

# ICB

Industry Consultation Body

## ATM Information Digest

March 2016 edition



# ICB Meeting Planner

<b>March</b>	<b>April</b>	<b>May</b>
<b>8-10 – World ATM Congress 2016</b> <b>8 - EASCG</b>	<b>6 - ICB/59</b>	<b>11 – TSG/43</b> <b>12 – ISG/64</b>
<b>June</b>	<b>July</b>	<b>August</b>
<b>21/22 – SSC/61</b>	<b>6 – TSG Regulation and Standards Workshop</b> <b>13 – ICB/60</b>	
<b>September</b>	<b>October</b>	<b>November</b>
<b>12-14 – ATC Global 2016</b>	<b>18/19 – SSC/62</b>	
<b>December</b>	<b>January</b>	<b>February</b>
<b>13/14 – SSC/63</b>		

# Introduction

The ATM Information Digest provides ICB members with a quick reference on the main developments within SES. The content is organised by dossier, and this edition contains the following updates:

1. **EU Policy** – Updated with information on revised European ATM Master Plan
2. **SES 2+** – Minimal change
3. **Funding and Financing** – Updated with information on 2015 Call for Proposals for CEF funding.
4. **Research Programmes** – Updated with latest developments in SESAR 2020 programme
5. **SESAR Deployment** – Updated with information on Deployment Programme 2016, and information on second round of implementation projects proposals
6. **Performance Scheme** – Updated with latest RP2 developments
7. **Network Functions** – Updated with latest developments
8. **Centralised Services** – Updated with latest developments
9. **Interoperability** – Minimal change
10. **EASA ATM Rulemaking** – Updated with latest developments, including recently published NPAs

In addition, there are a number of supplementary sections:

- **ICB Meeting Planner:** Provides a list of planned ICB events for the next 12 months including key agenda items
- **Useful Resources:** Provides a list of the latest documents, with their corresponding URLs, providing information on Single European Sky (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
- **SES Legislation:** Provides a list of all extant legislation relating to the Single European Sky

Note that an [Industry Event Calendar](#), providing a list of industry events and key meetings, is available on the ICB Portal and is not replicated here.

This document contains a number of hyperlinks. Those in [blue](#) link to public sources, whilst those in [orange](#) link to the ICB Portal. Note that you will need an ICB username and password to log in and access documents on the ICB Portal.

# EU Policy

## Transport

The European Commission's 2011 White Paper "[Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system](#)" set the direction for EU transport policy. In line with the accompanying impact assessment, the Commission is undertaking a mid-term review of the paper to assess the progress made and to determine whether the 2011 analysis and assumptions remain valid.

The public consultation on the mid-term review of the 2011 White Paper closed on 2<sup>nd</sup> June 2015. The Commission has published a [report](#) analysing the responses, drawing conclusions on three main areas: (i) main challenges for the transport policy, (ii) views on the EU transport policy approach and 2011 White Paper, (iii) areas in which the transport policy should focus.

## Aviation

### EC Aviation Package

As part of its work programme for 2015, the Commission announced it would examine ways to improve the conditions of the aviation sector by bolstering its competitiveness through the [aviation package \(number 11\)](#).

A 12 week public consultation on the aviation package closed on 10<sup>th</sup> June 2015, and the Commission has published the [results](#) of the public survey and a [synopsis report](#) which summarises the contribution from stakeholders to the online consultation.

The Commission's [aviation strategy](#) was published on 7<sup>th</sup> December 2015. It is composed of several documents: a [communication](#), [a detailed supporting working document](#), [legislative proposal to amend 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. Three key priorities have been recognised:

- 1) Tapping into growth markets by improving services, market access and investment opportunities with third countries, whilst guaranteeing a level playing field.
- 2) Tackling limits to growth in the air and on the ground by reducing capacity constraints and improving efficiency and connectivity.
- 3) Maintaining high EU safety and security standards by shifting to a risk and performance based mind-set.

In ATM, the Aviation Strategy recognizes the importance of the Single European Sky initiative in improving safety, raising capacity, cutting costs and minimizing 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.

### EASA extension

In order to identify the most appropriate way to update and improve Regulation (EC) No 216/2008 (EASA Basic Regulation), an EASA Consultation ([A-NPA 2014-12](#)) and a [Commission Consultation](#) were open until 15<sup>th</sup> September 2014.

The results of the consultation were published on 16<sup>th</sup> March 2015 in [EASA Opinion 01/2015](#). The opinion identifies the most appropriate ways to update (EC) No 216/2008, and highlights areas where significant work is required to defragment the existing regulatory framework. The Commission will determine the next steps.

As part of the Aviation Strategy (see above), the Commission released a [legislative proposal amending the EASA BR](#). The proposal does not repeal or modify parts of the SES legislation. The proposal:

- Permits the use of delegated powers to adopt Implementing Rules including certification of ANS providers and systems (eg conformity assessment), and regulation of drones.
- Strengthens EASA's role in the areas of security.
- Allows EASA to use route charges for certain SES related activities.

The rapporteur for the proposal is Marian-Jean Marinescu. The proposal is undergoing ordinary legislative procedure (co-decision), and is currently awaiting a first reading in the European Parliament.

## **ACARE 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 also meeting market needs and environmental challenge.

## **Aerodays 2015**

[Aerodays](#), the Commission's flagship event in Aviation research and innovation, takes place once during each EU Research Framework Programme and was hosted in [London on 20-23 October 2015](#). For Horizon 2020 (FP8 – 2014-2020), the 3-day programme designed to present strategic perspectives for aviation also included sharing achievements of collaborative research and innovation in Aeronautics and Air Transport within Europe. The [plenary and technical session presentations](#) have been made available.

## **European Aviation Environmental Report 2016**

Prepared closely with EASA, the European Environment Agency (EEA) and EUROCONTROL, the Commission published the first [European Aviation Environmental Report](#) on 29<sup>th</sup> January 2016. The report includes key performance indicators on noise, greenhouse gas emissions and air pollution. Among the findings, forecast scenarios for the next 20 years show that with the expected increase in traffic the environmental sustainability of the sector will be increasingly challenged.

## **ATM**

### **SES 2+**

The SES 2+ legislative proposal, comprising a recast of the existing SES Regulations (SES Recast) and an amendment to the EASA BR (see also EASA extension below), is currently undergoing ordinary legislative procedure within the European Union. Further details can be found in the [SES 2+ section](#).

### **European ATM Master Plan**

The [European ATM Master Plan Edition 3](#) was approved by the SJU Administrative Board on 15<sup>th</sup> December 2015. The plan is intended to form the basis of the SESAR 2020 programme as well as identifying potential ATM functionalities for future Common Projects.

The newest edition of the ATM Master Plan has been updated to reflect the change in performance requirements and identifies new risks such as cyber-security and RPAS.



## Other Air Transport legislative proposals

Other legislative proposals in progress in the area of air transport which are not covered elsewhere in this document are as follows:

- Common rules for the allocation of slots at EU airports (recast) – [COM\(2011\)0827](#)
- Ground handling services at Union airports and repeal of Council Directive 96/67/EC - [COM\(2011\)0824](#) (*7<sup>th</sup> March 2015: procedure lapsed / withdrawn*)
- Proposal for a Directive of the European Parliament and of the Council on aviation security charges - [COM\(2009\)0217](#) (*7<sup>th</sup> March 2015: procedure lapsed / withdrawn*)

## ICB Actions

### **ATM Master Plan**

As part of the ICB's 2016 Work Programme, the ICB will provide advice to the Commission on how the process to update the ATM Master Plan could be improved.

# SES 2+

## Overview

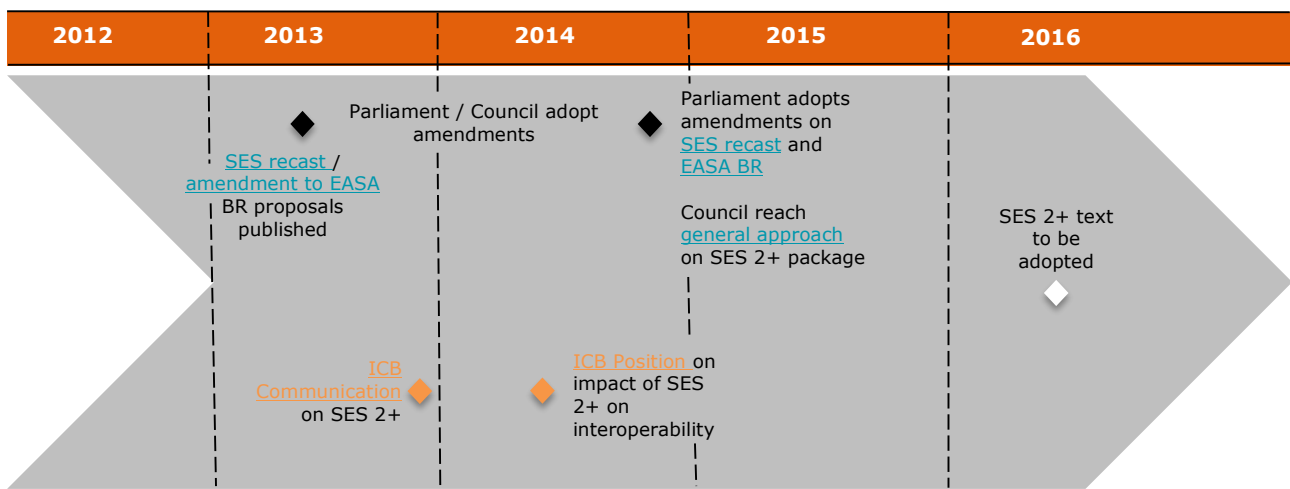
There are two fiches relevant to the ICB SES 2+ dossier: the SES Recast ([2013/0186 \(COD\)](#)) and the amendment to the EASA Basic Regulation ([2013/0187 \(COD\)](#)). The two legislative proposals are currently undergoing ordinary legislative procedures in the European Parliament and the Council of the European Union. For the European Parliament, the Transport & Tourism (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.

On the Council side, there was significant activity under the Italian Presidency in the latter half of 2014. The Commission provided a [progress report](#) on 1<sup>st</sup> October 2014 in preparation for the [8<sup>th</sup> October 2014 Transport Council meeting](#). A high level conference with ministers and CEOs took place on the 6<sup>th</sup> and 7<sup>th</sup> of November 2014, to further discuss details of the SES 2+ proposals. The Commission hopes that an agreement on the regulations may be reached via trilogue, so that they can be adopted by the end of 2016. The Council agreed to the general approach on the SES 2+ proposals at the Transport Council meeting on [3<sup>rd</sup> December 2014](#). The agreed approach is described in a [press release](#) that was published after the meeting.

In a briefing to the TRAN Committee on [21<sup>st</sup> January 2015](#), the Latvian Presidency confirmed that it would pursue work on the SES 2+ package, however progress has been dependent on resolving the [Gibraltar issue](#). The Commission is looking to adopt SES 2+ as a priority.

## Timeline



## ICB Actions

The ICB adopted its position on the [interoperability implications of SES 2+](#) at ICB/52.

# Funding & Financing

## Overview

The implementation of the Trans-European Transport Network (TEN-T) was supported through the allocation of TEN-T funds in the period 2007-2013, and through Connecting Europe Facility (CEF) funds for the period 2014-2020. SESAR is recognised in CEF as a 'horizontal project'.

The [Fraunhofer study \(summary note\)](#) identifies and assesses the wider economic effects which would occur if Europe failed to complete the core TEN-T network by 2030, as required by the TEN-T guidelines.

At the start of 2014, the Innovation and Networks Executive Agency ([INEA](#), the successor to the TEN-T Executive Agency) became responsible for managing parts of the Connecting Europe Facility (CEF) and Horizon 2020 programme. INEA will also continue to manage the remaining 2007-2013 projects of the TEN-T Programme.

## Connecting Europe Facility (CEF)

CEF is an integrated financial instrument for investing in EU infrastructures 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 20<sup>th</sup> December 2013.

The total budget of the CEF earmarked for transport related projects between 2014 and 2020 is €26.2 bn, of which €11.3 bn will be transferred from the Cohesion Fund. Approximately €3 bn is allocated for SESAR implementation up to 2020. The first Multi-Annual Work Programme ([Commission Implementing Decision C\(2014\)1921](#) and its [annex](#)) was adopted on 26 March 2014. The [first call for SES funding](#) was launched on 11<sup>th</sup> September 2014; it allocated up to €300 million for SESAR deployment, of which 80% was to be directed towards the PCP ATM Functionalities. [Commission workshops](#) were held on the 9<sup>th</sup> and 10<sup>th</sup> October 2014 to provide further information. Details on the results of the 2014 call for proposals may be found under [TEN-T](#) below.

Funding from the CEF is limited to a percentage of the overall cost of the project. CEF funding rates of eligible costs are as follows:

- 50% for studies and implementation of infrastructure;
- 50% for ground equipment;
- 20% for airborne equipment.

According to the [ATM Master Plan](#), the target concept for SESAR deployment is expected to require an investment of between €18 bn and €26 bn by 2035.

### 2014 Calls for Proposals

The [Call for Proposals](#) for Actions under the 2014 Multi-Annual Work Programme closed on 3<sup>rd</sup> March 2015. On 10<sup>th</sup> July 2015, the CEF Committee adopted a [decision](#) awarding almost €375 million of CEF funds to SESAR projects (representing approximately €750 million worth of projects) – see Table 1. Of this total:

- The Deployment Manager received approximately €325 million for clusters 1, 2 and 3 plus a coordination package (total value of implementation projects is €650 million) to implement elements of the PCP. The value of public funding is higher than expected.
- Approximately €50 million has been awarded to projects outside of the scope of the PCP, representing €100 million worth of projects.

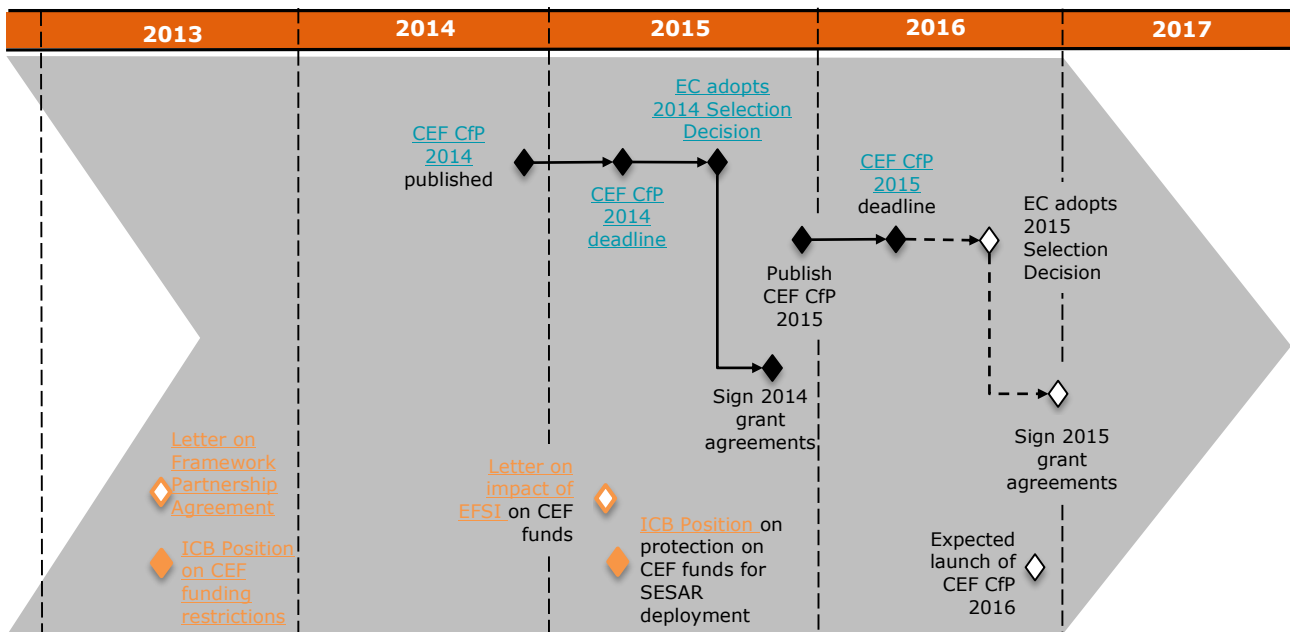


## 2015 Call for Proposals

The [Call for Proposals](#) for Actions under the 2015 Multi-Annual Work Programme closed on 16<sup>th</sup> February 2016. INEA is evaluating the proposals and a decision by the CEF Committee is expected in July 2016.

€515 million is available for ATM Actions with an additional €300 million to support ATM Actions in Cohesion Countries. The [objective](#) of the call is to support the timely and efficient implementation of the Single European Sky, in particular the deployment of SESAR. As with the 2014 Call, proposals should fall under one of two categories:

- 1) Common Projects (indicatively allocated 80% funding): Implementation projects deploying ATM functionalities identified in Common Projects in accordance with the Deployment Programme (further information can be found in the [SESAR Deployment](#) section). Applications are submitted through the SESAR Deployment Manager.
- 2) Other Projects (indicatively allocated 20% of funding): Projects not included in Common Projects, and not falling under the competence of the Deployment Manager that contribute to the implementation of the SES. Applications are submitted directly to INEA.



## European Fund for Strategic Investment

On 13<sup>th</sup> January 2015, the Commission published a [legislative proposal](#) to establish the EFSI, aiming to mobilise funding for projects of at least €315 bn to help promote growth and employment in the period 2015-2017. On 24<sup>th</sup> June 2015, the European Parliament and Council of the European Union adopted the [EFSI Regulation](#).

To establish the EFSI, public funds (€16 bn from the EU and €5 bn from the EIB) will be used to guarantee private investors. Project bonds will be issued to generate a multiplier effect to reach €315 bn. The EU plans to raise the guarantee by reallocating funds within its financial framework. As a consequence the CEF envelope for grants has been reduced, decreasing the funds available to ATM by €0.5 bn.

## EIB

The European Investment Bank has a range of [standard financial products](#) available to support SESAR deployment. The products, together with supplementary information including project requirements and criteria, appraisal processes and typical loan sizes were presented to ICB/57.

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 13<sup>th</sup> January 2016, the EIB and the SESAR Deployment Manager (SDM) signed a [Memorandum of Understanding](#) (MoU) formalising the way in which the both parties will work together towards ensuring a range of financial instruments and mechanisms are available to industry stakeholders to support the implementation and the sustainable financing and of the SESAR Deployment Programme.

### **Christophersen-Bodewig-Secchi Report**

An [Action Plan](#) "Making the best use of new financial schemes for European transport infrastructure projects" compiled by Former Vice President Christophersen and Coordinators Bodewig and Secchi was prepared in consultation with the EIB. It identifies and recommends projects along the TEN-T core network corridors which could benefit from financial instruments and schemes within relatively short timeframes. The deployment of SESAR and the Single European Sky has been identified as an example project which is mature enough to be implemented in the first years of the new Commission.

### **ICB Actions**

The ICB is monitoring the levels of funding and financing available to support SESAR Deployment through the Risk Register.

## Results of 2014 Call for Proposals

	Action number	Title	Beneficiaries	Recommended funding €	%
<b>Part A</b>	2014-EU-TM-0117-M	SESAR PCP Deployment in support of the coordinated Cluster approach	SESAR Deployment Manager	16 528 347.00	50%
	2014-EU-TM-0136-M	Joint Application for PDP Implementation (Cluster 1)	SESAR Deployment Manager	104 249 429.90	50%
	2014-EU-TM-0387-M	Joint application for PDP implementation (Cluster 2)	SESAR Deployment Manager	62 717 443.00	50%
	2014-EU-TM-0121-M	Joint Application for PDP Implementation (Cluster 3)	SESAR Deployment Manager	140 779 908.00	50%
<b>Part A indicative funds: € 240 million</b>			<b>Actual funding received: € 325 million</b>		
<b>Part B</b>	2014-EU-TM-0322-W	FABEC N-VCS Voice Communication System implementation	FAB EC	20 731 830.00	50%
	2014-EU-TM-0376-M	Speeding up harmonisation and convergence of the ATM	COOPANS (AustroControl)	12 249 000.00	50%
	2014-SE-TM-0236-M	Remote Tower Services - RTS, pilot operations	LFV	4 809 500.00	50%
	2014-BE-TM-0435-W	ASM and AFUA implementation	EUROCONTROL	3 724 586.00	50%
	2014-EU-TM-0032-S	ATM Data 'as a service'	EUROCONTROL	2 447 294.00	50%
	2014-UK-TM-0251-W	Heathrow Airport Resilience Programme (2014-2016)	Heathrow Airport	1 814 234.00	50%
	2014-UK-TM-0024-W	Collaborative Decision Making (CDM) - Birmingham Airport Limited	Birmingham Airport	1 706 409.50	50%
	2014-BE-TM-0189-W	Radio Direction Finder supporting SES performance	EUROCONTROL	1 187 550.00	50%
	2014-EU-TM-0495-S	Free Route Airspace from the Black Forest to the Black Sea	HungaroControl	1 106 345.00	50%
	2014-HU-TM-0496-W	Implementation of Airport Collaborative Decision Making at HungaroControl	HungaroControl	521 715.50	50%
2014-BE-TM-0071-M	Implementation of RNP Approaches with Vertical Guidance on the Belgian civil aerodromes outside Brussels TMA	BELGOCONTROL	353 608.50	50%	
<b>Part B indicative funds: € 60 million</b>			<b>Actual funding received: € 50 million</b>		

Table 1: Results of TEN-T 2014 MAP Call for Proposals

# Research Programmes

## ACARE

In response to the [Flightpath 2050 vision](#), [ACARE](#) (Advisory Council for Aviation Research and Innovation in Europe) updated and produced a new [Strategic Research and Innovation Agenda \(SRIA\)](#) during 2012, alongside the establishment of new research programmes including [Horizon 2020](#) (see below). SRIA provides a guide to the future direction of public and private research, and sets policy principles towards the achievement of Flightpath 2050.

## Horizon 2020

H2020 is the largest EU Research and Innovation programme with almost €80 billion of funding available over seven years (2014 to 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 research and innovation 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 (EIT).

The Horizon 2020 Framework Programme for Research and Innovation (2014–2020) was formally adopted by [EC 2013/743](#) on the 11<sup>th</sup> December 2013 following earlier approval in the EP Plenary on 21<sup>st</sup> November 2013.

## SESAR 1

### SESAR Releases

The SJU released the results of the validation exercises for [Release 3](#) and [Release 4](#) which took place during 2013 and 2014, respectively. The validation process identified 11 fully mature solutions which have been put forward for industrialisation subsequent deployment.

### SESAR showcase event

Projects under the first round of SESAR (SESAR 1) are due to complete by 31<sup>st</sup> December 2016. With SESAR activities coming to a close, the SJU is organising an [event](#) on 14<sup>th</sup> – 16<sup>th</sup> June 2016 to showcase the achievements of SESAR 1 and demonstrate that SEAR is already delivering tangible solutions to the aviation industry and society as a whole.

## SESAR 2020

On 16<sup>th</sup> June 2014, the Council of Ministers of the European Union adopted Regulation (EU) No [721/2014](#) amending Regulation (EC) No [219/2007](#), extending the legal existence of the SESAR Joint Undertaking from 31<sup>st</sup> December 2016 to 31<sup>st</sup> 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)
3. Very Large Scale Demonstrations (VLDs) (€300 million)

The total funding for Phase 2 and Phase 3 comprises €500 million each from Horizon 2020 (H2020), EUROCONTROL and industry members to reach a combined total of €1.5 billion.

## **Call for SESAR Membership and SESAR 2020 Work Programme**

As part of the extension of the SJU to 2024, a new SESAR Partnership was launched on 9<sup>th</sup> July 2014 with a [call](#) for expression of interest to become a candidate member of the SESAR Research and Innovation Programme 2020.

A Call for Membership of the SJU was published on 25<sup>th</sup> November 2015, and closed on 28<sup>th</sup> January 2016. On 9<sup>th</sup> March 2016, the [SJU announced the 19 Members](#) that will participate in SESAR 2020 industrial research, validation and demonstration activities. SESAR 1 members Airbus, DFS, DSNA, Enaire, ENAV, Finmeccanica, Frequentis, Honeywell, Indra, NATMIG, NATS, SEAC and Thales will continue to contribute to SESAR 2020. They are joined by new members COOPANS, AT-One consortium, B4 consortium, Dassault Aviation and skyguide.

The SESAR 2020 programme will operate in the period 2016–2024. The [Multi-Annual Work Programme](#) covering the period 2016–2019 was published in September 2015. [An amended Annual Work Programme for 2015](#) has been released integrating relevant SESAR 2020 financial details.

### **SESAR 2020 Call for Proposals 2015 (Wave 1)**

Calls for Proposals for SESAR 2020 Projects will be released in two waves:

- 1) Wave 1 (2016–2019)
- 2) Wave 2 (2019–2021)

The [Wave 1 Cfp](#) was published by the SJU on 22<sup>nd</sup> October 2015. The Call covers industrial research (IR), validation and preparation for very large scale demonstration (VLDs) activities covering the period 2016-2019. This call for proposals brings the results from the SESAR Programme 1, requiring further research, as well as new research content aligned with the European ATM Master Plan together in a coordinated programme of activities performed across 28 closely connected actions.

The Wave 1 call covers 28 projects with a budget of €260.1 million which have been disseminated and grouped across 3 Work Areas as given below. The indicative budgets for each topic can be found in the [Amended Annual Work Programme 2015](#). Note that the Call is restricted to the pre-qualified 'Candidate Members' of the SJU in accordance with [SJU Regulation 219/2007, amended by 721/2014](#).

- Work Area A – SESAR 2020 Transversal Activities (budget: €16.8 million)
- Work Area B – Industrial Research and Validation Activities (budget: €201.3 million)
- Work Area C – Very Large Scale Demonstration Activities (budget: €42.0 million)

The deadline for the submission of proposals is 10<sup>th</sup> April 2016. Wave 1 projects are forecasted to start in Q3 2016 following an agreed ramp up in planning. Effective synchronisation will allow the resource allocation to SESAR 2020 projects as these are made free by the projects closing under the SESAR 1 Programme.

The second Call for Proposals – Wave 2, when published in due course, will cover the period 2019-2021. The overall estimated budget for the IR and VLD activities of SESAR 2020 (Wave 1 and Wave 2) is €398 million.

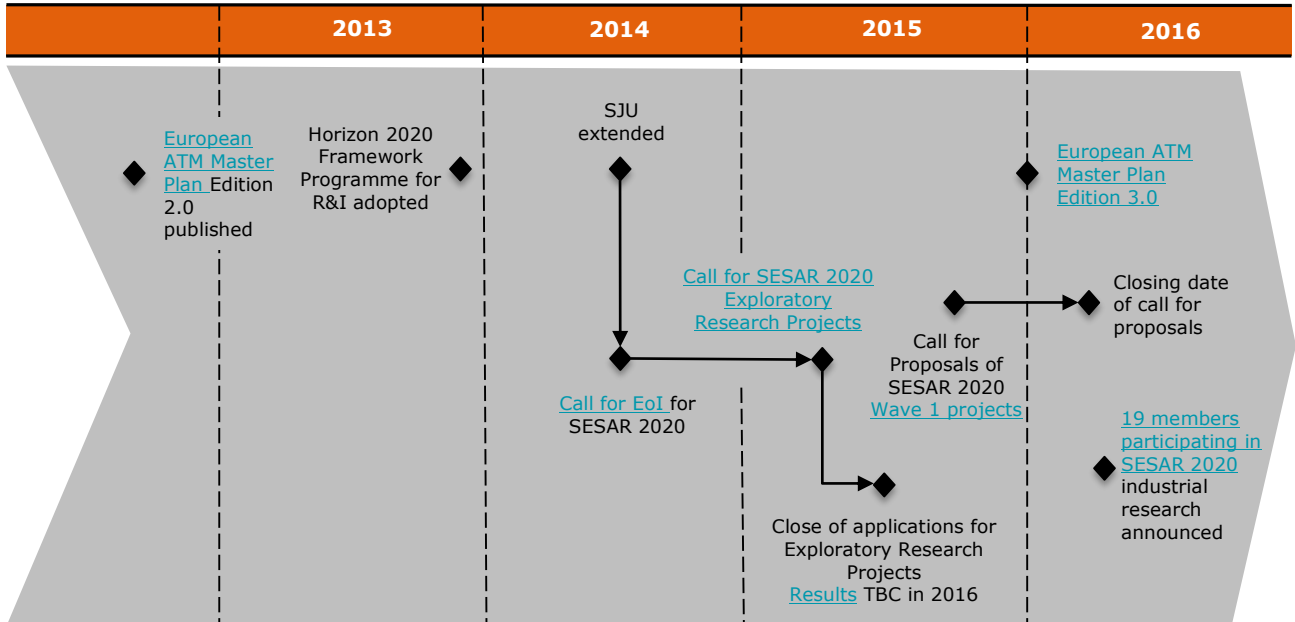
### **SESAR 2020 Exploratory Research**

The objective of the SESAR 2020 Exploratory Research Programme is to address where possible the known yet unsolved problems across the ATM Research domain, taking on board these new or continuous challenges using traditional methods or new techniques, or transferring the results of past research and applying it to new applications and/or novel technologies in search of innovative and ground breaking results.

On the 25<sup>th</sup> March 2015, the SJU published the first [Call for Proposals](#) for SESAR 2020 Exploratory Research (ER) projects under the umbrella of the Horizon 2020 Research Framework Programme.

SESAR 2020 ER has an overall budget of €85 million, but under this first call, €20.6 million is available to co-finance research projects on eleven research topics within two areas: ATM Excellent Science and Outreach, and ATM Applications-Oriented Research.

The closing date for applications was 25<sup>th</sup> June 2015. Applicants have been officially notified of the outcome, and [results](#) are expected to be publically announced shortly.



## ICB Actions

The [ICB Work Programme](#) outlines the ICB's intention to review the results of the SESAR 1 Programme in 2016.



# SESAR Deployment

## Overview

### Pilot Common Project

The Single Sky Committee (SSC) adopted the Commission Implementing Regulation (CIR) ([\(EU\) No 409/2013](#)) on the governance of SESAR Deployment in May 2013. The CIR defines [4 key instruments](#) needed for SESAR deployment within the SES framework: common projects, deployment programme, governance mechanism, and targeted incentives.

Subsequently, the Pilot Common Project (PCP) CIR ([EU No 716/2014](#)) was on 28<sup>th</sup> May 2014. The PCP mandates the implementation of 6 ATM Functionalities (AFs) across specified stakeholders.

### Future Common Projects

Discussions have been launched on the next Common Project within the European Commission.

### Deployment Manager and Deployment Programme

The Commission has established the policy level of the deployment governance, for which it is directly responsible. 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 [5<sup>th</sup> December 2014](#) with the signing of the Framework Partnership Agreement.

The Deployment Manager's coordination tasks will be funded through a levy on CEF grants, which are managed by [INEA](#).

On 10<sup>th</sup> March 2015, the SJU and the Deployment Manager signed a [Memorandum of Understanding](#), providing a platform for future cooperation for the smooth and timely deployment of the SESAR solutions. On the 30<sup>th</sup> June 2015, the EDA and the Deployment Manager also signed a [Memorandum of Understanding](#), with the purpose of establishing efficient cooperation and mutual support between civil and military stakeholders with regard to SESAR Deployment.

On 4<sup>th</sup> March 2016, the Deployment Manager published an initial draft of the Deployment Programme 2016 for level 2 consultation. The draft builds upon the Deployment Programme 2015, and a revised version will be available for level 1 consultation by 30<sup>th</sup> June 2016. The Deployment Programme 2016 will include a monitoring view which provides an overview of the current implementation status of the PCP throughout Europe.

The final version of the Deployment Programme 2016 will serve as the basis of the expected 2016 Call for Proposals for public funding for actions related to Common Projects (see [Funding & Financing](#) section).

### Implementation Projects: 2014 Call for Proposals for Public Funding

To support the deployment of the first set of Implementation Projects, INEA launched a [Call for Proposals](#) for Actions under the 2014 Multi-Annual Work Programme with [an indicative 80% of €300 million available](#) for SESAR. The Call closed on 3<sup>rd</sup> March 2015 – the Deployment Manager submitted three applications in response, containing 110 projects to the value of €836 million (€409 million CEF funds). This was greater than the €240 million target envelope.

INEA has evaluated the proposals in consultation with the CEF Coordination Committee. A [proposed Selection Decision](#) was published on 29<sup>th</sup> June 2015 by the Commission, and individual Grant Agreements were signed in Q3/Q4 2015. Overall €325 million has been indicatively allocated towards PCP SESAR Deployment activities.

Further details on the outcome of the 2014 calls may be found in the [Funding and Financing](#) section.

## Implementation Projects: 2015 Call for Proposals for Public Funding

The Deployment Manager coordinated applications for project related to PCP implementation under the 2015 Call for Proposals (see [Funding & Financing](#) section). Proposals for three clusters of projects were submitted under both the general and the cohesion envelope, covering [223 implementation projects](#) for a total potential investment of €2.4 billion.

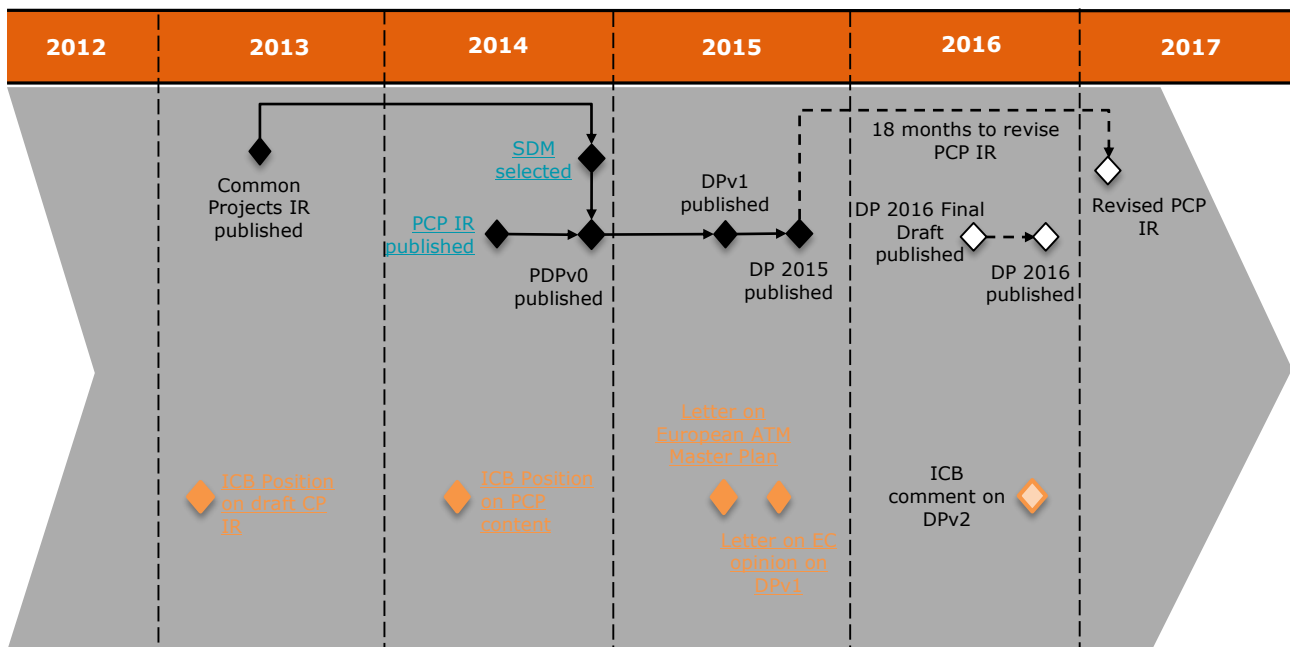
## ICB Actions

### Deployment Programme

The Work Programme 2016 indicates that the ICB will review the next version of the Deployment Programme (DPv2), expected on 30<sup>th</sup> June 2016.

The Work Programme 2016 outlines the ICB's intention to provide a view on the definition of the next Common Project, CP2.

The Work Programme 2016 outlines the TSG's action to support the Commission's review of the PCP CIR.



# SES Performance Scheme

## Overview

The SES Performance Scheme is organised around fixed Reference Periods (RPs) for which legally binding performance targets are set both at EU-wide level and national/FAB level.

EUROCONTROL is currently the European Commission's designated Performance Review Body (PRB) of the Single European Sky, supported by the Performance Review Unit (PRU). Separately, the European Commission appointed Mr Peter Griffiths as PRB Chairman.

## Reference Periods

### RP1 (2012-2014) reporting

The PRB has published its Annual Monitoring Reports for [2012](#), [2013](#) and [2014](#).

### RP2 (2015-2019) Performance Scheme

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 4<sup>th</sup> February 2014 adopted [EU-wide targets for RP2](#).

On 2<sup>nd</sup> March 2015, the Commission adopted two Decisions concerning the consistency ([Decision \(EU\) 2015/348](#)) / inconsistency ([Decision \(EU\) 2015/347](#)) of performance targets included in the national or Functional Airspace Block (FAB) plans submitted with Union-wide performance targets for RP2 ([Decision \(EU\) 2014/132](#)).

FAB	EU Member State	Safety	Environment	Capacity	Cost-Efficiency
Baltic FAB	Lithuania	✓	✓	✓	✓
	Poland	✓	✓	✓	✓
BLUE MED FAB	Cyprus	✓	✓		✓
	Greece	✓	✓		✓
	Italy	✓	✓		✓
	Malta	✓	✓		✓
DANUBE FAB	Bulgaria	✓	✓	✓	✓
	Romania	✓	✓	✓	✓
Dk-Sw FAB	Denmark	✓	✓	✓	✓
	Sweden	✓	✓	✓	✓
FAB CE	Austria	✓	✓	✓	✓
	Croatia	✓	✓	✓	✓
	Czech Republic	✓	✓	✓	✓
	Hungary	✓	✓	✓	✓
	Slovakia	✓	✓	✓	✓
	Slovenia	✓	✓	✓	✓
FAB EC	Belgium	✓	✓		
	France	✓	✓		
	Germany	✓	✓		
	Luxembourg	✓	✓		
	Netherlands	✓	✓		
NE FAB	Estonia	✓	✓	✓	✓
	Finland	✓	✓	✓	✓
	Latvia	✓	✓	✓	✓
SW FAB	Portugal	✓	✓		✓
	Spain	✓	✓		✓
UK-Ireland FAB	Ireland	✓	✓	✓	✓
	UK	✓	✓	✓	✓

Table 2: Summary of RP2 performance plans consistency with EU-wide targets

Non-compliant Member States submitted revised performance plans and targets by 2nd July 2015. A ✓ indicates consistency with the Union wide target, as adopted in decision (EU) 2015/348 or at SSC/60 (for States which submitted revised plans).

At SSC/60 the SSC gave a positive opinion on a Decision assessing certain revised targets as consistent with Union-wide targets. However, Decisions assessing certain revised targets as still inconsistent with Union-wide targets and therefore requiring certain Member States to take corrective measures received no opinion. The Commission is considering the next steps for these Decisions, including the option to refer the Decision to the Appeals Committee. Capacity and cost-efficiency targets remain a priority for the Commission

### **Network Performance Plan**

The PRB assisted the Commission in assessing the [Network Performance Plan](#) which contains performance targets for all key performance areas and for all indicators, consistent with the Union-wide performance targets for the entire reference period. The Commission is in a position to approve a final version of the Plan and will adopt a Decision in due course.

### **2015 unit rates**

[Decision \(EU\) 2015/670](#) on the consistency of the 2015 unit rates with the Union-wide targets for 20 Member States was adopted by the Commission after presentation to the Appeals Committee in February 2015.

The Appeals Committee also decided the Decision on the non-consistent States (Austria, Belgium, France, Germany, Italy, Luxembourg, Netherlands, Slovakia) will be postponed to a later date until after revised performance targets are submitted.

The Commission intends to issue two new Decisions based on the outcome of assessment of the revised performance plans for RP2.

### **2016 unit rates**

The Commission is also currently assessing [2016 unit rates](#). The Commission intends to propose Decisions on compliance and non-compliance of 2016 unit rates under written procedure following SSC/58.

### **Union-wide terminal ANS cost efficiency target**

On 30<sup>th</sup> November 2015, the PRB delivered and published its [advice to the Commission on the Union-wide cost efficiency targets for terminal ANS](#). The commission will assess the advice with the intention to propose an approach and a draft Decision (if applicable) at SSC/60 in 2016.

The PRB's report takes into account the results of a [public stakeholder consultation](#) on the PRB's approach, issues and target options, and a public PRB stakeholder [workshop](#).

### **Ex-post evaluation of RP1 Performance and Charging Schemes**

The Commission has produced a [Roadmap](#) evaluating (ex-post) the impact, effectiveness and scope of SES Performance and Charging Schemes for ANS for RP1 (2012-2014). The evaluation explores 4 key performance areas (KPA) (Safety, Environment, Capacity, Cost-Efficiency) including the setting up of the PRB.

A 12 week online open public consultation will be organised during the ex-post evaluation period in addition to further consultations with key aviation stakeholders to gather additional information and opinions on performance improvements made during RP1.

The results of the evaluation will inform the drafting of the performance and charging schemes for RP3 (2020-2025).

### **RP2 Monitoring Report**

The PRB annual RP2 monitoring report covering 2015 will describe the performance achieved by

FABs, EU Member States, Norway, Switzerland and the Network Manager (NM) in the four Key Performance Areas (KPAs) of Safety, Environment, Capacity and Cost-efficiency. This report will be based on monitoring reports submitted by the NSAs and the Network Manager, subject to the provisions of the Performance and Charging Regulations. It will also present the Union-wide view of performance achieved in 2015 compared to the relevant targets.

## Policy options for the modulation of charges in the SES

The European Commission published a [study report](#) exploring various mechanisms for modulating charges to achieve better flight efficiency and reducing flight delays. The study aims to further develop a set of guidelines and recommendations by investigating the current charging framework, and further developing the charging policy underpinning the common charging scheme for ANS in the EU.

## Extension of the PRB

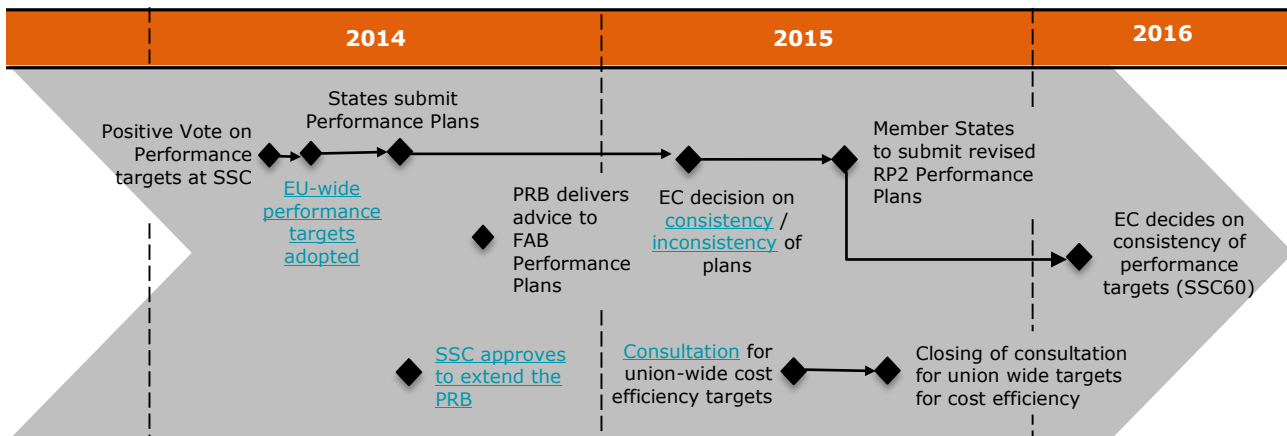
SSC/54 approved the EC's request to extend the PRB by 18 months, to the end of 2016 ([Commission Implementing Decision 2014/672/EU](#)).

Discussion within the SSC has shown there is little support to maintain the current situation with EUROCONTROL being designated as PRB beyond 2016. The Commission launched a call for tender regarding assistance to the Commission and/or PRB. The evaluation process is in the final stage with further expected at [SSC/58](#).

However, there has been recognition for the need to keep the expertise of EUROCONTROL's Performance Review Unit available for the PRB. Furthermore, non-EU States could be associated to the PRB in a similar way as done today for the Network Manager. Stakeholders showed a strong preference for developing the PRB as an independent advisory agency. The ICB is currently discussing the potential role of an Independent Performance and Economic Regulator and will deliver a position paper in Q1 2016.

A call for interest is expected to be published by the Commission during 2016 with the new PRB membership commencing in 2017.

## Timeline



## ICB Actions

The ICB will consider advice on the future of the SES Performance Scheme at a later date.

The ICB is currently discussing the potential role of an Independent Performance and Economic Regulator and will deliver a position paper in Q1 2016.

The Work Programme 2016 outlines ICB's intention to consider the lessons learnt based on RP1, to feed into preparations for RP3.

# Network Functions

## Overview

The Network Functions Implementing Regulation (NF IR) ([EU No 677/2011](#)) was adopted on 7<sup>th</sup> July 2011. The Commission is currently in the process of updating the regulation using a 2-step approach. The first step was completed in September 2014 addressing urgent issues.

[Commission Decision C\(2011\)4130](#) designated EUROCONTROL as the Network Manager until 31<sup>st</sup> December 2019 (i.e. the end of RP2).

## Summary of Network Performance

- In 2016, the European traffic is expected to grow by +2.3%. The traffic increase in 2015 increased by 1.5% over 2014. The expected stable economic growth for Europe and continuing low fuel prices should contribute to further traffic increase of 2.3% in 2016.
- The YTD en-route ATFM delay was 0.73 min/flt in 2015 with the current estimate for the delay in 2016 being 0.73 min/flt inclusive of industrial actions and technical failures. ACCs Brest, Nicosia, Athinai and Makedonia contributed to 40% of en-route delays.
- Aerodrome capacity at the two Istanbul airports were the main contributors to airport delays in 2015.
- Flight efficiency performance targets were partly achieved in 2015 with the KEP target being missed and the KEA target being met. Political instability and disruptions at the borders of the NM area had an overall negative impact on flight efficiency in the European Network and were mainly due to events in SE Turkey, Iran, Iraq, Syria and the accident in Egypt's Sinai Peninsula in 2015.
- Industrial action also continued to negatively affect network performance.

Future prospects for 2016 and RP2 are also summarized below:

- Expected traffic growth and forecasts in 2016 and for the rest of RP2 indicate current plans for meeting capacity targets in RP2 are not sufficient and are unlikely to be met. The NM will meet with those ANSPs requiring attention such as DNSA France and DCAC Cyprus AND intends to propose strategic ideas to the NMB on improving network capacity.
- The NM will continue to provide the Radio Frequency Function services having met 100% of frequency demands in 2015 and will continue to monitor and maintain the performance of the network in 2016, noting the spectrum is severely congested.
- The NMB approved the Cooperative Arrangement between the NM and DM on the basis of the relevant provisions including Commission implementing regulations (EU) [No 677/2011](#) (NM functions amended by (EU) [No 970/2014](#)), [No 409/2013](#) (DM) and [No 716/2014](#) (PCP).
- The NM is finalizing its application for CEF funds aimed at supporting network-wide projects of the NM and its partners.
- A full analysis of 2015 network performance is being prepared by the NM and will follow with overview of the status, measures and new proposals for 2016 and beyond following presentation to the NMB in April 2016. Initial conclusions from the analysis indicate those ANSPs (Spain, Portugal, Poland) which implemented the NM's proposed measures made a positive contribution to network performances. The 0.5min/flt delay target would have been met had ANSPs of France, Greece and Cyprus progressed in their implementation of the NM's measures.



## Update of Network Functions IR

The first step review resulted in an amendment to the Network Functions IR ([EU No 970/2014](#)) which was approved and published in September 2014.

To support the Commission in the second stage of its review, the ICB will prepare a position on the future of network management in Q2 2016.

The Commission is now focussed on:

- Performing a targeted audit of the financing of the NM to clarify the cost base and get best performance of the NM. This is expected to start in November and finish mid to end of 2016. The audit will serve as the basis for the identification of future requirements of the NM and future nomination of the NM.
- The nomination of the next NM by the end of 2016. This could either be the re-nomination of EUROCONTROL, potentially with a number of requirements for changes, or nomination of another entity, such as a consortium of operational stakeholders.
- Approving the Cooperative Arrangement between the NM and DM.

## ICB Actions

The ICB discussed the future of network management during a dedicated workshop at the ICB/57. The topic has been referred to the ISG who held a dedicated NM workshop in January 2016, and is developing a position on future of network management for adoption by the ICB in Q2 2016.

# Centralised Services

## Overview

EUROCONTROL has defined a [Centralised Service](#) (CS) as “an ANS service or ATM function exercised at pan-European and central network level for harmonisation and cost-efficiency purposes”. V2.0 of EUROCONTROL’s [proposal](#) to the European Commission was published on 25<sup>th</sup> March 2013. Table 3 provides an overview of the 18 Centralised Services. EUROCONTROL held several workshops on the initiative.

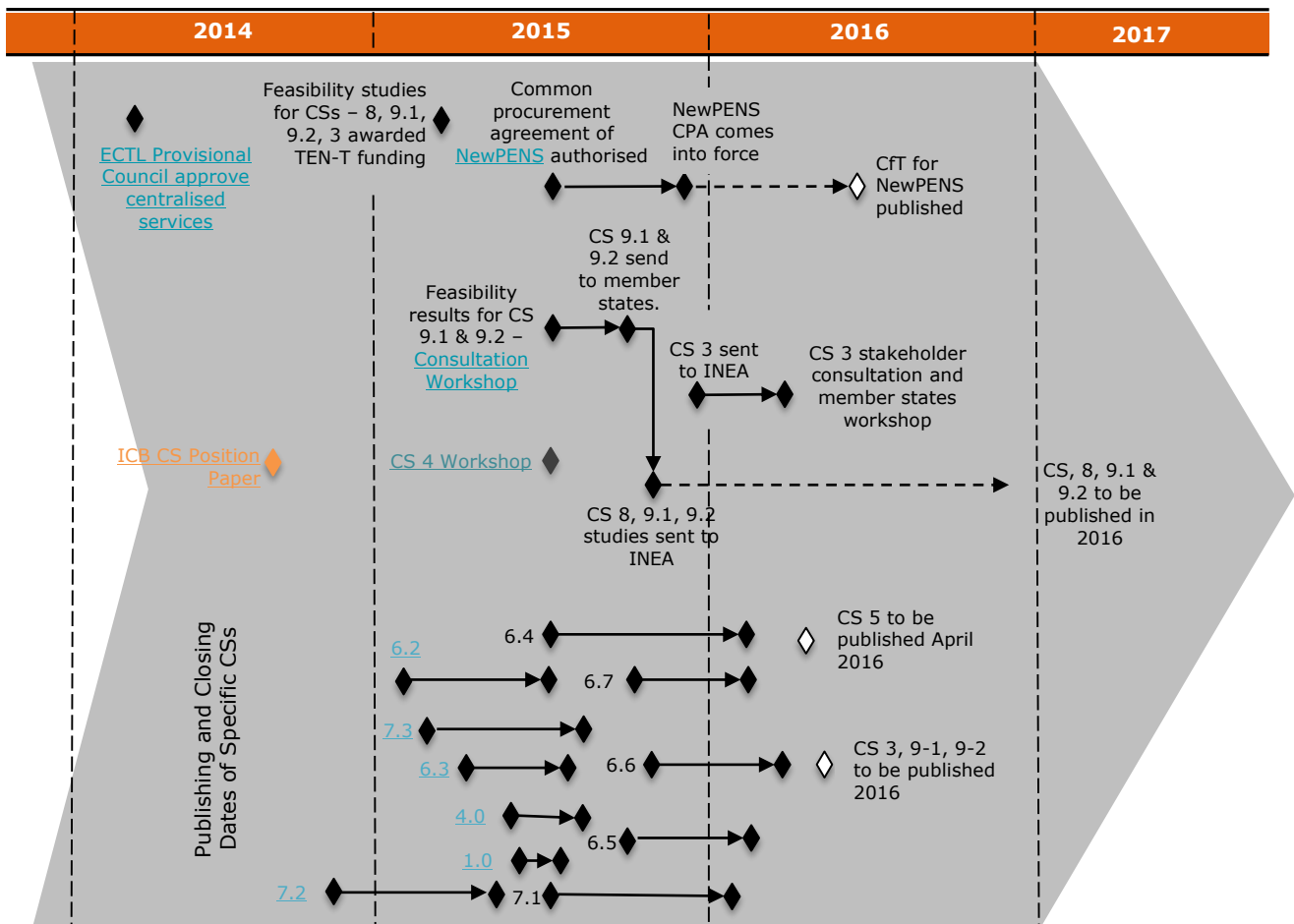
In accordance with Directive 14/83 of the EUROCONTROL Permanent Commission (3<sup>rd</sup> February 2014), Calls for Tenders for CSs 1, 4, 5, 6, and 7 are being released in a staggered manner (refer to the timeline below) while CSs 2, 3, 8 and 9, where the maturity is not as well established, will initially proceed with feasibility studies. CS 3, 6-4, 7-2, 8, 9-1 and 9-2 are [co-financed by the European Union through the 2013 TEN-T multi-annual work programme](#).

To date EUROCONTROL has released 11 CftTs, with the remaining ones planned in the first half of 2016. The bids related to 10 of the 11 CftTs are currently being evaluated. Negotiations on 2 CS have started in view of contract signature.

The CS3, CS8, CS9-1 and CS9-2 Feasibility Studies are completed and have been provided to INEA and the EUROCONTROL Member States.

There will be several key decision points where the CBAs will be updated, according to the nature of each CS. For this phase, governance will be the EUROCONTROL decision bodies.

## Timeline



## ICB Actions

The ICB finalised its [CS Position Paper](#) by correspondence and delivered it to the Commission on 15<sup>th</sup> January 2014.

The ICB will continue to monitor the situation on Centralised Services.

Centralised Service	Status
<a href="#">CS1: Flight Plan and Airport Slot Consistency Service (FAS)</a> <i>Checking consistency of flight plans against airport slots</i>	<a href="#">CFT published</a>
<a href="#">CS2: 4D Trajectory Flight Profile Calculation for Planning Purposes Service (4DPP)</a> <i>Central reference 4D trajectory profile in the pre-planning phase</i>	Subject to feasibility study (external)
<a href="#">CS3: European Tracker Service (ETKR)</a> <i>Providing an ECAC-wide surveillance picture</i>	Subject to feasibility study (internal)
<a href="#">CS4: Advanced Flexible Use of Airspace Support Service (AFUAS)</a> <i>Civil-military airspace management decision making processes</i>	CFT published
<a href="#">CS5: European ATM Information Management Services (EAIMS)</a> <i>A reference source of consolidated European ATM context information</i>	CFT expected
CS6: Common Network Resources (CNR)  Managing scarce resources on a unified basis	
<a href="#">CS6-1: Transponder Code Function (CNR/TCF)</a> <i>Improving the management of the Transponder Code Function</i>	CFT published
<a href="#">CS6-2: Mode S Interrogator Code Allocation (CNR/MICA)</a> <i>Coordinating the allocation of interrogator codes to Mode S interrogation</i>	<a href="#">CFT published</a>
<a href="#">CS6-3: Radio Frequency Function (CNR/RFF)</a> <i>The SAFIRE and Monitoring services providing all CNS systems with frequencies that are not interfered</i>	<a href="#">CFT published</a>
<a href="#">CS6-4: European Messaging Directory Service (CNR/EMDS)</a> <i>Providing coherent routing tables for the ATM messaging</i>	CFT published
<a href="#">CS6-5: European IPS Repository (CNR/EIPR)</a> <i>Providing a unique repository of all network addresses</i>	CFT published
<a href="#">CS6-6: Security Certificate Service (CNR/SCS)</a> <i>Delivering security keys to get access to the EUR ATM network</i>	CFT published
<a href="#">CS6-7: Operation and Coordination of Network Security (CNR/OCNS)</a> <i>Monitoring and managing security of the ATM network</i>	CFT published
CS7: Network Infrastructure Performance monitoring and analysis Service (NIPS) Safe function and anomaly resolution of CNS infrastructure	
<a href="#">CS7-1: Performance monitoring of Data-link communication, Surveillance avionics, TCAS and RVSM (NIPS/CNS-PERF)</a> <i>Insuring that CNS aircraft and ground systems are interoperable and that the right level of performance is achieved</i>	CFT published
<a href="#">CS7-2: Performance of 1030/1090 RF bands (NIPS/SUR-RF)</a> <i>Providing a consistent and updated view of the 1030/1090 RF band usage</i>	<a href="#">CFT published</a>
<a href="#">CS7-3: Monitoring and prediction of Satellite Navigation (NIPS/SAT-NAV)</a> <i>Centrally operating reliable predictions of the GPS RAIM</i>	<a href="#">CFT published</a>
NewPENS <i>Ground communication needs for future data exchange</i>	CS8 Feasibility Study published
CS9: Data Communication Service (DCS)  <i>Air-ground communication service to support consolidation of DLS</i>	
<a href="#">CS9-1: Telecommunication Infrastructure (DCS/TELE-INFRA)</a> <i>Transporting A/G ATS datalink information between mobile and ground users</i>	Feasibility Studies published
<a href="#">CS9-2: CPDLC, CM, ADS-C SERVER (DCS/CCA-SERVER)</a> <i>Reducing the number of servers in the European States and the associated operating costs</i>	

Table 3: EUROCONTROL Centralised Services

# Interoperability

## Overview

Interoperability issues relating to the development and deployment of technologies, including standardisation and technical regulation activities undertaken in relation to SES and SESAR, are dealt with by the Technical Sub-Group.

## Implementing Rules

The Commission is currently working to resolve a number of issues with existing rules.

### Aeronautical Data Quality (ADQ) IR

The ADQ IR was amended in September 2014 by [Regulation \(EU\) No 1029/2014](#). The Commission will launch EU Pilots due to Member States stating they are unable to comply.

The [SSC/58 paper](#) provides an update on the current status of compliance with data quality requirements. The Commission will continue to monitor the implementation of the Regulation in the light of the regulatory evolution and expectations in terms of future Implementing Rules from the EASA Rulemaking Group.

### Surveillance Performance and Interoperability IR

Step 1 of the Commission's 2 step approach for revision of the SPI IR was completed in September 2014 with the publication of [Regulation \(EU\) No 1028/2014](#). The deadlines for forward fit and retro fit were delayed to 8<sup>th</sup> June 2016 and 7<sup>th</sup> June 2020 respectively.

Step 2 will comprise more significant changes, following a detailed review for the scope and impact. The SJU published its [preliminary options paper](#) for the evolution of the SPI IR in January 2015, setting out 6 potential regulatory options which fed into a [stakeholder workshop](#) on 21<sup>st</sup> April 2015. The workshop concluded that the benefits of any preferred option for evolution need careful impact assessment.

EASA Rule Making Task RMT.0679 was launched in 2015 to revise the mandate delivering results including the necessary cost/benefit analysis. Further details may be found in the [EASA Rule Making](#) section.

### VCS IR

The Commission held a [Workshop on VCS 2 IR](#) on the 27<sup>th</sup> January 2015 to assess the current implementation of the regulation. The [workshop](#) concluded that there had been generally good progress, although General Aviation stakeholders voiced concerns about cost burden. The bulk of work is scheduled for 2018, and therefore a robust approach to deployment management is required – the NM Radio Frequency Function could be well suited to this.

In light of the workshop conclusions, the Commission engaged the NM to take an active and central role in coordinating and steering the implementation of VCS, including the handling of exemptions (civil and state aircraft). A detailed list of tasks in support of VCS implementation is available [here](#). The NM has started considering the necessary steps to ensure the identified tasks for VCS implementation are performed by the target dates.

VCS implementation progress is to be reported on a regular basis to the SSC and NMB, to ensure that both opportunities and risks are addressed timely.

At [SSC/60](#), the NM provided a progress report on its Radio Frequency Function services. The NM is tasked by the Commission to coordinate the introduction of 8.33 kHz below FL195, and it was noted that in light of a severely congested spectrum, the NM managed to meet 100% of the frequency demands in 2015, and that implementation of the 8.33 kHz below FL195 is expected to bring additional capacity for the NM to continue to meet demand in the future.

## Data Link Services IR

The SSC provided a positive opinion on the draft Implementing Regulation amending (EC) 29/2009. [Regulation \(EU\) 2015/310](#) was published on 26<sup>th</sup> February 2015. The ground implementation deadline is now 5<sup>th</sup> February 2018, whilst the airborne implementation deadline is 5<sup>th</sup> February 2020.

As noted in the [SSC/57 paper](#), the ELSA consortium has been selected by the SJU to undertake the "VDL2 measurement, analysis and simulation campaign". This programme consists of three work areas and, upon completion (June 2016), will support the Commission to launch Step 2 of the two-step regulatory approach.

The Deployment Manager has been tasked to collect information from stakeholders on deployment plans and status, and to develop a DLS deployment plan for integration into the Deployment Programme on the basis of the results of the SJU study.

The SDM intends to directly engage CSPs and report on CSPs infrastructure state of play and future plans in the DP Progress Report of February 2016 and in the DP 2016 respectively. The SDM is also conducting a survey monitoring DLS implementation by airspace users and has published preliminary results which can be found [here](#).

At SSC/58, the SJU presented the outcome of [VDL mode 2 Capacity Study](#), identifying the time by which VDL Mode 2 should reach its operational limits in Europe. The study concluded that multi-frequency is required, and that 4 frequency implementation is a minimal requirement to support operations until 2025 in high density areas.

A Data Link Steering Group has been established comprising the Commission, EUROCONTROL, EASA, SJU and the SDM, to evaluate results of the capacity study and the ELSA VDL 2 study and to determine next steps. The [ICB Chairman has written to the Commission](#) requesting maximum transparency in the results of the studies.

Finally a [discussion paper on the need for European ATM communication infrastructure strategy](#) was circulated at SSC/59, presenting the need to develop a European ATM Communication Strategy. The paper summarises existing communications roadmaps, and status of current and past activities.

## Conformity Assessment

Under SES 2+, the process of demonstrating compliance with the Essential Requirements of the interoperability Regulation is to be moved from the SES legislation to the EASA Basic Regulation. Whereas this process (Conformity Assessment) has been supported by EUROCONTROL to date, in future EASA will take the lead.

The TSG held a dedicated workshop on 10<sup>th</sup> February 2015 to create a debate on the future of Conformity Assessment, and to identify means to improve the process as part of the transition. As a result, an [ICB Position on the future of Conformity Assessment](#) was adopted at ICB/57.

An RMT on the future of Conformity Assessment is scheduled to start in 2016.

## ICB Actions

The ICB has produced the following position papers:

- [Position on ADQ IR](#)
- [Position on the revision of the DLS IR](#)
- [Position on the update to the SPI IR](#)
- [Position on step 2 of the revision of the SPI IR](#)
- [Position on the regulatory response to Cyber-Security](#)
- [Position on the future of Conformity Assessment](#)

The TSG monitors the implementation of the IOP IRs, and the ICB Work Programme 2016 outlines the TSG's intention to hold a workshop on the role of standards and regulation.

# EASA Rulemaking

## Overview

This section summarises the status of the EASA Rulemaking activities on ATM.

The [EASA 5-year Rulemaking Programme 2016-2020](#) provides an overview of the expected rules and deliverables and was officially adopted by [ED Decision 2015/236/ED](#) on 11<sup>th</sup> December 2015.

The new Programme contains anticipated rulemaking tasks deemed necessary to support the deployment of the functionalities stemming from the SESAR programme implementation of the regulatory needs stemming from SESAR deployment. The Programme has been reassessed to ensure it meets the needs of the objective of the PCP CIR. Close cooperation has also been initiated with the SESAR Deployment Manager to contribute to the first Deployment Programme (DP V1) Further assessments of the need for regulations will be undertaken and will be reflected in future updates of the Rulemaking Programme.

On 16<sup>th</sup> March 2015, EASA published its proposals for the future of the aviation regulatory system, including a possible revision of (EU) No 216/2008. Further information can be found in the [EU Policy section](#).

### ATM / ANS rulemaking deliverables

An overview of the latest progress of EASA's ATM/ANS rulemaking activities is provided below.

- **ATCO licensing (RMT.0153, RMT.0154):** The new ATCO licensing Regulation (EU) No [2015/340](#) is applicable from 30<sup>th</sup> June 2015. The corresponding AMC/GM has also been published ([Decision 2015/010/R and ED Decision 2015/015/R](#)). To support application, [Easy Access Rules for ATCO](#), including the ATCO IR and AMC/GM, has been published and will be updated after each substantial change.
- **SERA (RMT.0609, RMT.0610):** Commission proposal based on EASA Opinion [04/2014](#) to amend Regulation [\(EU\) No 923/2012](#) (SERA Part C) received a positive opinion at SSC/60. To facilitate its implementation, the Agency has published [NPA 2015-14](#) (AMC/GM) to SERA Part C Regulation. Comments are due by 14<sup>th</sup> March 2016.
- **Requirements for service providers and the oversight thereof (RMT.0148/ RMT.0149, RMT.0157, RMT.0158, RMT.0473/0474, RMT.0469/0470):** Opinion [03/2014](#) was published on 16<sup>th</sup> December 2014 including a draft Regulation proposing to repeal Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011 and (EU) No 1035/2011 and amending Regulation (EU) No 677/2011 along with draft AMC and GM. The [draft Regulation](#) is currently submitted for vote by written procedure.
- **Part-DAT (ToR RMT.0593/RMT.0594):** This activity includes also the former ADQ-2 mandate. Opinion [02/2015](#) was published on 16<sup>th</sup> March 2015. The measures proposed in this Opinion are integrated into the draft Regulation on 'Common requirements and oversight' and also includes a draft Regulation amending Regulation (EU) No 965/2012. The Opinion has been subject to public consultation ([NPA 2014-20](#)). A Decision containing the related AMC/GM is anticipated to be published by Q2 2016 following alignment with the IRs once the proposal is adopted by the Commission.
- **PBN IR (ToR RMT.0639):** [NPA 2015-01](#) published on 19<sup>th</sup> January 2015. A workshop on implementing PBN in the European ATM Network was held on [9<sup>th</sup> March 2015](#). The inclusion of the PBN provisions in the Airspace Usage Requirements regulation will require a re-structuring of the AUR regulation and of its current Part ACAS.

The responses to the comments received are being finalised, with corresponding amendments to the proposed text. An Opinion involving a CRD are envisaged to be published concurrently and delivered to the European Commission during the Q1 2016. Furthermore, additional NPAs, such as airworthiness measures in CS-ACNS, will be



issued shortly providing the enablers for PBN implementation stemming from PCP CIR. A draft IR is due to the SSC for initial discussion before the summer break.

- **Revision of operational approval criteria for performance-based navigation (PBN) (ToR RMT.0256):** [Opinion 03/2015](#) including draft Regulations was published on 31<sup>st</sup> March 2015. A Decision containing related CS/AMC/GM is anticipated to be published in Q2 2016 following adoption of related IRs by the Commission.
- **Technical Requirements for Remote Tower Operations (ToR RMT.0624):** [NPA 2015-04](#) closed for consultation on 4<sup>th</sup> May 2015. A [Comment-Response Document](#) along with ED Decisions ([ED Decision 2015/014/R](#) and [ED Decision 2015/015/R](#)) were published on 3<sup>rd</sup> July 2015, including [Guidance Material \(GM\)](#). EASA is currently preparing the next steps for the said, including possible adoption of industry standards (when available) and extending the concept to busier environments and more complex models of operation.
- **Introduction of a regulatory framework for the operation of drones (RMT.0230):** [A-NPA 2015-10](#) consultation resulted in [Opinion of a technical nature](#) on introduction of a regulatory framework for the operation of unmanned aircraft on 18 December 2015. No draft legal text is proposed beyond that by the Aviation Strategy.
- **Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by competent authorities:** The result from the publication of [NPA 2014-13](#) has been integrated in [Opinion 03/2014](#) published on 16<sup>th</sup> December 2014. The Agency is now aligning the draft AMC/GM with the Implementing Rule. EASA has held various meetings with the expert stakeholders' representatives to amend the AMC and GM materials, as necessary. An ED Decision on the AMC/GM is expected to be published in Q2/2016 once the IR is adopted by the Commission.
- **Revision of surveillance performance and interoperability (SPI) (RMT.0679):** Several implementation issues with the SPI IR has led the EC to propose a revision of the SPI IR. The ToRs are due in 2016, with an Agency Decision in 2017.
- **Technical requirements and operational procedures for Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM) (ToR RMT.0477/RMT.0478):** Essentially addressing the transposition of ICAO Annex 15 and notably including aeronautical data quality requirements, as currently covered in Regulation (EU) 73/2010 (SES ADQ1): NPA expected in Q1 2016.
- **Requirements for ATS** transposing the relevant provisions of ICAO Annex 10 Volume II, Annex 11 and relevant provisions of Doc 4444 and Doc 7030 EUR (**RMT.0464/0468, ToR RMT.0464**) and **technical requirements and operation procedures for airspace design (ASD) including procedures design (ToR RMT.0445, RMT.0446)**. Subject NPAs are postponed and will be issued for consultation in Q2 2016 considering the interdependencies associated with the pending adoption of Commission proposals on 'Common Requirements and oversight' and 'SERA Part-C'.
- **Airworthiness review process (ToR RMT.0521, .0522):** [NPA 2015-17](#) was published on 5<sup>th</sup> November 2015 and is open to comment until 5<sup>th</sup> February 2016. An opinion is expected to be published in Q1 2017.
- ED [Decision 2014/035/R](#) and [CRD](#) to [NPA 2014-8](#) proposing AMC/GM on the safety performance indicators for RP2 were published on 16<sup>th</sup> December 2014. The Agency has [ED Decision 2015/028/R](#) on 17<sup>th</sup> December 2015 that addresses a regulatory coordination issue related to changes to the risk analysis tool (RAT) guidance. The ED Decision amends the AMC/GM of ED Decision 2014/035/R to avoid inconsistencies that may prevent stakeholders from meeting the agreed targets of the performance scheme.

## ICB Actions

The ICB TSG Sub-Group receives a regular report on the [status of ATM activities undertaken by EASA](#), and has an action to monitor EASA activities with an ATM impact.

# Useful Resources

<b>Strategy Documents</b>	
<a href="#">European ATM Master Plan Edition 2015</a>	December 2015
<a href="#">ICAO Global Air Navigation Plan (2013-2028)- Edition 4</a>	2013
<a href="#">Network Strategy Plan 2015 to 2019</a>	March 2015
<a href="#">Network Operational Concept 2019</a>	March 2015
<a href="#">European Network Operations Plan 2015 to 2019</a>	June 2015
<b>ATM Performance and Benchmarking</b>	
<a href="#">CANSO Global ANS Performance Report 2015</a>	December 2015
<a href="#">Annual Network Operations Report 2014</a>	June 2015
<a href="#">Network Operations Report – January 2016</a>	Latest: January 2016
<a href="#">CODA 2014 Annual Digest</a>	May 2015
<a href="#">Monthly CODA Reports</a>	Latest: January 2016
<b>PRB and PRC Publications</b>	
<a href="#">PRB Performance Dashboard</a>	Monthly Updates
<a href="#">PRC PRR 2014</a>	May 2015
<a href="#">PRC ACE 2013</a>	June 2015
<a href="#">PRB RP2 Union-wide Targets Final Report</a>	September 2013
<a href="#">PRB Annual Monitoring Report 2013</a>	October 2014
<a href="#">U.S./Europe comparison of ATM Operational Performance 2013</a>	June 2014
<a href="#">U.S./Europe comparison of ANS cost-efficiency trends 2002-2011</a>	November 2013
<b>Safety</b>	
<a href="#">Global Aviation Safety Plan (2014-2016)</a>	2013
<a href="#">European Aviation Safety Plan (EASp) 2014-2017</a>	May 2014
<a href="#">EASA Annual Safety Review 2014</a>	October 2015
<a href="#">SRC Annual Safety Report 2014</a>	December 2015
<b>Traffic Forecasts</b>	
<a href="#">STATFOR Industry Monitor</a>	Latest: February 2016
<a href="#">STATFOR Medium Term Forecast 2015 to 2021</a>	September 2015
<a href="#">STATFOR 20-year Forecast 2012 to 2035</a>	June 2013
<a href="#">STATFOR Very Long Term Forecast 2013 to 2050</a>	June 2013
<b>SES Compliance</b>	
<a href="#">EPRS Briefing on Single European Sky status</a>	April 2015
<a href="#">ESSIP Report 2014</a>	June 2015
<a href="#">ESSIP Plan 2015 Edition</a>	July 2015
<a href="#">LSSIP State Reports</a>	July 2014
<a href="#">SES Annual Report 2014</a>	June 2015
<b>SESAR JU and SESAR Deployment</b>	
<a href="#">SESAR 2020 Multi-Annual Work Programme</a>	September 2015
<a href="#">SESAR 2015 Annual Work Programme</a>	October 2015
<a href="#">Annual Activity Report 2014</a>	April 2015
<a href="#">Annual Report 2014</a>	June 2015
<a href="#">Deployment Programme 2015</a>	November 2015
<a href="#">NextGen-SESAR: State of Harmonisation</a>	December 2014
<a href="#">SESAR Release 5</a>	2016
<a href="#">SESAR Release 4</a>	2015

<a href="#">SESAR Release 3</a>	2014
<a href="#">SESAR Release 2</a>	2013
<a href="#">SESAR Release 1</a>	2012
<b>Other documents</b>	
<a href="#">ECA: The Future of Flying in a Single European Sky</a>	2015
<a href="#">List of EUROCAE ATM-related WGs</a>	

## Comitology Committees

- [Single Sky Committee \(SSC\)](#)
- [Committee for the application of common safety rules in the field of civil aviation \(EASA Committee\)](#)
- [Connecting Europe Facility Coordination Committee](#)

To access SSC dossiers (agendas and summary minutes) follow [this link](#) and 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 'Mobility and Transport' and press 'Search'
4. Scroll down and select the Committee
5. (Optional - specify any further details in the 'Dossier' box)
6. Click the 'Search' button

SSC working papers are made available to ICB members via the ICB Portal.

## Commission Expert Groups

### [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 Social Dialogue](#)

*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 having significant social implications.

# Public Consultations

This section provides links to public consultations of interest to the ICB.

<b>1. European Commission</b>	
<a href="#">Aviation package for improving the competitiveness of the EU Aviation sector</a>	Consultation period: 19/03/2015 – 10/06/2015 ( <a href="#">results</a> )
<a href="#">Mid-term review of the 2011 White Paper on transport</a>	Consultation period: 10/03/2015 – 02/06/2015 ( <a href="#">results</a> )
<b>2. Performance Review Body</b>	
No open consultations	
<b>3. European Aviation Safety Agency (ATM relevance only)</b>	
<b>Notices of Proposed Amendments</b>	
<a href="#">Acceptable Means of Compliance and Guidance Material to (SERA Part C)</a>	Comments closed 15/12/2015
<a href="#">Introduction of regulatory framework for the operation of drones</a>	Comments closed 29/09/2015
<b>4. EUROCAE</b>	
No open consultations	

# On-going Legislation

## Single Sky Committee

1. Recently approved Commission Implementing Regulations and Decisions	
None	
2. Proposals awaiting decision	
<b>SERA Part C</b> (Amending CIR 923/2012)	Received a positive opinion at SSC/60
<b>Common Requirements and Safety Oversight</b> (Amending Regulation (EU) No 1034/2011 and Regulation (EU) No 1035/2011)	No opinion was received at SSC/60, no opinion. Next steps are under consideration, including the option of launching a vote in written procedure.
3. Expected Proposals	
<b>PBN IR</b> <b>Part-DAT</b>	Further information in <a href="#">EASA Rule Making section</a>

## European Parliament Procedures

Proposals awaiting first reading by EP		
Proposals adopted by EP in first reading and awaiting Council position		
<a href="#">Implementation of Single European Sky (Recast)</a>	COM(2013)0410 2013/0186(COD)	Debate in Council on 03/12/2014
<a href="#">Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework</a>	COM(2013)0409 2013/0187(COD)	Text adopted by Parliament on 12/03/2014
<a href="#">Ground handling services at Union airports and repeal of Council Directive 96/67/EC</a>	COM(2011)0824 2011/0397(COD)	Proposal withdrawn by Commission on 07/03/2015
<a href="#">Common rules for the allocation of slots at EU airports (recast)</a>	COM(2011)0827 2011/0391(COD)	Text adopted by Parliament on 12/12/2012
<a href="#">Proposal for a Directive of the European Parliament and of the council on aviation security charges</a>	COM(2009)0217 2009/0063(COD)	Proposal withdrawn by Commission 07/03/2015
Recently adopted acts		
<a href="#">European Fund for Strategic Investments (EFSI) Regulation (EU) 2015/1017</a>	COM(2015)10 2015/0009(COD)	Final act published in Official Journal on 01/07/2015
Parliament Own Initiative reports		
<a href="#">Safe use of remotely piloted aircraft systems (RPAS) in the field of civil aviation</a>	2014/2243(INI)	Text adopted by parliament 29/10/2015
<a href="#">Implementation of the 2011 White Paper on Transport</a>	2015/2005(INI)	Text adopted by parliament 09/09/2015

# SES Legislation

## Existing Rules and Regulations

<b>Framework Regulation (EC) 549/2004, amended by (EC) 1070/2009</b>
Performance Scheme Regulation <a href="#">(EU) 390/2013</a> (RP2)
<b>Service Provision Regulation (EC) 550/2004, amended by (EC) 1070/2009</b>
Common Charging Scheme Regulation <a href="#">(EU) 1794/2006</a> , amended by <a href="#">(EU) 1191/2010</a> (RP1); <a href="#">(EU) 391/2013</a> (RP2)
Software Safety Assurance System <a href="#">(EC) 482/2008</a>
FAB Information <a href="#">(EU) 176/2011</a>
Network Management Functions <a href="#">(EU) 677/2011</a>
<b>Airspace Regulation (EC) 551/2004, amended by (EC) 1070/2009</b>
ATFM Regulation <a href="#">(EU) 255/2010</a>
FUA Regulation <a href="#">(EC) 2150/2005</a>
Airspace Harmonisation <a href="#">(EC) 730/2006</a>
Standardised European Rules of the Air <a href="#">(EU) 923/2012</a>
<b>Interoperability Regulation (EC) 552/2004, amended by (EC) 1070/2009</b>
COTR Regulation <a href="#">(EC) 1032/2006</a> , amended by <a href="#">(EC) 30/2009</a>
IFPL Regulation <a href="#">(EC) 1033/2006</a> , amended by <a href="#">(EU) 929/2010</a>
FMTF Regulation <a href="#">(EC) 633/2007</a> , amended by <a href="#">(EU) 283/2011</a>
DLS Implementing Rule <a href="#">(EC) 29/2009</a> , amended by <a href="#">(EU) 2015/310</a>
Mode S Interrogator Regulation <a href="#">(EC) 262/2009</a>
ADQ Regulation <a href="#">(EU) 73/2010</a> , amended by <a href="#">(EU) No 1029/2014</a>
ACID Implementing Rule <a href="#">(EU) 1206/2011</a>
SPI Implementing Rule <a href="#">(EU) 1207/2011</a> , amended by <a href="#">(EU) No 1028/2014</a>
VCS-2 Regulation <a href="#">(EU) 1079/2012</a> repealing VCS Regulation <a href="#">(EC) 1265/2007</a> , amended by <a href="#">(EU) No 657/2013</a>
<b>EASA ATM Rules</b>
EASA Basic Regulation <a href="#">(EC) 216/2008</a> , amended by <a href="#">(EC) No 690/2009</a>
Common Requirements <a href="#">(EU) 1035/2011</a> , repealing <a href="#">(EU) 2096/2005</a> and <a href="#">(EC) 668/2008</a> , amended by <a href="#">(EU) No 923/2012</a>
Safety Oversight <a href="#">(EU) 1034/2011</a> , repealing <a href="#">(EC) 1315/2007</a>
ATCO Licence <a href="#">(EU) 2015/340</a> , repealing <a href="#">(EU) 805/2011</a> , repealing <a href="#">Directive 2006/23/EC</a>
<b>SESAR</b>
SESAR JU Regulation <a href="#">(EC) 219/2007</a> , amended by <a href="#">(EU) No 721/2014</a>
Common Projects Regulation <a href="#">(EC) 409/2013</a>
PCP supporting implementation of the EATM Master Plan <a href="#">(EU) No 716/2014</a>

## Community Specifications

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

A number of additional Community Specifications were mandated to the ESOs by the Commission ([M/524](#)) in May 2013.



Produced by the Industry Consultation Body (March 2015)

For further information please visit <http://www.icb-portal.eu/>