

ICB

Industry Consultation Body

ATM Information Digest

September 2015 edition



ICB Meeting Planner

September	October	November
10 – ICB/57 NM Workshop EU ATM Master Plan Cyber-Security EASA RMT on Conformity Assessment EASA RMT on SPI	5-7 – ATC Global 2015 21/22 – SSC/58 20-23 – Aerodays 2015 26 – TSG/41	13 – ISG/62
December	January	February
3 - ICB/58 15/16 – SSC/59 1-3 SESAR innovation days		
March	April	May
8-10 – World ATM Congress 2016 ICB/59		
June	July	August

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 the results of Commission consultations on Transport White Paper and EC Aviation Package
2. **SES 2+** – Minimal change
3. **Funding and Financing**– Updated with description of available financing.
4. **Research Programmes** – Updated status of European ATM research programmes and funding calls, including SESAR 2020 and Horizon 2020
5. **SESAR Deployment** – Overview of status of future common projects, activities of the Deployment Manager (including preparations for funding for the second round of implementation projects), and European ATM Master Plan.
6. **Performance Scheme** – Minimal change
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 12 week public consultation on the mid-term review of the 2011 White Paper on transport recently closed on 2nd June 2015. The focus of the consultation was to identify key challenges for transport policy, as well as gather suggestions for refocusing the strategy for the forthcoming years. The Commission has published a [report](#) analysing the responses of the public consultation. The report draws 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 on which the transport policy should focus in the years to come.

Aviation

EC Aviation Package

As part of its work programme for 2015, the Commission has announced it will examine ways to improve the conditions of the aviation sector by bolstering its competitiveness. The [aviation package \(number 11\)](#) will include a Communication identifying the challenges and measures for improving the competitiveness of the EU Aviation sectors, as well as a major amendment to the EASA Basic Regulation (EC) No 216/2008.

The 12 week public consultation on the aviation package closed on 10th June 2015, with the aim of identifying the challenges the EU's aviation sector is facing and possible measures to reinforce the competitiveness of the EU aviation sector. The Aviation package is expected to be adopted by the Commission by the end of 2015. 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 will use the results of the stakeholder consultation when considering future actions.

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.

In response to this new vision, [ACARE](#) updated and produced a new [Strategic Research and Innovation Agenda \(SRIA\)](#) during 2012, alongside the establishment of new research programmes including [Horizon 2020](#) (further details can be found in the [Horizon 2020 section](#)). SRIA provides a guide to the future direction of public and private research, and sets policy principles towards the achievement of Flightpath 2050.

Aerodays 2015

[Aerodays](#), the Commission's flagship event in Aviation research and innovation, takes place once during each EU Research Framework Programme. For Horizon 2020 (FP8 – 2014-2020), the event will be held in [London on 20-23 October 2015](#). The goal is to share achievements of collaborative research and innovation in Aeronautics and Air Transport within Europe.

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](#).

EASA extension

As a separate initiative to SES 2+, and 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 the 15th September 2014.

The results of the consultation were published on 16th 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 EASA Board has taken the recommendations forward, and the Commission will determine the next steps.

European ATM Master Plan

The European ATM Master Plan is currently being updated and a draft for public consultation was released on 13th July 2015. Further information including the timescale and ICB Actions can be found in the [European ATM Master Plan section](#).

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](#) (7th March 2015: procedure lapsed / withdrawn)
- Proposal for a Directive of the European Parliament and of the Council on aviation security charges - [COM\(2009\)0217](#) (7th March 2015: procedure lapsed / withdrawn)

SES 2+

Overview

There are two fiches relevant to the ICB SES 2+ dossier: the SES Recast and the amendment to the EASA Basic Regulation (EASA BR). 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. The rapporteurs are indicated in Table 1.

Procedure reference	Title	Description	Rapporteur	Status
2013/0186 (COD)	Implementation of the Single European Sky (recast)	Recast of SES and SES II	Marian-Jean MARINESCU (EPP)	Awaiting Council 1st reading position / budgetary conciliation convocation
2013/0187 (COD)	Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework	Amending the EASA BR (EC) No 216/2008	David-Maria SASSOLI (S&D)	Awaiting Council 1st reading position / budgetary conciliation convocation

Table 1: SES recast 2+ legislative proposals

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 have decided not to provide an opinion and the Legal Affairs Committee have appointed Francesco Enrico SPERONI as the rapporteur.

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 1st October 2014 in preparation for the [8th October 2014 Transport Council meeting](#). A high level conference with ministers and CEOs took place on the 6th and 7th of November 2014, to further discuss details of the SES2+ 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 2015. The Council agreed to the general approach on the SES2+ proposals at the Transport Council meeting on [3rd 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 [21st 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 Dutch Presidency (January – June 2016) is expected to hold a high level meeting in early 2016 to kick start the adoption process.

Timeline

- 11 June 2013** - [SES Recast](#) and [Amendment to the EASA BR](#) legislative proposals adopted by the College of Commissioners
- 29 October 2013** - The TRAN Committee provide [draft report for SES recast](#) legislation
- 4 November 2013** - The TRAN Committee provide [draft report for amendment to the EASA BR](#) legislation
- 27 November 2013** - TRAN Committee propose [amendments to the draft report for SES2+ recast](#) legislation
- 6 December 2013** - TRAN Committee propose [amendments to the draft report for amendment to the EASA BR](#) legislation
- 11 December 2013** - The European Economic and Social Committee (EESC) provide [their opinion on the SES2+ package](#)
- 30 January 2014** - The TRAN Committee vote in favour of both fiches
- 6 February 2014** - The parliamentary committee propose modifications to [SES Recast](#) and [EASA BR](#) for the European Parliament to adopt
- 11 March 2014** - European Parliament discussed the fiches and the proposed amendments
- 12 March 2014** - European Parliament voted positively, and the following amendments are adopted for [SES Recast](#) and [EASA BR](#)
- 8 October 2014** - Transport Council [discuss the SES2+ fiche](#)
- 3 December 2014** - Council reached a [general approach](#) on the two proposals of the SES II+ package
- 2016** - Text expected to be adopted

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 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 will act as a common focal point for network-related projects and coordinated funding for the EU financial period (2014-2020). The CEF regulation was [published](#) in the Official Journal on 20th 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 11th September 2014; it allocated up to €300 million for SESAR deployment, of which 80% will be directed towards the PCP ATM Functionalities. [Commission workshops](#) were held on the 9th and 10th 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 SESAR deployment package (during the period 2014 to 2024) is expected to cost between €16.2 bn and €23.6 bn.

European Fund for Strategic Investment

On 13th 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 24th 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 have been reduced, decreasing the funds available to ATM by €0.5 bn.

Timeline for EFSI

- 13 January 2015** - [Legislative proposal](#) published
- 10 March 2015** - European Parliament published a [draft report](#) on legislative proposal, debate in Council
- 12 March 2015** - TRAN Committee published a [draft Opinion on legislative proposal](#)
- 19 March 2015** - TRAN Committee published a [proposed Amendments 45-200 on legislative proposal](#)
- 14 April 2015** - TRAN Committee published an [Opinion](#) on draft budget
- 15 April 2015** - TRAN Committee adopted amendments and published an [Opinion on legislative proposal](#)
- 4 June 2015** - European Parliament published a [draft report](#) on draft budget
- 24 June 2015** - EP plenary adoption of report on legislative proposal
- 25 June 2015** - Act [adopted](#) by Council
- 1 July 2015** - Final [act](#) published in Official Journal

TEN-T

2014 Calls for Proposals

The [Call for Proposals](#) for Actions under the 2014 Multi-Annual Work Programme closed on 3rd March 2015. The European Commission has published the [proposed list of projects](#) eligible to receive CEF funding (see Table 2). In total, almost 375 million EUR of CEF funds will be awarded to SESAR projects (representing approximately 750 million EUR worth of projects). Of this total:

- The Deployment Manager will approximately receive 325 million EUR for clusters 1, 2 and 3 plus a coordination package (total value of implementation projects is 650 million EUR) to implement elements of the PCP, although it is not yet clear which implementation projects were retained in each of the clusters. The value of public funding is a higher than expected.
- Approximately 50 million EUR will be awarded to projects outside of the scope of the PCP, representing 100 million EUR worth of projects.

The proposed funding decision received a positive opinion by the CEF Committee (composed of Member States representatives) on [10th July 2015](#). Formal adoption by the Commission is expected by the end of July. INEA will then prepare individual grant agreements to be signed off with project beneficiaries in Q3/Q4 2015.

2015 Calls for Proposals

The [TEN-T days 2015](#) were held in Riga, Latvia on 22-23 June 2015. The event attracted European Member States, CEOs and over 1000 transport stakeholders to discuss the development of the TEN-T network and the challenges in attracting innovative funding solution. A [press release](#) containing further information has been published.

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.

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%.

ICB Actions

CEF actions

The ICB considers that a reduction in funds available in ATM will have a negative impact on Europe's ability to deploy SESAR in a synchronised and timely manner across all stakeholder groups. The ICB has therefore prepared the following documents which were approved via the Quick Response Team:

- a [letter](#) to President Juncker voicing the ICB's concerns ([reply](#))
- a [communication paper](#) on the protection of CEF funds for SESAR deployment

The communication paper may be used by ICB Members for individual lobbying activities.

Results of 2014 Call for Proposals

Action number	Title	Beneficiaries	Recommended TEN-T funding €	% funding
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%
2014-BE-TM-0189-W	Radio Direction Finder supporting SES performance	European Organisation for the Safety of Air Navigation (EUROCONTROL)	1,187,550.00	50%
2014-BE-TM-0435-W	ASM and AFUA implementation	European Organisation for the Safety of Air Navigation (EUROCONTROL)	3,724,586.00	50%
2014-EU-TM-0032-S	ATM Data 'as a service'	European Organisation for the Safety of Air Navigation (EUROCONTROL)	2,447,294.00	50%
2014-EU-TM-0117-M	SESAR PCP Deployment in support of the coordinated Cluster approach	DFS Deutsche Flugsicherung GmbH	16,528,347.00	50%
2014-EU-TM-0121-M	Joint Application for PDP Implementation - Cluster 3	ENAV S.p.A.	140,779,908.00	50%
2014-EU-TM-0136-M	Joint Application for PDP Implementation - Cluster 1	ENAV S.p.A.	104,249,429.90	50%
2014-EU-TM-0322-W	FABEC N-VCS Voice Communication System implementation	The French Republic Ministry of Ecology, sustainable development and energy DGAC (Directorate General for Civil Aviation) DSNA (direction des services de la navigation aerienn)	20,731,830.00	50%
2014-EU-TM-0376-M	Speeding up harmonisation and convergence of the ATM	AustroControl GmbH	12,249,000.00	50%
2014-EU-TM-0387-M	Joint application for PDP implementation - Cluster 2	SDAG - SESAR Related Deployment Airport Operators Grouping	62,717,443.00	50%

Action number	Title	Beneficiaries	Recommended TEN-T funding €	% funding
2014-EU-TM-0495-S	Free Route Airspace from the Black Forest to the Black Sea	HungaroControl Air Navigation Services Pte.Ltd.Co.	1,106,345.00	50%
2014-HU-TM-0496-W	Implementation of Airport Collaborative Decision Making at HungaroControl	HungaroControl Air Navigation Service Pte.Ltd.Co.	521,715.50	50%
2014-SE-TM-0236-M	Remote Tower Services - RTS, pilot operations	Luftfartsverket	4,809,500.00	50%
2014-UK-TM-0024-W	Collaborative Decision Making (CDM) - Birmingham Airport Limited	Birmingham Airport Limited	1,706,409.50	50%
2014-UK-TM-0251-W	Heathrow Airport Resilience Programme (2014-2016)	Heathrow Airport Limited	1,814,234.00	50%

Table 2: Proposed results of TEN-T 2014 MAP Call for Proposals

Research Programmes

Overview

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 legal existence 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)
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 9th July 2014 with [call](#) for expression of interest to become a candidate member of the SESAR Research and Innovation Programme 2020.

The SESAR 2020 programme will operate in the period 2015 – 2024. The [Multi-Annual Work Programme](#) covering the period 2016 – 2019 was published in September 2015.

- 9 July 2014** - Launch of the call for expression of interest to become candidate member of the SJU
- 30 September 2014** - Closing date for the reception of applications
- November 2014** - Notification to the applicant candidate members, who has passed the eligibility, exclusion and selection criteria and invitation to negotiations
- Nov – Dec 2014** - Negotiations with the selected candidate members on SESAR 2020 content
- Jan – Feb 2015** - Closure of the negotiations and launch of the invitation to submit final proposals
- End April 2015** - Deadline for submission of final proposals
- June 2015** - Expected Decision of the Administrative Board of the SJU on the award of membership and acceptance of final proposals

Note: The start date of SESAR 2020 is delayed due to a discrepancy between the SESAR multi-lateral framework agreement and the Horizon 2020 Framework Partnership Agreement. SESAR 2020 is still likely to be launched before the end of 2015.

SESAR 2020 Exploratory Research

On the 25th 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 25th June 2015. Results are expected to be announced in Q4 2015.

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 11th December 2013 following earlier approval in the EP Plenary on 21st November 2013.

ICB Actions

The ICB currently have no actions relating to European aviation research programmes.

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 adopted through a two week written procedure on 28th 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 [5th 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 10th 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 30th 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.

The Deployment Manager published the [Deployment Programme Version 1 \(draft DPv1\)](#) on 29th June 2015 following a round of consultation in the Stakeholders' Consultation Platform (SCP) (ie level 3 consultation). DP v1 develops the first full project view for PCP implementation in a performance driven approach, and provides a comprehensive and structured work plan of all activities necessary to implement technologies, procedures and best practices required for common projects.

A draft DP v1 was delivered to the EC for comment on 30th June 2015 and for level 1 stakeholder consultation. Comments were provided by the Commission to the Deployment Manager on 30th July 2015. DPv1 is currently being updated in line with EC comments and other Level 1 comments.

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 mil EUR available](#) for SESAR. The Call closed on 3rd 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 29th June 2015 by the Commission. Subject to adoption of this selection decision, the individual financing decisions are expected in

September 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 will coordinate applications for PCP implementation projects. It has requested initial indications of interest for projects for the 2015 Call for Proposals in October 2015. An information day on 29th October 2015 will be held to provide details to PCP partners on the 2015 call which is expected in Q4 2015.

European ATM Master Plan

An [ATM Master Plan revision campaign launch event](#) was held on 16th December 2014, and is intended to form the basis of the SESAR 2020 programme as well as identifying potential ATM functionalities for future Common Projects.

A draft for public consultation was made available on 13th July 2015 with the aim of finalising the document in Q4 2015. The draft ATM Master Plan has been updated to reflect the change in performance requirements and identifies new risks such as cyber-security and RPAS.

Timeline

- 16 December 2014** - European ATM Master Plan update campaign launched
- 10 July 2015** - SJU deliver proposal to SJU Administrative Board
- 13 July 2015** - Draft for Public Consultation released
- 31 December 2015** - SJU Board Members adopt their respective positions, and SJU delivers a revised proposal incorporating the positions
SJU Administrative Board adopts updated Master Plan

ICB Actions

ATM Master Plan

The ICB provided a high level view of the European ATM Master Plan, to feed into the European Commission's opinion on the document. A [letter from the ICB Chairman](#) to the Commission was sent on 30th July.

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.

Deployment Programme

A [letter from the ICB Chairman](#) commenting on the Commission's opinion on the Deployment Programme V1.0 (DPv1) was sent to the Commission on the 4th of September 2015.

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 Report for [2012](#) and [2013](#). The 2014 report is expected in Q3 2015.

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

Member States submitted performance plans including national/FAB targets for RP2 at the end of June 2014. At SSC/55, two decisions on the consistency ([Decision \(EU\) 2015/348](#)) and inconsistency ([Decision \(EU\) 2015/347](#)) of Member States' RP2 performance targets with the Union-wide targets were adopted by the Commission via an advisory procedure.

EU Member State	Safety	Environment	Capacity	Cost-Efficiency
Austria	✓	✓		
Belgium	✓	✓		
Bulgaria	✓	✓		✓
Croatia	✓	✓		✓
Cyprus	✓	✓		✓
Czech Republic	✓	✓		✓
Denmark	✓	✓	✓	✓
Estonia	✓	✓	✓	✓
Finland	✓	✓	✓	✓
France	✓	✓		
Germany	✓	✓		
Greece	✓	✓		✓
Hungary	✓	✓		✓
Ireland	✓	✓	✓	✓
Italy	✓	✓		
Latvia	✓	✓	✓	✓
Lithuania	✓	✓	✓	✓
Luxembourg	✓	✓		
Malta	✓	✓		✓
Netherlands	✓	✓		
Poland	✓	✓	✓	✓
Portugal	✓	✓		✓
Romania	✓	✓		✓
Slovakia	✓	✓		
Slovenia	✓	✓		✓
Spain	✓	✓		✓
Sweden	✓	✓	✓	✓
UK	✓	✓	✓	✓

Table 3: Summary of RP2 performance plans consistency with EU-wide targets

Table 3 summarises these decisions, showing the consistency of each Member States' RP2 targets in each of the Key Performance Areas. Where Member States proposed inconsistent targets, they were required to submit revised performance plans by 2nd July 2015. The revised performance plans are currently being assessed by the PRB, and are due to be discussed at SSC/58 in October.

Regarding the compliance of the 2015 unit rates, a Decision 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. A Decision on the non-consistent States (Austria, Belgium, France, Germany, Italy, Luxembourg, Netherlands, Slovakia) has been postponed until after revised performance targets are submitted.

Noting that no EU-wide targets on terminal cost-efficiency have yet been set for 2017-2019, a [public stakeholder consultation](#) was launched on the PRB's approach, issues and target options on 19th May 2015. This consultation ran until 21st July 2015 where a public PRB stakeholder [workshop](#) on this topic was held on 3rd June 2015.

In addition, the PRB have outlined to the Commission how they intend to [report on the application of the Flexible Use of Airspace \(FUA\) during RP2](#). The PRB proposed to launch a [FUA survey](#) to identify existing arrangements for civil military coordination and cooperation, to provide a base line and, through annual updates, encourage continuous improvement.

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. However, there was 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.

In 2015 the SSC will conduct a further consultation in order to have the arrangements for a new body established by 1st January 2017.

Timeline

- 4 February 2014** – Positive vote on EU wide-performance targets at ad-hoc SSC
- 14 March 2014** – [Commission Implementing Decision 2014/132/EU](#) setting the EU wide-performance targets adopted
- End of June 2014** – Deadline for submission of Performance Plans by Member States
- 1/2 July 2014** – The SSC approved the proposal from the Commission to extend the PRB by 18 months until the end of 2016 ([Decision 2014/672/EU](#))
- October 2014** – PRB Advice on FAB Performance Plans submitted to Commission
- 24 October 2014** – Ad-hoc SSC discussed the future designation of the PRB post-2016.

- 14/15 January 2015** – SSC discussed and provided positive opinion on Decisions for consistency / inconsistency of RP2 performance targets
- 2 March 2015** – Commission Decisions on [consistency](#) / [inconsistency](#) of RP2 performance targets published
- 19 May 2015** – Public stakeholder consultation on proposal for union-wide targets for terminal cost-efficiency
- 3 June 2015** – Stakeholder [workshop](#) on union-wide targets for terminal cost-efficiency
- 2 July 2015** – Member States to submit revised RP2 Performance Plans
- 21 July 2015** – Closing of public consultation on proposal for union-wide targets for terminal cost-efficiency

ICB Actions

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

The ICB is developing a position paper on the potential role of an Independent Performance and Economic Regulator.

Network Functions

Overview

The Network Function Implementing Regulation (NF IR) ([EU No 677/2011](#)) was adopted on 7th 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 31st December 2019 (i.e. the end of RP2). A summary of recent network performance is provided below.

Summary of Network Performance

A full overview of progress and issues related to the Network Functions will be found early October in the to-come Network Manager's report SSC/58 paper.

The Network Performance up to this point during 2015 is summarised below:

- The traffic grew in summer 2015 according to predictions (+2% in Aug), reaching highest traffic level ever. Main increases concerned Ankara, Nicosia, Istanbul, Malta, Prague and Belgrade ACCs.
- The YTD en-route ATFM delay was 0.8 min/flt at 31 August. This is above estimates and implies the 0.5 min/flt target for 2015 will likely be missed.
- En-route delays are higher than expected in 2015 mainly due to ATC capacity and staffing, with six ACCs where capacity was below the forecast. Main contributors are Athens, Brest, Nicosia, Barcelona and Macedonia.
- The ACCs impacted by Ukraine traffic flow changes in 2014 have adapted capacity to the new flows. The hike in German route charges has led airlines to minimise their transit through German airspace and neighbouring ACCs have struggled to provide capacity to cope with the increased traffic at specific times.
- Aerodrome capacity at Istanbul airports was the dominant issue for airport ATFM delays. NM will redouble its efforts with Turkish authorities to mitigate the network impact. NM continued to work with Greek authorities to manage summer delays at holiday destinations.

Future prospects for RP2 are also summarized below:

- Delay targets (0.5 min/flt) will likely not be met in any of the years in the second reference period due to higher traffic in bottleneck areas, degraded good performance plans and FABs not delivering additional capacity over and above individual ANSPs.
- The achievement of network capacity targets will also require the deployment of new technology as quickly as possible during RP2. As a result, the NM is working closely with the Deployment Manager to ensure network priorities and requirements are given the necessary focus and funding support to deliver benefits as soon as practicable.
- The arrangements between the NM and DM are being established on the basis of the relevant provisions included in the Commission implementing regulations (EU) [No 677/2011](#) (NM functions amended by (EU) [No 970/2014](#)), [No 409/2013](#) (DM) and [No 716/2014](#) (PCP).

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 Q4/2015.

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, with a number of requirements for changes, or nomination of another entity, such as a consortium of operational stakeholders.

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 will develop a position on future of Network Management in Q1 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 25th March 2013. Table 4 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 (3rd 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 9 CFTs, with 2 more planned in October 2015, and the remaining ones in the first half of 2016.

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

- February 2014** – [Member States approve centralised services](#) and CS Programme kicked-off in Agency
- 18 November 2014** – [CS 7-2 Cft](#) published (closed on 16 June 2015)
- 23 January 2015** – [CS 6-2 Cft](#) published (closing date 31 August 2015)
- 29 January 2015** – [CS 7-3 Cft](#) published (closing date 03 September 2015)
- 11 February 2015** – [CS 6-3 Cft](#) published (closing date 17 July 2015)
- 16 February 2015** – European Commission announces TEN-T funding for feasibility studies for CS 3, 8, 9-1 and 9-2, and for Demonstrators 6-4 and 7-2.
- 19 May 2015** – New [CS 4 Cft](#) published (closing date 11 August 2015)
- 21 May 2015** – New [CS 1 Cft](#) published (closed on 02 July 2015)
- 21 May 2015** – Directive 15/88 of the EUROCONTROL Permanent Commission authorising the Director General of the Agency to conclude, on behalf of the Organisation, a common procurement agreement (CPA) for the common procurement of the New Pan-European Network Services (NewPENS) with the Air Navigation Service Providers and other Parties interested to use the NewPENS from the EUROCONTROL Member States and other States within the ICAO EUR/NAT Region and bordering States
- 03 June 2015** – Joint EUROCONTROL/A6 Alliance Stakeholders Consultation [Workshop](#) on Common Procurement Agreement (CPA) for [NewPENS](#)
- 05 June 2015** – CS 7-1 Cft published (closing date 06 November 2015)

- 09 June 2015** – CS 6-4 CFT published (closing date 10 November 2015)
- 18 June 2015** – CS 9-1 and 9-2 Feasibility Studies results – [Consultation Workshop](#)
- 24 June 2015** – [CS 4 Workshop](#), “Time for the next level: Centralised AFUA Service”
- 15 July 2015** – Deadline for receiving feedback from all ATM stakeholders on the draft CPA for the creation of NewPENS as well as the first indication of stakeholders intending to join the CPA at this stage
- 7 August 2015** – CS 9-1 and 9-2 Feasibility Studies updated – sent to 18 June 2015 workshop participants
- 01 September 2015** – CS8, CS 9-1 and 9-2 Feasibility Studies sent to the Member States
- 08 September 2015** – CS 6-7 CFT published (closing date 15 December 2015)
 - Q4-2015** – Target date for the NewPENS CPA to come into force
- October 2015** – Publish CFTs for 6-5 and 6-6
- January 2016** – Publish CFT for CS 5
- June 2016** – Publish CFT for NewPENS
- December 2016** – First contract for a CS Demonstrator to be awarded
 - 2016** – Publish CFTs for remaining CSs (CS 3, CS 9-1, 9-2) (conditional to Provisional Council agreement on outcome feasibility studies) and CFT for the CS2 Feasibility Study

ICB actions

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

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

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

Table 4: 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

Issues with existing rules

The Commission is currently working to resolve a number of issues with existing rules, as outlined in Table 5.

Implementing rule	Status
Aeronautical Data Quality (ADQ) 1	The ADQ IR was amended in September 2014 by Regulation (EU) No 1029/2014 . The Commission is also planning to launch EU Pilots due to Member States stating they are unable to comply. Outputs of the 23 rd June 2014 workshop are available here and the outputs of the ADQ Regulators Working Group are available here .
Surveillance Performance and Interoperability (SPI) 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 , pushing back the deadlines for forward fit and retro fit (to 8th June 2016 and 7th 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 st April 2015. The workshop concluded that the benefits of any option for evolution need careful impact assessment, and it is likely the Commission will request EASA to launch a rulemaking task to revise the mandate.
VCS IR	The Commission held a Workshop on VCS 2 IR on the 27th January 2015 to assess the current implementation of the regulation, identify existing issues or areas of concern and to discuss the potential evolutions of the regulation. The workshop concluded that there had been generally good progress, although General Aviation stakeholders voiced concerns about cost burden. It was also noted that the bulk of work was scheduled for 2018, and therefore a robust approach to deployment management was required – the NM Radio Frequency Function could be well suited to this. The workshop report is available here .

Table 5: Summary of issues with IOP IRs

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 26th February 2015.

The ground implementation deadline is now 5th February 2018, whilst the airborne implementation deadline is 5th 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.

In the meantime, 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.

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 10th 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.

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 Interoperability IRs.

EASA Rulemaking

Overview

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

The [EASA 4-year Rulemaking Programme 2014-2017](#) provides the expected rulemaking over a period of 4 years and was officially adopted by [ED Decision 2013/029/R](#) on 20th December 2013, which supersedes earlier published rulemaking programmes.

The Programme also contains rulemaking projects deemed necessary to support the implementation of the regulatory needs stemming from SESAR deployment. To support this, a reassessment of the Programme is in progress to identify the necessary regulatory actions arising from Regulation (EC) 716/2014 (PCP CIR).

The on-going rulemaking activities in the ATM/ANS domain have progressed in line with the priorities set by EASA Management Board and the European Commission.

On 16th 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 (links to Terms of References for the RMTs are provided where available; further details are available on the [ICB Portal](#)):

- **ATCO licensing (RMT.0153, RMT.0154):** New ATCO licensing Regulation (EU) No [2015/340](#) will become applicable 30 June 2015. The corresponding AMC/GM has also been published ([Decision 2015/010/R](#)).
- **SERA (RMT.0609, RMT.0610):** EASA issued Opinion [04/2014](#) on 16th December 2014 including a draft Commission Regulation amending Regulation ([EU](#)) No [923/2012](#), and is continuing to prepare the draft Regulation for comitology in the SSC which will be presented for vote in SSC/57. The [NPA on the associated AMC/GM](#) was published for consultation on 15th September 2015, and is open for comment until 15th December 2015.
- **Requirements for service providers and the oversight thereof (RMT.0148, RMT.0149):** Opinion [03/2014](#) was published on 16th December 2014 including draft Regulations replacing 1034/2011 and 1035/2011 along with draft AMC and GM. The draft Regulation is currently undergoing comitology procedure which is expected to be adopted in Q4 2015.
- **Part-DAT (ToR [RMT.0593/RMT.0594](#)):** This activity includes the former ADQ-2 mandate. Opinion [02/2015](#) was published on 16th March 2015, including a draft Regulation amending (EU) No 965/2012. The Opinion has been subject to public consultation ([NPA 2014-20](#)). A Decision containing amendments to the related AMC/GM is anticipated to be published in Q4 /2015 following alignment of the amendments with the IRs and adoption of the proposal by the Commission.
- **PBN IR (ToR [RMT.0639](#)):** [NPA 2015-01](#) published on 19th January 2015. A workshop on implementing PBN in the European ATM Network was held on [9th March 2015](#), with the purpose of presenting and discussing the requirements for PBN implementation. The intent is to include provisions for TCAS/ACAS. [Opinion 03/2015](#) including draft Regulations was published on 31st 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](#) was published on 23rd March 2015 and was open to consultation till 4th May 2015. A [Comment-Response Document](#) along with Decision papers ([ED Decision 2015-014-R](#) and [ED Decision 2015/015/R](#)) were published on 3rd July 2015 which introduces [Guidance Material \(GM\)](#) on the implementation of the remote tower concept and the establishment of high-level guidance as regards training and qualifications of ATCOs.
- **Introduction of a regulatory framework for the operation of drones:** [A-NPA 2015-10](#) was published on 31st July 2015. The A-NPA is open for public consultation until 25th September 2015 and an opinion is expected to be published in Q4 2015.
- **Assessment of changes to functional systems by service providers in ATM/ANS and the oversight of these changes by competent authorities:** [NPA 2014-13](#) was published on 24th June 2014 with [Opinion 03/2014](#) published on 16th December 2014. A Decision is expected to be published in Q4 2015.

Other rulemaking activities in progress include:

- **Technical requirements and operational procedures for Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM) (ToR RMT.0477/RMT.0478):** NPA expected in second half of 2015.
- **Requirements for ATS (RMT.0468, ToR RMT.0464):** NPA expected in Q4 2015
- **Technical requirements and operation procedures for airspace design (ASD) including procedure design (ToR RMT.0445, RMT.0446):** NPA expected in second half of 2015
- **Airworthiness review process (ToR RMT .0521, .0522):** NPA expected in Q4 2015. Opinion expected to be published in Q1 2017.
- EASA is also supporting revisions of the SPI and DLS, as necessary. Work on a revised regulatory response is expected to start in 2015.

ED [Decision 2014/035/R](#) and [CRD](#) to [NPA 2014-8](#) proposing AMC/GM on the newly introduced safety performance indicators for RP2 were published on 16th December 2014.

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

This section provides links to the latest versions of reference documents for European ATM.

Strategy Documents	
European ATM Master Plan Edition 2	October 2012
Network Strategy Plan 2015 to 2019	March 2015
Network Operational Concept 2019	March 2015
European Network Operations Plan 2015 to 2019	June 2015
ATM Performance and Benchmarking	
CANSO Global ANS Performance Report 2014	December 2014
Annual Network Operations Report 2014	June 2015
Network Operations Report – August 2015	Latest: August 2015
CODA 2014 Annual Digest	May 2015
Monthly CODA Reports	Latest: July 2015
PRB and PRC Publications	
PRB Performance Dashboard	Monthly Updates
PRC PRR 2014	May 2015
PRC ACE 2013	June 2015
PRB RP2 Union-wide Targets Final Report	September 2013
PRB Annual monitoring Report 2013	October 2014
U.S./Europe comparison of ATM Operational Performance 2013	June 2014
U.S/Europe comparison of ANS cost-efficiency trends 2002-2011	November 2013
Safety	
European Aviation Safety Plan (EASp) 2014-2017	May 2014
EASA Annual Safety Review 2013	June 2014
SRC Annual Safety Report 2014	December 2014
Traffic Forecasts	
STATFOR Industry Monitor	Latest: September 2015
STATFOR Medium Term Forecast 2015 to 2021	February 2015
STATFOR 20-year Forecast 2012 to 2035	June 2013
STATFOR Very Long Term Forecast 2013 to 2050	June 2013
SES Compliance	
EPRS Briefing on Single European Sky status	April 2015
ESSIP Report 2014	June 2015
ESSIP Plan 2014 Edition	February 2014
LSSIP State Reports	July 2014
SES Annual Report 2011	June 2012
SESAR JU and SESAR Deployment	
SESAR 2020 Multi-Annual Work Programme	September 2015
Annual Activity Report 2014	April 2015
Annual Report 2014	June 2015
Deployment Programme Version 1 (draft DPv1)	June 2015
NextGen-SESAR: State of Harmonisation	December 2014
Other documents	
ECA: The Future of Flying in a Single European Sky	2015

Comitology Committees

Single Sky Committee (SSC)

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 Single Sky 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.

SESAR Interim Deployment Steering (IDSG)

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

Objective: to steer, coordinate and monitor short term implementation activities on the basis of an Interim Deployment Programme. The steering is primarily achieved through recommendations to the Commission and the oversight of their implementation. The Commission may consult the IDSG on any matter relating to SESAR deployment.

The Deployment Manager has taken over the IDSG's activities since the selection of the SESAR Deployment Alliance.

Public Consultations

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

1. European Commission	
Aviation package for improving the competitiveness of the EU Aviation sector	Consultation period: 19/03/2015 – 10/06/2015 (results)
Mid-term review of the 2011 White Paper on transport	Consultation period: 10/03/2015 – 02/06/2015 (results)
2. Performance Review Body	
No open consultations	
3. European Aviation Safety Agency (ATM relevance only)	
Notices of Proposed Amendments	
Acceptable Means of Compliance and Guidance Material to (SERA Part C)	Consultation period: 15/09/2015 – 15/12/2015
Introduction of regulatory framework for the operation of drones	Consultation period: 31/07/2015 – 25/09/2015
Technical and operational requirements for remote tower operations (NPA 2015-04 (23/03/2015))	Comments closed 04/05/2015
Performance Based Navigation implementation in the EATMN (NPA 2015-01 (19/01/2015))	Comments closed 20/04/2015
4. EUROCAE	
ED-221: MOPS for Traffic Alert and Collision Avoidance System II (TCAS II) Hybrid Surveillance	Comments closed 04/09/2015

On-going Legislation

Single Sky Committee

1. Recently approved Commission Implementing Regulations and Decisions	
SPI CIR Commission implementing regulation (EU) No 1028/2014 (Amending IR (EU) No 1207/2011)	Amendment adopted through written procedure 30 th September 2014
Extension of designation of the PRB Commission Implementing Decision 2014/672/EU	Received positive opinion at SSC/54
ADQ IR Commission Implementing Regulation (EU) No 1029/2014 (Amending Regulation (EU) No 73/2010)	Amendment adopted through written procedure 30 th September 2014
Network Function IR Commission Implementing Regulation (EU) No 970/2014 (Amending Regulation (EU) No 677/2011)	Amendment adopted through written procedure on 13 th September 2014
ATCO Licencing Rule Commission Implementing Regulation (EU) No 2015/340 (Amending CIR (EU) No 923/2012 and repealing CR (EU) No 805/2011)	Adopted through written procedure on 6 th March 2015
DLS IR Commission Implementing Regulation (EU) No 2015/310 (Amending Regulation (EC) No 29/2009 and repealing Regulation (EU) no 441/2014)	Amendment adopted through written procedure on 27 th February 2015
2. Proposals awaiting decision	
SERA Part C (Amending CIR 923/2012)	EASA opinion published and presented to SSC/55, SSC/56 and a dedicated workshop for discussion. Draft implementing rule and its annex under coordination with EASA Committee, with vote expected in October 2015.
Common Requirements and Safety Oversight (Amending Regulation (EU) No 1034/2011 and Regulation (EU) No 1035/2011)	EASA opinion published and presented to SSC/55, SSC/56 and a dedicated workshop for discussion. Revised text of two legislations distributed to SSC, comments discussed at SSC/56 and SS/57. Vote scheduled at SSC/58.
3. Expected Proposals	
PBN IR Part-DAT	Further information in EASA Rule Making section

European Parliament Procedures

Proposals awaiting first reading by EP		
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)	Text adopted by Parliament on 12/03/2014
Ground handling services at Union airports and repeal of Council Directive 96/67/EC	COM(2011)0824 2011/0397(COD)	Proposal withdrawn by Commission on 07/03/2015
Common rules for the allocation of slots at EU airports (recast)	COM(2011)0827 2011/0391(COD)	Text adopted by Parliament on 12/12/2012
Proposal for a Directive of the European Parliament and of the council on aviation security charges	COM(2009)0217 2009/0063(COD)	Proposal withdrawn by Commission 07/03/2015
Recently adopted acts		
European Fund for Strategic Investments (EFSI) Regulation (EU) 2015/1017	COM(2015)10 2015/0009(COD)	Final act awaiting signature, final act published in Official Journal on 01/07/2015
Parliament Own Initiative reports		
Safe use of remotely piloted aircraft systems (RPAS) in the field of civil aviation	2014/2243(INI)	Awaiting committee decision
Implementation of the 2011 White Paper on Transport	2015/2005(INI)	Text adopted by parliament

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)

Software Safety Assurance System [\(EC\) 482/2008](#)

FAB Information [\(EU\) 176/2011](#)

Network Management Functions [\(EU\) 677/2011](#)

Airspace Regulation (EC) 551/2004, amended by (EC) 1070/2009

ATFM Regulation [\(EU\) 255/2010](#)

FUA Regulation [\(EC\) 2150/2005](#)

Airspace Harmonisation [\(EC\) 730/2006](#)

Standardised European Rules of the Air [\(EU\) 923/2012](#)

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 [\(EU\) 929/2010](#)

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](#)

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](#)

VCS-2 Regulation [\(EU\) 1079/2012](#) repealing VCS Regulation [\(EC\) 1265/2007](#), amended by [\(EU\) No 657/2013](#)

EASA ATM Rules

EASA Basic Regulation [\(EC\) 216/2008](#), amended by [\(EC\) No 690/2009](#)

Common Requirements [\(EU\) 1035/2011](#), repealing [\(EU\) 2096/2005](#) and [\(EC\) 668/2008](#), amended by [\(EU\) No 923/2012](#)

Safety Oversight [\(EU\) 1034/2011](#), repealing [\(EC\) 1315/2007](#)

ATCO Licence [\(EU\) 2015/340](#), repealing [\(EU\) 805/2011](#), repealing [Directive 2006/23/EC](#)

SESAR

SESAR JU Regulation [\(EC\) 219/2007](#), amended by [\(EU\) No 721/2014](#)

Common Projects Regulation [\(EC\) 409/2013](#)

PCP supporting implementation of the EATM Master Plan [\(EU\) No 716/2014](#)

Community Specifications

Developed by ESOs	
Airport Collaborative Decision Making (A-CDM)	EN 303 212 V1.1.1
	EN 303 213-1 V1.3.1
	EN 303 213-2 V1.3.1
Advanced Surface Movement Guidance and Control System (A-SMGCS)	EN 303 213-3 V1.1.1
	EN 303 213-4-1 / EN 313 213-4-2 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. 1.1
ATS Data Exchange Presentation (ADEXP)	Spec-0107 Ed. 3.1
Flexible User 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	Suspended (mandated to CEN)
APV-BaroVNAV	Suspended (mandated to CEN)
APV-SBAS (LPV)	Suspended (mandated to CEN)
Aerodrome Mapping Data	Suspended (M/510 , 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 (September 2015)
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