April 2018	April 2018
Annual Network Operations Report 2017	April 2018
Monthly CODA Reports	Latest: April 2018
CANSO Global ANS Performance Report 2017: ANSP View	December 2017
CANSO Global ANS Performance Report 2017: Executive Summary	December 2017
PRB Publications	
Impact assessment of options for regulatory approach in RP3 of the SES Performance and Charging Schemes	February 2018
PRB Annual Monitoring Report 2016 ⁴ , available in three Volumes: Volume 1 - European overview ; Volume 2 – Local overview ; and Volume 3 – Safety	December 2017
U.S./Europe comparison of ANS cost-efficiency trends 2006-2014	November 2016
U.S./Europe comparison of ATM Operational Performance 2015	August 2016
PRB RP2 Union-wide Targets Final Report	September 2013
Safety	
The European Plan for Aviation Safety (EPAS) 2018-2022	April 2018
SRC Annual Safety Report 2017	January 2018
ICAO Safety Report 2017	July 2017
EASA Annual Safety Review 2018	August 2018
SRC Annual Safety Report 2016	January 2017
Global Aviation Safety Plan (ICAO) 2017-2019	December 2016
EASA Practices for risk-based oversight (RBO)	November 2016
Traffic Forecast	
STATFOR Industry Monitor	Latest: April 2018
STATFOR Seven-Year Forecast 2018⁷ to 2023⁴	February 2018
STATFOR Intermediate Two-Year Forecast 2017-2018	May 2017
STATFOR 20-year Forecast 2012 to 2035	June 2013
STATFOR Very Long-Term Forecast 2013 to 2050	June 2013

³ Endorsed by the Provisional Council of EUROCONTROL in September 2017 – review and approval by the SJU Administrative Board is expected early 2018

⁴ PRB 2016 Annual Monitoring Report is now available via the [eu single sky portal](#), which may require you to create an account to access it

SES Compliance	Date of Publication
EPRS Briefing on Interim evaluation of Horizon 2020	March 2018
EPRS Briefing on Public-Private Partnerships in Research	May 2017
LSSIP State Reports	2016
ESSIP Plan 2015 Edition	January 2016
ESSIP Report 2014	June 2015
SESAR JU and SESAR Deployment	
SESAR Deployment Programme 2017 – Proposal for update (complemented by SDM Monitoring view , and SDM Planning view and Annexes)	March 2018
Digitalising Europe’s aviation infrastructure	November 2017
Final evaluation of the SJU operating under the SESAR 1 Programme	October 2017
Interim evaluation of the SJU operating under Horizon 2020	October 2017
SESAR Solutions Catalogue	June 2017
SJU Annual Activity Report 2016	June 2017
European Drones Outlook Study	November 2016
SESAR 2015 Annual Work Programme	October 2016
NextGen-SESAR: State of Harmonisation	2016
SESAR Release 5	2015
SESAR 2020 Multi-Annual Work Programme	July 2015
Other documents	
ECA: Single European Sky: A changed culture but not a single sky	November 2017
NextGen Priorities 2017 Joint Implementation Plan Update	October 2017
NextGen Priorities Joint Implementation Plan, 2017-2019	October 2016
EASA: UAS Safety Risk Portfolio and Analysis	October 2016
TRAN Committee: Safe integration of drones into airspace	September 2016
ECA: The Future of Flying in a Single European Sky	2015
Challenges of Growth 2013	July 2013

Table 3: Useful Resources

Comitology Committees

Comitology committees assist the Commission in executing its implementing powers by giving an opinion on draft implementing measures before they are adopted. They consist of representatives from all EU Member States, as well as a Commission official as Chair.

The following Comitology Committees are of relevance to the SES:

- The Single Sky Committee (SSC);
- The Committee for the application of common safety rules in the field of civil aviation (EASA Committee); and
- The Connecting Europe Facility (CEF) Coordination Committee.

To access SSC dossiers (agendas and summary minutes) use [this link](#) and follow these instructions:

1. In the top box select 'Search for Dossiers';
2. In the bottom box ('Committee/Basic legal act') select 'Committee';
3. Under service responsible, select 'DG Mobility and Transport' and press 'Search';
4. Scroll down and select the Single Sky Committee;
5. (Optional - specify any further details in the 'Dossier' box);
6. Click the 'Search' button.

SSC working papers are made available via the membership platform.

Commission Expert Groups

[Expert Group on Drones](#)

Documents from the group are available in the additional information tab.

Objective: to advise and assist the Commission with the implementation of actions that can foster and accelerate the integration of drones in the aviation system and the emergence of a suitable operational environment and infrastructure for drones.

[European Observatory on Airport Capacity & Quality](#)

Documents from the group are available in the additional information tab.

Objective: to advise the Commission on the implementation of the action plan for airport capacity, efficiency and safety in Europe and on any matter relating to airport policy, notably airport capacity.

[Expert Group on the Human Dimension of the Single European Sky](#)

Agendas and summary minutes are available in the additional information tab.

Objective: to advise the Commission with respect to the implementation and development of the Single European Sky regarding all measures with significant human dimension implications.

[European ATM Standards Coordination Group](#)

European ATM Standardisation Rolling Development Plan available on the RDP tab.

Objective: to coordinate all relevant standardisation activities.

Public Consultations

This section provides links to relevant open public consultations, and those which have recently (i.e. since publication of the last ATM Digest in January 2018) closed and/or had their results published.

1. European Commission	
Public consultation on drones (unmanned aircraft) – technical standards for drones as a product and conditions for drone operations	Consultation period 13/04/2018 – 9/07/2018
Evaluation of Regulation 996/2010 on investigating aviation accidents in the EU	Consultation period: 05/07/2017 – 04/10/2017
Interim Evaluation of Horizon 2020	Consultation period: 20/10/2017 – 15/01/2017 (Results)
EU Air Safety ('Black List of Airlines') Regulation	Consultation period: 11/08/2017 – 07/11/2017
Evaluation of Regulation 996/2010 on Investigating Aviation Accidents in the EU	Consultation period: 05/07/2017 – 04/10/2017
2. Performance Review Body	
Public consultation on the Report on the EU-wide target ranges for Reference Period 3	Consultation period: 20/06/2018 – 04/09/2018
3. European Aviation Safety Agency (ATM relevance only)	
Notices of Proposed Amendments	
Provision of airworthiness requirements in support of global performance-based navigation operations (NPA 2018-02)	Consultation period: 22/02/2018 – 30/04/2018
Technical and operational requirements for remote tower operations (NPA 2017-21)	Consultation period: 20/12/2017 – 03/04/2018 (Decision expected Q2 2018)
Introduction of a regulatory framework for the operation of Drones (NPA 2017-05 (A) , NPA 2017-05 (B))	Consultation period: 12/05/2017 – 12/08/2017 (Decision expected Q2 2018)
Software assurance level (SWAL) requirements for safety assessment of changes to ATM/ANS functional systems (NPA 2017-10)	Consultation period: 28/06/2016 – 30/11/2017 (Decision expected Q2 2018)
4. EUROCAE	
Minimum Operational Performance Specification for Global Navigation Satellite Ground Based Augmentation System Ground Equipment to Support Category I Operations⁵	Consultation period: 05/07/2017 – 09/08/2017

Table 4: Public Consultations

⁵ To access the documents a EUROCAE login is required.

On-going Legislation

Single Sky Committee

1. Recently approved Commission Implementing Regulations and Decisions	
Compliance of unit rates	
Commission Implementing Regulation (EU) 2018/704	Adopted on 8 th May 2018
Commission Implementing Regulation (EU) 2018/703	
Commission Implementing Regulation (EU) 2017/2378	Adopted on 15 th December 2017
Commission Implementing Regulation (EU) 2017/2390	
Consistency of performance targets	
Commission Implementing Decision (EU) 2017/2376	Adopted on 15 th December 2017
Commission Implementing Decision (EU) 2017/553	Adopted on 22 nd March 2017
Commission Implementing Decision (EU) 2017/552	Adopted on 22 nd March 2017
Revision of performance targets	
Commission Implementing Decision (EU) 2017/1985	Adopted on 31 st October 2017
Commission Implementing Decision (EU) 2017/259	Adopted on 13 th February 2017
Commission Implementing Decision (EU) 2017/258	Adopted on 13 th February 2017
References to ICAO provisions	
Commission Implementing Regulation (EU) 2018/139 (amending Regulation (EU) No 1033/2006)	Adopted on 19 th February 2018
Commission Implementing Regulation (EU) 2017/2159 (amending Regulation (EU) No 255/2010)	Adopted on 20 th November 2017
Commission Implementing Regulation (EU) 2017/2160 (amending Regulation (EU) No 1079/2012)	
Surveillance Performance and Interoperability	
Commission Implementing Regulation (EU) 2017/386 (amending CIR (EU) No 1207/2011)	Adopted on 6 th March 2017
Common Requirements and Oversight	
Commission Implementing Regulation (EU) 2017/373 (Amending Regulation (EU) No 1034/2011 and Regulation (EU) No 1035/2011, and repealing (EC) No 482/2008)	Adopted on 1 st March 2017
PBN IR	
Commission Implementing Regulation (EU) 2018/1048 (Amending Implementing Regulation (EU) No 1332/2011)	Adopted on 18 th July 2018
2. Proposals awaiting decision	
ICAO IFPL (Amending Regulation (EU) No 1033/2006)	To be adopted by the SSC through written procedure
3. Expected Proposals (for further information: Status of EASA rulemaking activities)	
Performance and Charging Schemes	Revised draft will be presented to the SSC in June 2018
Surveillance Performance and Interoperability	EASA is working on a proposal to amend Regulation (EU) No 1207/2011 in the form of a report to the Commission
Network Functions IR	Revised draft will be presented to SSC in June 2018 and an opinion is expected in Q4 2018
Performance and Charging Schemes	Revised draft will be presented to the SSC in June 2018

Table 5: On-going Legislation

European Parliament Procedures

Proposals awaiting first reading by EP		
None		
Proposals adopted by EP in first reading and awaiting Council position		
Implementation of Single European Sky (Recast)	COM (2013)0410 2013/0186(COD)	Debate in Council on 03/12/2014
Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework	COM (2013)0409 2013/0187(COD)	Proposal withdrawn by Council
Common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency	COM (2015)0613 2015/0277(COD)	Text adopted by Parliament on 12/06/2018 (new EASA BR)
Recently adopted acts		
None		
Parliament Own Initiative reports		
Aviation strategy for Europe	2016/2062(INI)	Text adopted by Parliament 16/02/2017
Safe use of remotely piloted aircraft systems (RPAS) in the field of civil aviation	2014/2243(INI)	Text adopted by Parliament 29/10/2015
Implementation of the 2011 White Paper on Transport	2015/2005(INI)	Text adopted by Parliament 09/09/2015

Table 6: European Parliament Procedures

Status of EASA Rulemaking Activities

Overview

This section summarises the status of EASA Rulemaking activities for ATM/ANS.

Common Regulatory Framework

- **ATCO licensing (RMT.0668):** To ensure regular maintenance of the ATCO licencing [Regulation \(EU\) No 2015/340](#), EASA has initiated RMT.0668 "Regular update of ATCO licencing rules" (IR/AMC/GM), for which [ToRs](#) were published on 10th August 2017. EASA is currently analysing possible amendments, in preparation for appropriate regulatory actions to be launched in 2018.
- **Technical and Operational Requirements for Remote Tower Operations (RMT.0624):** [NPA 2017-21](#), which extends the non-binding regulatory material to multiple and more complex modes of operations, closed for comments on 3rd April 2018. The NPA introduces 'guidelines on remote aerodrome air traffic services' intended to support ATS providers and aerodrome operators implementing remote aerodrome ATS,

as well as their competent authorities. The NPA also proposes a set of updated Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Commission [Regulation \(EU\) 2015/340](#). A consultation workshop was held on 19th March 2018 to inform stakeholders about the objectives of [RMT.0624](#), present the regulatory proposal published, and provide clarification on the content of NPA 2017-21. EASA is currently in the process of evaluating and responding to comments, which may include focussed consultations/review meetings with relevant expert groups. The publication of the ED Decision(s) and Comment-Response-Document (CRD) are both expected in Q4/2018.

- **Common requirements for service providers and the oversight in ATM/ANS and other ATM network functions ([RMT.0719](#)):** Following the publications of Implementing Regulation [\(EU\) No 2017/373](#) and [ED Decision 2017/001/R](#), EASA released [Easy Access Rules for Regulation \(EU\) No 2017/373](#) on 22nd November 2017 which covers the regulation, its annexes and associated AMC/GM. Furthermore, to facilitate the maintenance of this rule, EASA has launched RMT.0719 'Regular update of ATM/ANS rules (IR/AMC/GM)', for which [ToRs](#) were published on 18th August 2017. EASA published [Opinion 02/2018](#) in March 2018 proposing amendments to Regulation (EU) 2017/373 to take into account the ICAO Annex 3 amendment 77 (Part-MET). It also covers the results of the consultation on Part-AIS/AIM ([NPA 2016-02](#)) issued on 28th April 2017 and Part-FPD ([NPA 2016-13](#)) issued on 25th October 2016. EASA is preparing a proposal to amend Regulation (EU) 2017/373 (CR&O IR) and [Regulation \(EU\) No 923/2012](#) (SERA IR) that will repeal [Regulation \(EU\) No 255/2010](#) (ATFM IR), hence taking into account expected amendments to [Regulation \(EU\) No 677/2011](#) (NF IR).
- **Software assurance level (SWAL) requirements for safety assessment of changes to ATM/ANS functional systems ([RMT.0469](#)):** The deadline for submission of comments on [NPA 2017-10](#) closed on 30th November 2017. It proposes a set of AMC/GM for the definition and implementation of a software (safety) assurance system by providers of ATM/ANS and other ATM network functions. These are based on [\(EC\) No 482/2008](#), which is repealed by Regulation (EU) No 2017/373. EASA is now preparing to issue the ED Decision on additional AMC/GM addressing SWAL, to be available in advance of 2nd January 2020 applicability date of Regulation [\(EU\) No 2017/373](#).
- **Part-MET - ([RMT.0719](#)):** EASA held a MET expert group meeting on 5-6th September 2017 to consider amending Annex V (Part-MET) of Regulation (EU) No 2017/373 which was triggered by the latest ICAO Amendment 77-A. The expert group reviewed the provisions of Amendment 77-A and agreed on the changes to be made as well as corrections and consistency changes. The final outcome of rulemaking task RMT.0477, RMT.0445 and RMT.0719 have been outlined in [Opinion 02/2018](#), detailing proposed amendments to Regulation (EU) 2017/373 and Regulation (EU) No 139/2014.
- **Part-AIS/AIM - Technical requirements and operational procedures for Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM) ([RMT.0477](#), [RMT.0478](#)):** The review of comments on [NPA 2016-02](#) concluded on 30th June 2017. The draft revised rule text, associated AMC/GM and CRD are in the final phase to be included in an Opinion. The AIS/AIM rules are based on the recently published ICAO Annex 15 / new PANS-AIM proposed amendment No 40 and on Regulation [\(EU\) No 73/2010](#) ('ADQ Regulation').

The NPA also proposes rules for service providers, aerodrome operators and for organisations involved in the origination of aeronautical data by amending Annex VI (Part-AIS) to Regulation [\(EU\) No 2017/373](#) and Regulation [\(EU\) No 139/2014](#) (aerodromes) and its associated AMC/GM. As the relevant data quality requirements are included within the rule package, the NPA proposes to repeal the ADQ Regulation [\(EU\) No 73/2010](#). With respect to alignment with the foreseen 8th November 2018 applicability date of ICAO Annex 15 amendment No 40, EASA did not deem it necessary to introduce any amendments to 2nd January 2020 applicability date of Regulation (EU) 2017/373.

- **Part-ATS - ([RMT.0464](#)):** EASA is looking to develop a complete set of Implementing Rules concerning organisation and technical requirements, accompanied by AMC and GM,

for the provision of ATS in the context of [Regulation 2017/373](#). The public consultation of [NPA 2016-09](#) was closed on 28th February 2017. The regulatory proposal following the consultation process was published on 22nd May 2018, as EASA [Opinion 03/2018](#), and a [CRD Appendix 1 to Opinion No 03/2018](#). The draft [AMC and GM to Part-ATS](#) were published on 8th March 2017.

- **Technical requirements and operation procedures for airspace design (FPD), including procedures design (RMT.0445).** The consultation period for [NPA 2016-13](#) expired on 31st March 2017. In preparation for the publication of an Opinion, EASA conducted a focused consultation and held a thematic meeting on 5-6th September 2017. Subsequently, Opinion No 02/2018 was published in Q1 2018 and details the outcome of rulemaking task RMT.0445. Opinion 02/2018 will amend Article 3 of Regulation (EU) 2017/373 to address Member States' responsibilities regarding airspace design as it is a sovereign function which should not be part of the certification scheme for ATM/ANS service providers. Annex XI will lay down the specific requirements for organisations performing flight procedure design services (FPD.OR), and technical requirements for the providers of flight procedure design services (FPD.TR).
- **Standardised European Rules of the Air (SERA) (RMT.0476):** To facilitate regular maintenance of the SERA regulation ([EU No 923/2012](#) (and amending regulation ([EU No 2016/1185](#))) EASA has initiated RMT.0476 "Regular Update of SERA rule" for which [ToRs](#) were published on 18th August 2017. The first amendment under RMT.0476 has been triggered by ICAO developments, alignment with Part-ATS and stakeholder feedback. Draft Opinion and Decision are expected by Q3 2018. The proposed amendments concern: content of and deviation from flight plan, ATC clearances, alerting service and aircraft identification setting. Moreover, requirements outlined in the draft Opinion and Decision concerning the transposition of radio frequency failure procedures and SID/STAR terminology are being reconsidered as they require further discussion. EASA has also launched RMT.0230 to address UAS airspace integration, which is addressed below.

SES technical (interoperability) rules

- **PBN IR (RMT.0639):** EASA assisted the Commission in the development process of the draft PBN IR based on [Opinion 10/2016](#). On 18th July 2018 the Commission published the final rule, [Regulation \(EU\) 2018/1048](#) which lays down airspace usage requirements and operating procedures concerning performance-based navigation and shall apply from 3rd December 2020. Given the publication of the rule, EASA is progressing with the completion of the AMC/GM. Additionally, EASA is also preparing to issue an NPA that will update the Certification Specifications for Airborne Communication Navigation and Surveillance (CS-ACNS) to incorporate new certification criteria to support PBN operations.
- **Revision of surveillance performance and interoperability (SPI) (RMT.0679):** EASA submitted a proposal in the form of a report to the Commission at the end of 2017 to ensure a balanced application of the current surveillance technologies.
- **DLS - Data link services (RMT.0524):** RMT.0524 has been launched to address the regulatory material required to implement PCP AF6, the implementation of multi-frequency DLS on the basis of Model D of the ELSA study, and the specific identified requirement for an 'end-to-end certification and oversight function'. [ToRs](#) for RMT.0524 were published in January 2018. An NPA is planned to be published in Q4 2018, followed by an Opinion in Q2 2019; an amendment to the DLS IR is expected to be adopted in Q4 2019, although this is a provisional timeline.
- **Part-DAT (RMT.0593, RMT.0594):** [AMC and GM to Part-DAT \(Annex VII to ED Decision 2017/001/R\)](#) were published on 8th March 2017.
- **Evidence-based and competency-based training (RMT.0599):** Recognising that traditional training processes do not guarantee that pilots are competently trained, EASA have initiated a RMT addressing the initial and recurrent training of flight crew at the

European level. NPAs were due to be published for consultation with Member States in Q4 2017 (EBT only, not yet available) and Q1 2019, with decisions expected in Q4 2018 (EBT only) and Q4 2020, respectively.

- **Regulatory framework to accommodate unmanned aircraft systems in the European aviation system (RMT.0230):** The objectives of this RMT include ensuring high levels of safety for UASs, fostering innovation, harmonising the regulatory framework across Member States, and fostering an operation-centric, proportionate as well as risk and performance based regulatory framework. Technical Opinion '[Introduction of a regulatory framework for the operation of unmanned aircraft](#)', resulting from the consultation [A-NPA 2015-10](#), detailed 27 concrete proposals for a regulatory framework for low-risk operations of unmanned aircraft, providing a starting point and the basis for RMT.0230. [NPA 2017-05](#) on the 'Introduction of a regulatory framework for the operation of drones' was published on 5th May 2017. This NPA proposed to create a new regulation to mitigate the risk of operations for open and specific categories of UAS. EASA organised a workshop on 5th July 2017 to facilitate comments and stakeholder feedback on the NPA. Consultation on the NPA concluded on 15th September 2017 and more than 3,700 comments were received from 215 stakeholders.
- A political agreement between the Council, European Commission and the European Parliament on an update to the EASA Basic Regulation that covers all UAS, regardless of their maximum take-off masses, was reached on 22nd December 2017. In line with this and the comments received from NPA 2017-05, EASA published [Opinion 01/2018](#) on 6th February 2018 with a proposed draft regulation ([draft EASA BR](#)) laying down rules and procedures for the operation of unmanned aircraft and its Annexes. The Opinion was submitted to the Commission and subsequently fed into the new EASA BR, Regulation [\(EU\) No 2018/1139](#), which was adopted by the Council on 4th July 2018 and was published on the EU's Official Journal on 22nd August 2018.

SES Support

- **Development of acceptable means of compliance and guidance material for safety key performance indicators and other safety performance indicators - The ATM Performance Scheme Implementing Regulation (RMT .0723):** EASA have been tasked with amending [Regulation \(EU\) No 390/2013](#) which lays down a performance scheme for air navigation services and network functions (the performance scheme Regulation) in preparation for Reference Period 3 (RP3). This involves an accelerated rulemaking procedure, including an NPA public consultation, with the aim of drafting an AMC/GM for the implementation and measurement of the safety key performance indicators (SKPIs) and other safety performance indicators (SPIs). The AMC/GM will be based on the new Implementing regulation on the ATM Performance Scheme which is expected to be published in Q4 2018.

Connecting Europe Facility (CEF)

2018 CEF Transport Call

The [2018 CEF Transport call](#) for proposals opened on 17th May 2018. With an indicative budget of €450 million it covers funding objectives and priorities supporting the policy orientations of the 3rd Clean Mobility Package. The focus of financial assistance will thus be on cross-cutting objectives of transport digitalisation, safety and multimodality. SESAR has not been included under this call, but some elements may still be relevant, for example EGNOS.

The submission deadline for the Call is 24th October 2018, with a Decision on selected projects expected in February 2019.

2017 CEF SESAR Call

The [2017 CEF Transport SESAR call for proposals](#) opened on 6th October 2017, under the CEF Multi Annual Work Programme (MAP). The Call made €290 million of EU funding available exclusively for proposals addressing the priority 'Single European Sky – SESAR of the 2017' of the MAP. Unlike previous Calls, the 2017 SESAR Call was not split between a Cohesion and General Call. The submission deadline for the Call was 12th April 2018, with a Decision on selected projects expected for July 2018.

The SESAR Deployment Manager is coordinating the submission of projects under the 'Common Project' category, for which 80% of the available funding is expected to be made accessible. The deadline for the provision of the final IP Descriptions to the SDM was 19th January 2018.

2017 CEF Blending Call

The [2017 CEF Blending Call](#) for MAP submissions opened to all Member States on 8th February 2017, with SESAR listed under Funding Objective 3. The Blending Call allows for the combination of grants with financing from the European Fund for Strategic Investments, the European Investment Bank, National Promotional Banks, or private sector investors. The indicative budget for proposals under the SESAR Priority is €40 million. The co-funding limit is set to 50% and 20% for land-based and on-board components, respectively.

The call was split into two cut-off dates; the first cut-off date for submissions was 14th July 2017 and the second cut-off date was 12th April 2018. Evaluations of proposals submitted before the first cut-off was in July – November 2017, with the signing of grant agreements expected in January 2018. Evaluations and signing of grant agreements for the second cut-off will be during December 2017 to March 2018 and May 2018, respectively.

Applicants were invited to submit proposals for either cut-off date. However, the available funds may be fully allocated to proposals submitted under the first cut-off. In this instance, there will be no funding available for proposals submitted in the second cut-off.

Two proposals were submitted under the SESAR Priority for the first cut-off date, and overall (i.e. including all Priorities) €2.21 billion of funding was requested under the first cut-off date of the Call (2.21 times the indicative overall budget of €1 billion).

Results of the 2016 CEF Call

On 25th July 2017, the Commission published a [Decision](#) establishing the list of proposals within the Transport sector selected for receiving EU financial assistance under the 2016 CEF Call. A total of €311 million was awarded to projects submitted under the SESAR priority. A list of projects selected to receive CEF Funding in the field of transport was published as an [Annex to the Decision](#), and INEA produced a [brochure](#) on the selected projects under the 2016 CEF Call.

Results of 2015 CEF Call

The results of the 2015 CEF Call were formally approved on 8th July 2016 – a total of €598 million was awarded to projects submitted under the SESAR priority. INEA produced a [brochure](#) on the selected projects under the 2015 CEF Call, which was approved by the Commission.

SES Legislation

Existing Rules and Regulations

Framework Regulation (EC) 549/2004, amended by (EC) 1070/2009
Performance Scheme Regulation (EU) 390/2013 (RP2)
Service Provision Regulation (EC) 550/2004, amended by (EC) 1070/2009
Common Charging Scheme Regulation (EU) 1794/2006 , amended by (EU) 1191/2010 (RP1); (EU) 391/2013 (RP2)
FAB Information (EU) 176/2011
Airspace Regulation (EC) 551/2004, amended by (EC) 1070/2009
ATFM Regulation (EU) 255/2010 , amended by (EU) 2016/1006 and (EU) 2017/2159
FUA Regulation (EC) 2150/2005
Airspace Harmonisation (EC) 730/2006 , repealed by (EU) 2016/1185
Network Functions (EU) 677/2011 , amended by (EU) 970/2014 and (EU) 2017/373
Standardised European Rules of the Air (EU) 923/2012 , amended by (EU) 2016/1185
Interoperability Regulation (EC) 552/2004, amended by (EC) 1070/2009
COTR Regulation (EC) 1032/2006 , amended by (EC) 30/2009
IFPL Regulation (EC) 1033/2006 , amended by (EU) No 428/2013 , (EU) 2016/2120 and (EC) No 1033/2006
FMTF Regulation (EC) 633/2007 , amended by (EU) 283/2011
DLS Implementing Rule (EC) 29/2009 , amended by (EU) 2015/310
Mode S Interrogator Regulation (EC) 262/2009 , amended by (EU) 2016/2345
ADQ Regulation (EU) 73/2010 , amended by (EU) No 1029/2014
ACID Implementing Rule (EU) 1206/2011
SPI Implementing Rule (EU) 1207/2011 , amended by (EU) No 1028/2014 and (EU) 2017/386
VCS-2 Regulation (EU) 1079/2012 repealing VCS Regulation (EC) 1265/2007 , amended by (EU) No 657/2013 , (EU) 2016/2345 and (EU) 2017/2160
EASA ATM Rules
Common Requirements and Safety Oversight (EU) 2017/373 , repealing (EC) No 482/2008 , (EU) No 1034/2011 , (EU) No 1035/2011 , (EU) 2016/1377 and amending (EU) No 677/2011
EASA Basic Regulation (EC) No 2018/1139 amending (EC) No 2111/2005 , (EC) No 1008/2008 , (EU) No 996/2010 , (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU and repealing (EC) No 216/2008 , (EC) No 552/2004 and (EEC) No 3922/91
ATCO Licence (EU) 2015/340 , repealing (EU) 805/2011 and Directive 2006/23/EC . An Easy Access Guide for the regulation is available.
SESAR
SESAR JU Regulation (EC) 219/2007 , amended by (EU) No 721/2014
SESAR Deployment framework Regulation (EC) 409/2013
Pilot Common Project (EU) No 716/2014

Table 7: Existing Rules and Regulations

Community Specifications

Developed by ESOs	
Airport Collaborative Decision Making (A-CDM)	EN 303 212 V1.1.1
	EN 303 213-1 V1.4.1
	EN 303 213-2 V1.4.1
Advanced Surface Movement Guidance and Control System (A-SMGCS)	EN 303 213-3 V1.1.1
	EN 303 213-4-1 / EN 303 213-4.2 V1.1.1
	EN 303 213-5 / EN 303 213-6 published under R&TTE Directive
Data Link Services (DLS)	EN 303 214 V1.2.1
Developed by EUROCONTROL	
Flight Message Transfer Protocol (FMTP)	Spec-0100 Ed. 2.0
Initial Flight Plan System (IFPL)	Spec-0101 Ed. 1.2
ATS Data Exchange Presentation (ADEXP)	Spec-0107 Ed. 3.1
Flexible Use of Airspace (FUA)	Spec-0112 Ed. 1.1
Air-Traffic Services Message Handling System (AMHS)	Spec-0136 Ed. 2.0
On-Line Data Interchange (OLDI)	Spec-0106 Ed. 4.2
Published as Technical Specifications	
FDP Interoperability (ATC-ATC)	CEN TS 16071
Software Assurance Levels (SWAL)	CEN TS 16501
On-going Community Specifications	
GBAS Cat I; APV-SBAS (LPV)	Suspended (M/408 , mandated to CEN, CENELEC, ETSI)
ATM interoperability for the ATM Master Plan	Suspended (M/524 , mandated to CEN, CENELEC, ETSI)
Aerodrome Mapping Data	Suspended (M/510 , mandated to CEN, CENELEC, ETSI)

Table 8: Community Specifications

Produced for the European Commission (September 2018)

For further information, please visit:

EGHD: <http://www.eghd-portal.eu/>

ICB: <http://www.icb-portal.eu/>

NCP: <http://www.ncp-portal.eu/>

NCP NSA
Coordination
Platform

ICB
Industry Consultation Body

EGHD Expert Group on the
Human Dimension of the
Single European Sky