ATM Information Digest
June 2017 edition

NCP NSA Coordination Platform

ICB Industry Consultation Body

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

Introduction

The ATM Information Digest provides ICB, NCP and EGHD members with a quick reference on the main developments within the Single European Sky (SES). The content is organised by the five pillars of SES: Performance and Charging, Safety, Technology, Airports and Human Factors; with the latter pillar contained within the Technology section. The ATM Information Digest is revised twice a year, and this edition is structured as follows:

1. EU Policy

- **Aviation:** A summary of global and EU aviation policy.

- **Air Traffic Management in the EU:** A summary of EU ATM policy.

- **Funding and Financing Modernisation in ATM:** A summary of the funding and financing opportunities within European ATM, including information on the third Transport Call for Proposals for CEF funds.

2. Performance

- **Performance and Charging Scheme:** A summary by reference period, the evolution of the PRB, and future charging mechanisms.

- **Functional Airspace Blocks:** A summary of the status of FABs.

- **Network Functions:** An overview of the nomination of the Network Manager, update of the Network Functions Implementing Rule, network performance and CDM processes.

3. Technology

- **SESAR Development:** An overview of ATM research, with the SESAR 2020 R&I programme.

- **SESAR Deployment:** The framework to implement SESAR technologies and concepts, and current status.

- **Interoperability:** An overview of the current status of implementation of interoperability IRs, and related technical issues.

- **Human Factors:** An overview of the status of work on human factors within SESAR.

4. Safety

- **Safety Oversight:** Summary of the safety oversight regulation and EASA Rule Making activity.

- **EASA Basic Regulation:** An overview of the update to the EASA Basic Regulation.

5. Airports

- **European Observatory on airport capacity & quality:** Summary of the work of the airports observatory.

- **Current legislative proposals:** An overview of current airport related legislative proposals within the EU.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

In addition, there are a number of supplementary annexes:

- **Useful Resources:** Provides a list of the latest documents, with their corresponding URLs, providing information on SES policy and performance. It also includes links to access dossiers from Comitology Committees and Commission Expert Groups.

- **Public Consultations:** Provides a list of on-going and planned public consultations related to Air Transport.

- **On-going Legislative Procedures:** Provides a list of on-going legislation related to Air Transport.

- **European Parliament Procedures:** Provides a list of legislation and reports related to Air Transport undergoing procedure in the European Parliament.

- **Status of EASA rulemaking:** Provides an overview of the status of EASA Rulemaking Tasks related to Air Transport.

- **SES Legislation:** Provides a list of all existing legislation relating to SES.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

1   EU Policy

This section provides an overview of EU policy and legislation, and also provides the link with the wider global aviation community. It contains the following topics:

- **Aviation:** Global and EU aviation policy summary.
- **Air Traffic Management:** EU ATM policy summary.
- **Funding and Financing:** Summary of the funding and financing opportunities within European ATM.

Aviation

EU Transport Policy

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

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

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 challenges. Further information can be found in **Error! Reference source not found.**.

EC Aviation Strategy

The Commission's Aviation Strategy was published on 7th December 2015. It is composed of: a communication, a detailed supporting working document, a legislative proposal to amend 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 recognises the importance of SES initiative in improving safety, raising capacity, cutting costs and minimising environmental impact, but concludes that the project is still not delivering. To this end the Commission urges the Council and European Parliament to adopt the SES 2+ proposals.

The Aviation Strategy also underlines the priority to be given to the implementation of the performance scheme, the evolution of the Network Manager towards an industrial partnership, the technological modernisation of the sector, and the promotion of cooperative arrangements with appropriate actors in key partnerships of the EU. Finally, it announces the Commission's intention to promote the exchange of best practices among Member States concerning minimum service levels in airspace management.

Parliament Report on an Aviation Strategy for Europe

In response to the Commission's communication on an Aviation Strategy for Europe, the European Parliament adopted MEP Pavel Telicka's report on an Aviation Strategy for Europe on the 16th February 2017. The report includes proposals for aviation including, but not limited to:

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

Communication on Aviation

The Commission adopted its Communication on Aviation: Open and Connected Europe on 8th June 2017. This includes a Commission Staff Working Document (SWD) on Practices favouring Air Traffic Management Service Continuity, which draws on the conclusions of a study completed in February 2017 and on stakeholder consultation. The SWD makes an assessment of the operational and financial impact of ATM strikes on the EU network. The SWD explains the functioning of operational measures adopted by Member States in mitigating the impact of strikes, and highlights the benefits they bring to the Network.

The Communication:

- Encourages Member States and stakeholders, including social partners to: Promote a sound and efficient social dialogue; provide early notification of strikes; encourage staff members to provide individual notification of participation in industrial action; preserve overflights of Member States affected by strikes and protect air traffic peak periods.

- Encourages operational stakeholders and the Network Manager to reinforce their cooperation to address traffic disruptions in the event of strikes and further develop existing mitigation measures

- Further explore the concept of a more integrated operating European Airspace with a view of ensuring continuity of service

- Urges the co-legislators to swiftly adopt SES 2+ proposals

EU Aviation Agreements

Following the publication of the European Commission's Aviation Strategy, steps are being taken to negotiate EU-level comprehensive aviation agreements with key partner countries:

1) In March 2016, the Council of the European Union authorised the EC to open negotiations with China and Japan in view of concluding Bilateral Air Safety Agreements (BASA).
2) In June 2016, the EU member states granted the EC the exclusive mandate to negotiate EU-level aviation agreements with four key partners: The United Arab Emirates (UAE), Qatar, Turkey and members of the Association of South East Asian Nations (ASEAN). The first round of negotiations has already taken place with the members of ASEAN and with Turkey.

Existing EU aviation agreements include the following:

- EU-US Air Transport Agreement, (2007), amended by a Protocol.
- Multilateral Agreement on the establishment of a European Common Aviation Area (2006), which is yet to be ratified.
- Agreements with Morocco, Georgia, Jordan, Moldova, and Israel.

An aviation agreement with Ukraine has been negotiated and is expected to be signed in the near future, whilst negotiations are on-going with Lebanon, Tunisia and Azerbaijan.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

EASA

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

In order to identify the most appropriate way to update the Basic Regulation, after consultation EASA produced Opinion 01/2015 (European Commission policy initiative on aviation safety and a possible revision of Regulation (EC) No 216/2008) in March 2015. The opinion highlights areas where significant work is required to defragment the existing regulatory framework. Further details are available in the Safety section.

As part of the Aviation Strategy, and taking into account the recommendations provided by EASA, 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 (e.g. 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 and a draft report by the TRAN Committee was published in May 2016.

Air Traffic Management in the EU

ATM Masterplan

The European Air Traffic Management Master Plan (ATM Master Plan) is the main planning tool for defining ATM modernisation priorities and ensuring that the SESAR (Single European Sky ATM Research) Target Concept becomes a reality. The Master Plan is an evolving roadmap and the result of strong collaboration between all ATM stakeholders. As the technological pillar of the SES initiative, SESAR contributes to achieving the SES High-Level Goals and supports the SES regulatory framework.

The latest (2015) version was approved by the SESAR Joint Undertaking (SJU) Administrative Board on 15th December 2015. The plan forms the basis of the SESAR Joint Undertaking's SESAR 2020 Research and Innovation Programme as well as identifying essential ATM functionalities. It was updated to refine the vision for future EU ATM systems, extends the performance ambition to 2035, and makes explicit reference to cyber-security and RPAS.
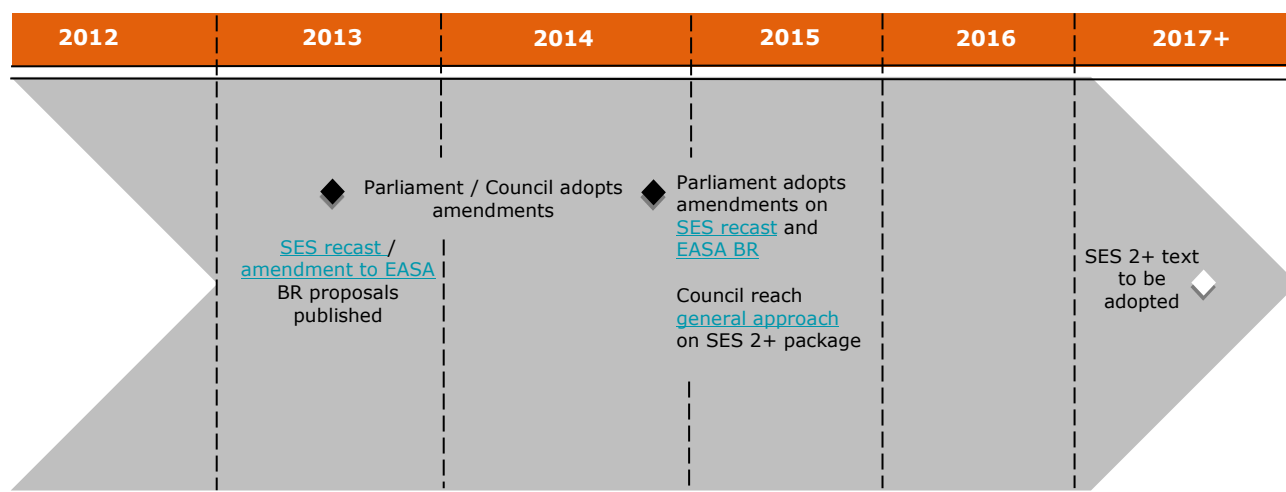
SES 2+

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

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

On the Council side, there was significant activity under the Italian Presidency in the latter half of 2014. The Council agreed to the general approach on the SES 2+ proposals at the Transport Council meeting on 3rd December 2014 as described in a press release that was published after the meeting.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

The SES 2+ package is recognised as a priority in the Trio Programme (January 2016 – June 2017), the agenda drafted jointly by the Presidency Trio of the Netherlands, Slovakia and Malta and which outlines the 18-month work programme of the council. Progress continues to be dependent on resolving the Gibraltar issue and the program of the incoming presidency of Estonia on 1st July 2017 is yet to be published.

| 2012 | 2013 | 2014 | 2015 | 2016 | 2017+ |

Parliament / Council adopts amendments

SES recast / amendment to EASA BR proposals published

Parliament adopts amendments on SES recast and EASA BR

Council reach general approach on SES 2+ package

SES 2+ text to be adopted

ECA Audit of SES

The European Court of Auditors (ECA) is carrying out an audit of the Single European Sky to verify whether the initiative is resulting in more efficient European air traffic management, looking specifically at the governance arrangements (set-up), performance and charging schemes, FABs and SESAR.

The ECA have visited five countries (Sweden, Hungary, France, Spain and UK) to obtain direct evidence for the audit and the outcome is expected mid-2017. Information on the audit methodology used by the ECA can be found here.

EU-US Collaboration in ATM Modernisation

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

The 2016 update for NextGen was published in April 2016. The update outlines the progress made on key programmes, safety, environment and decision support systems over the past year, as well as sets out plans for the future. The NextGen Priorities Implementation Plan, 2017-2019 was also published in October 2016, re-examining the needs of the National Airspace System and its users. The plan focuses on surface management and Performance Based Navigation.

The collaborative harmonisation work between the U.S. and the EU has taken place under the Memorandum of Cooperation (MOC) between the United States of America and the European Union on Civil Aviation Research and Development, which was signed in March 2011. The two parties have agreed to explore the potential of expanding the current cooperation in the field of ATM R&D to all phase of ATM modernisation, including deployment and all other areas of the SES. The Commission will request the Council for a mandate to negotiate the amendment of the MOC.

The second edition of the NextGen – SESAR Joint State of Harmonisation was published in December 2016, providing a high-level summary of the current state of progress toward achieving the necessary level of harmonisation and global interoperability between NextGen and SESAR. This edition presents an update on the original document published in 2014.

Introduction
EU Policy
Performance
Technology
Safety
Airports
Annexes

In September 2016, the latest report on the US/EU comparison of Air Traffic Management-Related Operational Performance was released. The report is the 5th in a series of join ATM operational performance comparisons between the US and Europe.

Single European Sky Awards

At the World ATM Congress in Madrid on 7th March 2017, the Commission unveiled the five winners of the second annual Single European Sky Awards, aimed at rewarding projects that have contributed the most to the achievement of the Union's SES. The five winners were:

- Augmented Approaches to Land: Enhanced Vision Systems (EVS) and Synthetic Vision Systems (SVS) is the first initiative worldwide to analyse and describe the minimum airport requirements to enable low visibility landings.
- RNP Implementation Synchronised in Europe (RISE): improving access to airports in challenging physical environments and adverse weather conditions through PBN.
- Multiple Remote Tower Operations (IAA): making remote air traffic control possible for more than one airport by a single controller.
- South-East Axis Free Route Airspace (SEAFRA): the first cross-border application of 24-hour free route airspace in Europe, bringing together Croatia, Bosnia and Herzegovina, Serbia and Montenegro.
- Transition to a Service Oriented Architecture (skyguide): an example of how changes in technology can generate new ANSP business models to improve cost effectiveness.

Funding and Financing Modernisation in ATM

Implementation of the TEN-T

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

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

Reports:

- The Fraunhofer study (summary note) 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.
- The Christophersen-Bodewig-Secchi Report (June 2015) is an Action Plan "Making the best use of new financial schemes for European transport infrastructure projects" which identifies and recommends projects which could benefit from financial instruments.

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 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 €2.5 bn is allocated for SES-SESAR implementation up to 2020: €1.5 bn in the form of grants from the general envelope; €500 million in the form of grants from the Cohesion envelope; and €500 million in the form of financial instruments.

CEF funding rates of eligible costs (as a percentage of the overall cost of the project) are:
- 50% for studies and implementation of infrastructure.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

- 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. Further information can be found in the SESAR Deployment section.

The CEF Multi-Annual Work Programme (Commission Implementing Decision C(2014)1921 and its annex) was adopted on 26th March 2014. INEA has launched three calls for proposals: 2014, 2015 (Table 9, Page 46), and 2016. The SDM submitted the General and Cohesion 2016 applications to INEA on the 6th February 2017, representing 70 implementing partners in 34 states.

Indicatively, 80% of the funding under each call has been made available for Projects within the scope of the PCP and 20% for other SES-SESAR projects. In the 2016 call, 30% (€96 million) of the budget allocated to the PCP has been earmarked for projects related to the SDM's recovery Plan for Datalink implementation (please refer to Page 27). The overall results of the CEF Calls are summarised in the following table:

Call	Indicative ATM Funding Value (pre-decision)	Funding received for PCP Projects	Funding received for non-PCP Projects	Decision
2014	€300 M	€325 M	€50 M	2014 Decision
2015 (General)	€515 M	€473 M (value of funding applied for: €1 076 M)	€123 M (value of funding applied for: €140 M)	2015 Decision
2015 (Cohesion)	€300 M	€59 M (value of funding applied for: €112 M)	€39 M (value of funding applied for: €40 M)	2015 Decision
2016 (General)	€300 M	N/A	N/A	N/A
2016 (Cohesion)	€100 M	N/A	N/A	N/A

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

The timeline for the award of CEF funds is indicated below:
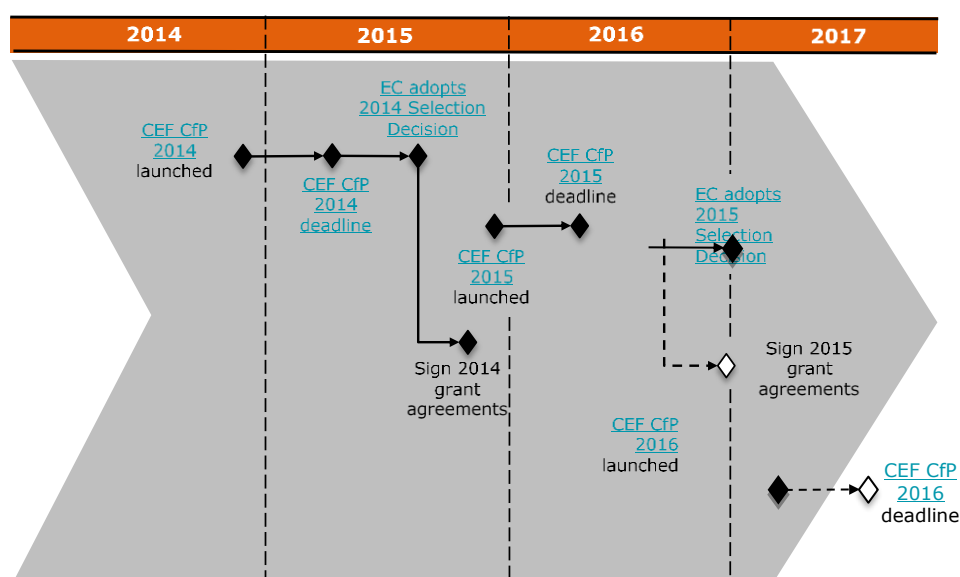
Private financing

CEF Blending call

The 2017 CEF Transport Blending MAP Call for Proposals opened on the 8th February 2017, making €1 bn of funding available for projects of common interest in the transport sector, reserving €40 million specifically for the Single European Sky through SESAR. The objective of the call is to increase, through blending (equity, loans and/or guarantees), the participation of private sector investment (or finance from EFSI, the EIB, national banks etc) in the financing of TEN-T projects, as a complement to the traditional grant funding.

European Fund for Strategic Investment

The EFSI Regulation was adopted in June 2015, establishing the European Fund for Strategic Investment (EFSI), aiming to mobilise funding for projects of at least €315 bn to help promote growth and employment in the period 2015-2017.

Due its success in its first year, in September 2016 the Commission proposed to double the duration and size of the EFSI. The Commission proposed a legal extension that should provide a total of at least €500 bn of investments by 2020. To achieve this, the EU has reallocated funds within its financial framework, which has resulted in a reduction of the CEF envelop for grants relating to ATM by €0.5 bn.

EIB

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

On 13th January 2016, the EIB and the SESAR Deployment Manager signed a Memorandum of Understanding formalising the way in which the parties will work together. Their aim is to ensure a range of financial instruments and mechanisms are available to industry stakeholders to support the implementation of the SESAR Deployment Programme.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

2   Performance

This section provides an overview of the performance pillar, covering the following topics:

- **Performance and Charging Schemes:** A summary by reference period, the evolution of the PRB, and future charging mechanisms.

- **Functional Airspace Blocks:** A summary of the status of FABs.

- **Network Management:** An overview of the nomination of the Network Manager, update of the Network Functions Implementing Rule, network performance and CDM processes.

Performance and Charging Scheme

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

The European Court of Auditors has started a performance audit of SES policy initiatives, which includes the performance and charging schemes. The outcome is expected in 2017, and will assist in the revision of the regulation for the next reference period.

Reference Period 2 (2015 – 2019)

Targets

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

In March 2015, the Commission adopted two Decisions:

- [Decision (EU) 2015/348](#) listed those plans that were consistent with the national or FAB-level plans.

- [Decision (EU) 2015/347](#) listed those plans that were inconsistent with the national or FAB-level plans.

Member States with non-compliant targets submitted revised performance plans by 2nd July 2015. At SSC/60, on 24th -25th February 2016, the SSC gave a positive opinion on a Decision assessing certain revised targets.

Draft decisions tabled for vote at SSC/61 on 21st – 22nd June 2016 laid out corrective measures for Member States of Blue Med FAB and FAB EC in the areas of capacity and cost-efficiency. The Decisions received no opinion from the SSC, and were subsequently submitted to the Appeal Committee which also provided no opinion, enabling the Commission to proceed with their decisions. At SSC/64, held on 21st – 22nd February 2017, the Commission presented revised texts on the Decisions regarding FABEC (one for Switzerland, and the other for Belgium, Luxembourg, France, Germany and the Netherlands), both of which received a positive opinion from the SSC. Bilateral discussions with members of Blue Med FAB are on-going.

At SSC/63 on 13th December 2016, the PRB presented the main findings of the requested revisions of the RP2 performance plans of Bulgaria, Malta and Poland, and recommended the Commission to accept the revisions. The PRB further recommended a close monitoring and auditing of the implementation of the requested changes. The Commission was due to present a draft Implementing Decision regarding these revised performance targets, but this was postponed until a later date.

RP2 unit rates

On 18th March 2016 the Commission announced that the unit rates for Belgium-Luxembourg, France, Germany, the Netherlands and Switzerland were non-compliant with the Performance and Charging scheme, for both 2015 and 2016. This was detailed in Decision (EU) 2016/420 and 2016/419 respectively. The unit rates of the other states were found to be compliant for both 2015 (after some adjustments) and 2016.

The non-compliant Member States were required to recalculate their unit rates for 2015 and to carry over any difference, due to the temporary application of the unit rates, to the calculations of the unit rates for 2016. They were also required to resubmit 2016 unit rates.

The 2017 unit rates were submitted by each member state on 1st June 2016, and have now gone through an assessment by the PRU to verify their compliance with the performance and charging regulations. All technical issues have been addressed directly with the Member States with the majority now resolved. The remaining open issues relate mainly to whether a financial bonus/penalty on the capacity targets generated in 2015 should be carried over to 2017. This will be clarified, taking into account the views of the Member States, in the upcoming Commission Decisions on 2017 unit rate compliance. The Commission has also launched a study to look into the existing incentive schemes, identify best practices and make recommendations for improvements in view of RP3. The work is expected to deliver results in summer 2017.

Monitoring

The PRB annual RP2 monitoring report covering 2015 was published in December 2016, with amendments following comments. The report describes the performance achieved by FABs, EU Member States, Norway, Switzerland and the Network Manager in the four Key Performance Areas (KPAs) of Safety, Environment, Capacity and Cost-efficiency. The report is based on monitoring reports submitted by the NSAs and the Network Manager, subject to the provisions of the Performance and Charging Regulations. It also presents the Union-wide view of performance achieved in 2015 compared to the relevant targets.

The report is available in four volumes: European Overview, National Overview, Capital Expenditure, and Safety.

Preparations for Reference Period 3 (2020 – 2024)

To inform the drafting of the Performance and Charging Schemes for RP3, the Commission performed an ex-post evaluation of RP1 and the first year of RP2. In support of this Ecorys conducted a study, from April 2016 to February 2017, delivering a Final Report on the Ex-post Evaluation of the Performance & Charging Schemes in RP1-2015, together with an accompanying Annex. The report concludes '*the EU performance and charging schemes overall catalysed an improved performance in EU ATM/ANS, but not to the degree that was aimed for*'. The report provides four principal recommendations to strengthen the schemes, covering: streamlining of procedures to declare local targets more rapidly when they are found to be inconsistent with Union-wide targets, a clear sanctioning mechanism for the case when targets are not met; a review of the FAB dimension; consistency of reporting requirements to avoid duplication. Additionally, the report provides KPA-specific recommendations.

In addition, in 2016 the PRB produced a white paper, introducing the performance objectives for RP3 around network issues as they stand today along with a summary of evidence from a PRB perspective. The paper highlights some key areas of concern, which in the PRB's opinion will need to be addressed, and suggests 16 performance objectives for RP3. The PRB produced a paper summarising stakeholder comments.

The Commission hosted an open RP3 Hearing on 14th December 2016, in which all stakeholders across the aviation industry were invited to present their positions and opinions. A report on the hearing is available.

Introduction | EU Policy | Performance | Technology | Safety | Airports | Annexes

At SSC/64 in February 2017, options for the revision of the performance and charging scheme were presented in papers by the Commission. States were asked to provide specific comments on these options by 21st April 2017.

The future timeline to develop the RP3 Performance and Charging Scheme Regulations is indicated below.
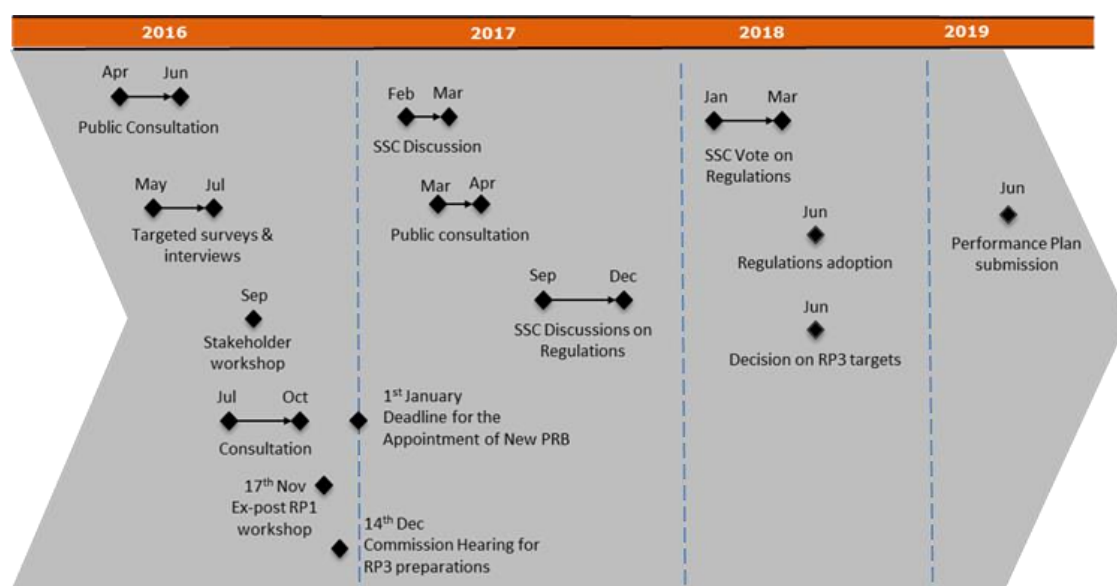
A Commission Staff Working Document is under preparation and is planned to be released in Q2 2017. This evaluation will add context to the ex-post evaluation findings and review specific areas which require more work, and will inform the revision of the legal framework ahead of RP3.

The Commission has launched a Call for Tender to carry out further analysis of the impact of the options identified in order to narrow them down ahead of a decision in the autumn of 2017 on the discrete legal changes to the schemes. This will complement a separate study on incentives being carried out by Steer Davies-Gleave.

Discussions on the legislative proposal will start within the SSC in Autumn 2017.

New Performance Review Body (PRB)

The process for designating a new PRB was initiated by the publication on 16th December 2016 of the Commission Implementing Decision (EU) 2016/2296 setting up the independent group of experts designated as PRB of the SES. The PRB shall be composed of nine members, including its chair. The term of office of the chair and the other members shall be a period of two years, and may be renewed twice. No more than two thirds of the members shall be renewed at the same time. The designation is for the period starting on 1st January 2017 and ending at 31st December 2024 and so is therefore running behind schedule. To ensure the efficient and effective functioning of the PRB, the Decision states that the PRB should be supported by a Secretariat provided by the Commission, without reducing its independence.

The call for applications for new PRB members was open from 21st December 2016, until 30th January 2017. At the ad-hoc meeting of the SSC, held on 27th March 2017, Member States were informed about the status of the selection process s.

The final decision on the PRB members was made on 1st June 2017, with the Director General of DG MOVE asking Ms Regula Dettling-Ott to assume the role of the chair. The members of the PRB are:

- Mr Laurent Barthelemy
- Ms Magdalena Jaworska

- [Mr Andrew Knill](#)

- [Mr Antero Lahtinen](#)

- [Mr Hans-Martin Niemeier](#)

- [Mr Ulrich Schulte-Strathaus](#)

- [Ms Rosa Arnaldo Valdes](#)

- [Mr Daniel Weder (Appointment takes effect on 1 July 2017)](#)

[During the selection of the candidates, the Commission aimed to ensure that the members of the future PRB are a balanced representation of competence and expertise for all key performance areas, as well as of gender and geographical origin and business continuity.](#)

[The new PRB will start its activities during the month of June 2017.](#)

Technical support to the PRB

From 2017 onwards, the technical support, currently provided by the PRU, will be organised in a manner to ensure the PRB is independent from services and entities regulated under the Performance and Charging schemes. The PRB technical support function will form part of a broader support team under the supervision of the Commission.

The Commission will work on setting-up the technical support, to be in place by September 2017 at the latest. EUROCONTROL will provide support in the interim under current arrangements. This is explained in full in Item 3.3 of the ad-hoc SSC on 2nd June 2016, and can be found on the membership portals.

Functional Airspace Blocks

Functional Airspace Blocks (FABs) were defined in [Regulation (EC) No. 1070/2009](#) amending [Regulation (EC) No. 549/2004](#) and were to be established before 4th December 2012.

FAB	Members
Baltic FAB	Lithuania Poland
Blue Med FAB	Cyprus Greece Italy Malta
DANUBE FAB	Bulgaria Romania
Denmark Sweden FAB	Denmark Sweden
FAB CE	Austria Bosnia and Herzegovina Croatia Czech Republic Hungary Slovak Republic Slovenia
FAB EC	Belgium France Germany Luxembourg Netherlands Switzerland

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

FAB	Members
NEFAB	Estonia
	Finland
	Latvia
	Norway
SW FAB	Portugal
	Spain
UK-Ireland FAB	Ireland
	United Kingdom

Table 2: List of FABs and FAB members

The formal establishment of FABs was monitored by the Commission. In 2014 the Commission initiated formal infringement proceedings against seven of the nine FABs (Baltic FAB, Blue Med FAB, DANUBE FAB, FAB CE, FAB EC, SW FAB, UK-Ireland FAB) by sending Letters of Formal Notice in April 2014 and July 2014. Infringement proceedings have since been lifted for DANUBE FAB (16th July 2015).

The FAB EC Member States received a reasoned opinion in July 2015, in which the Commission requested States to notify of measures taken to accelerate FAB EC implementation.

The Commission contracted a study on the FABs, to assess their organisational, operational and technical progress following their creation. The study sought to define measurable benchmarking criteria, to identify best practices and to benchmark FABs against the applied criteria. A workshop based on the study's interim results took place on 29th November 2016.

The consortium that conducted the study presented the executive summary of the final report to SSC/64 (available on the membership portal), which provides recommendations at both the EU level and the FAB level. The full report was delivered to the Commission on 22nd February 2017, and has been delivered on 27th April 2017 to the Member States following its approval by DG MOVE.

Network Management

Regulatory context

The Network Functions Implementing Regulation (NF IR) (EU) No 677/2011 was adopted on 7th July 2011, laying down detailed rules for the implementation of ATM network functions.

Commission Decision C(2011)4130 designated EUROCONTROL as the Network Manager (NM) until 31st December 2019 (ie the end of RP2) to perform the network functions under the conditions defined in the NF IR.

Update of Network Functions IR

The Commission is currently in the process of updating the regulation using a two-step approach.

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, and focussed largely on short term amendments.

The Commission is now focused on a more in-depth second-stage of the review. In support of this, the Commission has performed a targeted audit of the governance and financing of the NM described below. At SSC/64 on 21st February 2017, the Commission explained that the review of the Network Functions IR will include a supporting study and stakeholder consultation, and stressed that the review should take place independently of the decision on the designation of the NM beyond 2020. The supporting study will include a stakeholder consultation via surveys in March-April, a specific workshop that will be programmed around end of April to share first outcomes, and a final report that will be delivered in October 2017.

The Network Performance Plan for the period 2015-2019 was adopted by the Commission on 11th August 2016 ([Commission Implementing Decision (EU) 2016/1373](#)).

Review of the SES Network Manager

In its duty to oversee the Network Manager, the Commission initiated a study in 2015 to provide an independent assessment of the effectiveness of the Network Manager and an evaluation of the way in which it has been established. The [report](#) was published in July 2016. The report serves as the basis for improving the existing functioning of the NM until end of 2019, and for identifying future requirements of the NM to be considered in the context of the nomination of the NM for RP3 and beyond.

Following publication of the report, the Commission requested that the NM and EUROCONTROL submit an action plan for corrective measures. The key areas identified were: greater management autonomy of the NM, the provision of relevant information to the NMB, a Data and Confidentiality policy statement, more transparent financing of the NM, greater transparency of financial information, an improvement of the definition of the NM role, the establishment of the NM cost base, and the monitoring of cost efficiency. EUROCONTROL submitted the draft plan on 23rd September 2016; after assessment of this draft, the Commission has validated the consolidated rectification action plan presented by the NM. The corrective measures are to be implemented for the remaining period of the NM designation (ie until 31st December 2019).

As a follow-up to the NM review and the Corrective Action Plan, EUROCONTROL has acted to improve its alignment with the SES framework. At the Provisional Council meeting in March, the EUROCONTROL states agreed to the delegation of power to the NM Directorate to create greater autonomy in the NM to deliver the Network Functions. In this situation, the NM is accountable for its actions, but can outsource support services if they can be delivered better in another way.

Summary of Network Performance

The NMB adopted the 2015 NM Annual Report in June 2016. This report gives an overview of the recent activities performed in the context of the network functions.

Over the first 8 months of 2016, European traffic was 2.3% greater than the same period in 2015. The busiest day ever in Europe was 9th September with 34,594 flights. The largest growth was seen in the south-west driven by the shift of holiday traffic, while airport delays in Turkey has adversely affected traffic in Eastern Europe.

- Enroute delays are currently expected to be outside the 2016 target, and higher than that of 2015, although NM has delivered en-route delays savings beyond its commitment in the Network Performance Plan (NPP) (14%). In the first half of the year, 15% of all ATFM delays were due to ATC industrial actions. Additionally, large contributions to delays came from staffing, weather and due to additional weekend issues (roster inflexibility, staffing etc).

- The planned (KEP) and actual (KEA) horizontal flight efficiency has been affected via the several industrial actions, impact of user charges and non-optimal AU flight planning. This has produced an average daily difference of 100,000 Nautical Miles from the shortest available routes.

- The NM is now playing an active role to coordinate 8.33 kHz channel spacing, with all but four States having nominated an 8.33 National Coordinator responsible for related deployment activities. In addition, the NM is contributing to the development of the Aviation Spectrum Vision and Strategy, and European Aviation Common Position, to address the issue of available aviation spectrum.

- The NM performed four frequency monitoring campaigns in 2016 – VDL2, secondary surveillance radar frequencies and DME frequencies. The analysis is ongoing, however, the NM and CDM group RAFT have so far concluded that more datalink monitoring

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

campaigns should be carried out, discussions need to be started with Communication Service providers into the coordination of VDL-2 deployment, and the NM should take action for the monitoring and control of the consistency of the VDL-2 infrastructure deployment.

Strategic points for 2017, and beyond, are summarised below:

- The 2016-2019/20 Network Operations Plan indicates that 11 ACCs from 5 ANSPs are not expected to meet their reference values during the rest of RP2. If measures accepted by the NP to address issues related to the missed targets are adopted by the ANSPs, it is likely that the RP2 European capacity target will be close to being achieved.

- NM has proposed cost efficiency improvements through consolidated night services, and measures to be applied in the pre-tactical phase to improve predictability. ANSPs are considering them.

- Until the end of 2016, 38 ACCs would have implemented Free Route Airspace (FRA). Cross-border implementation of DCT has already started, and either is, or soon will be, available in many areas of Europe.

- To further advance FRA implementation, a workshop was held in Belgrade in mid-December 2016 with involvement from the NM and many European ANSPs. Discussions aim to focus on optimum ways and means to steer a few individual cross-border initiatives.

- The NM is in close cooperation with the EC in starting preparation of the next EACCC exercise POWER 17. It will test the response of aviation to a total loss of power that would simultaneously occur across several countries. The prep-meeting was scheduled for 29th November 2016, with the exercise carried out on 1st -2nd February.

At SSC 63 on 13th December 2017, the SSC gave a positive opinion of the proposed NM plan for 2017.

Cooperative Decision Making Processes

The initial cooperative decision-making processes for the network functions, Network CDM, was initially approved in June 2012, following a positive opinion of the SSC. A first update took place in 2014, again with a positive opinion at SSC/55.

At SSC/61 the SSC were invited to give a positive opinion on the revised Network CDM. This can be found on the membership portal. The key changes to these CDM processes included provisions for "Cooperative Arrangements with Third Countries ANSPs", a simplification of the Network CDM processes for European Route Network Design (ERNIP) and the Radio Frequency Function.

Network Manager Nomination for RP3 and RP4

EUROCONTROL's designation as the NM expires on 31st December 2019 (ie the end of RP2), and so the process for the nomination of the Network Manager for the RP3/RP4 timeframe is underway. At SSC/64, the Commission presented a methodology and a timetable to support the Nomination process. At the same meeting, the ICB presented a position paper noting that the continuation of the current solution is not viable. In this context the Commission shared a list of requirements to enable the identification of the best option for the future.

EUROCONTROL reform

The Study Group of Alternates of the Permanent Commission (CN-SG) was formed in 2014 and is tasked with carrying out preliminary work on the question in what manner the EUROCONTROL legal framework may require to be amended, to carry out a review of its provisions, and to report to the Permanent Commission. It submitted its Third and Final Report to the December Provisional Council, which describes the future of the Organisation and the

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

corresponding guiding principles the CN-SG has been able to identify, and examines the option for the future legal basis of the EUROCONTROL Organisation. It also provides a list of future Roles and Tasks of the Organisation as well as actions that should be taken to improve EUROCONTROL's governance.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

3   Technology

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

- **SESAR Development:** An overview of ~~aviation and~~ ATM research, with the SESAR 2020 R&I programme.

- **SESAR Deployment:** The framework to implement SESAR technologies and concepts, and current status;

- **Interoperability:** An overview of the current status of implementation of interoperability IRs, and related technical issues;

- **Human factors:** An overview of the status of work on human factors within SESAR.

SESAR Development

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. During 2016, General Assembly members provided advice on the update of the SRIA to adapt it to current developments and needs. Updates are planned to be published in Summer 2017.

Horizon 2020

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

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

The Horizon 2020 Framework Programme for Research and Innovation (2014–2020) was formally adopted by EC 2013/743 on the 11th December 2013 following earlier approval in the EP Plenary on 21st November 2013. An updated version of the Horizon 2020 Work Programme for 2016–2017 was published on 25th July 2016.

SES ATM Research

The European ATM Master Plan (2015 Edition) was approved by the SJU Administrative Board on 15th December 2015. The plan forms the basis of the SESAR Joint Undertaking's SESAR 2020 Research and Innovation Programme as well as identifying essential ATM functionalities. It was updated to refine the vision for future EU ATM systems, extends the performance ambition to 2035, and makes explicit reference to cyber-security and RPAS.

2017 will see preparation for a 2018 Master Plan campaign. Key aspects in 2017 include defining a clear vision for drones and for CNS.

SESAR 1 (2007-2016)

SESAR showcase event

Projects under the first round of SESAR R&I (SESAR 1) had a deadline of 31st December 2016. The SJU hosted an event on 14th – 16th June 2016 to showcase the achievements of SESAR 1. Achievements are also outlined on the SJU website.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

SESAR Releases

Since 2011, the SJU has completed 68 validation exercises, identifying fully mature solutions which have been put forward for industrialisation and subsequent deployment. The results of the most recent validation exercises can be found in Release 3 (2013), Release 4 (2014) and Release 5 (2015). The SESAR Solutions Catalogue, initially released by the SJU on 14th June 2016 and updated in May 2017 (edition 2.0), draws together 63 SESAR Solutions delivered by SJU members and partners to modernise Europe's air traffic management system. To complement the catalogue, the SJU has provided an interactive map, which offers a graphical representation of the solutions grouped by phase of flights.

SESAR 2020 (2016-2024)

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

The SESAR 2020 programme began in 2016 and will operate until 2024. The Multi-Annual Work Programme covering the period 2016–2024 was published in September 2015. The SJU Annual Work Programme for 2016 has been released integrating relevant SESAR 2020 financial details.

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 bn from the SEAR JU partnership)

3) Very Large Scale Demonstrations (VLDs) (€300 million from the SEAR JU partnership)

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 bn.

Call for SESAR Membership

As part of the extension of the SJU to 2024, the renewal of the SESAR JU Partnership was launched on 9th July 2014. In March 2016, the SJU announced the 19 Members that will participate in SESAR 2020 activities. SESAR 1 members Airbus, DFS, DSNA, Enaire, ENAV, Finmeccanica, Frequentis, Honeywell, Indra, NATMIG, NATS, SEAC and Thales (Air Systems and Avionics) will continue to contribute to SESAR 2020. They are joined by new members COOPANS, AT-One consortium, B4 consortium, Dassault Aviation and skyguide.

SESAR 2020 Call for Proposals

The SESAR JU will launch calls for Proposals (CfP) for SESAR 2020 Projects in two waves:

1) Wave 1 (2016–2019)

2) Wave 2 (2019–2021)

The Wave 1 CfPs for the SESAR JU members was published by the SJU in October 2015, and covers industrial research and validation and preparation for VLD activities for the period 2016-2019. This call for proposals brought together the results from SESAR 1 requiring further research, as well as new research content aligned with the European ATM Master Plan. It covers 28 projects with a total budget of €260.1 million; the indicative budgets for each topic can be found in the Amended Annual Work Programme 2015. Wave 1 projects were launched in Q3 2016.

In December 2016 the SJU launched an open call for exploratory research and very-large demonstration projects (deadline May 11th 2017) covering a range of topics aimed at boosting

European aviation performance. €28 million from the Horizon 2020 budget has been allocated to these projects within the SESAR 2020 research and innovation programme.

The second Call for Proposals for SESAR JU members – Wave 2 –, expected to be released in 2018, 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.

Interim evaluation of Joint Undertakings operating under Horizon 2020

On 12th December 2016 a three month public stakeholder consultation was launched to provide input to an interim evaluation of the Joint Undertaking operating under Horizon 2020. Results will be used to improve the performance of the Joint Undertaking and communicated to the European Parliament and Council and the wider aviation community.

The European Commission will deliver one Communication on the key evaluation results of the overall Horizon 2020 interim evaluation and one Staff Working Document on the results of the interim evaluation of the JUs.

SESAR 2020 Exploratory Research

The objective of the SESAR 2020 Exploratory Research (ER) Programme is to address the known, yet unsolved, problems across the ATM Research domain. In March 2015, the SJU published a call for proposals for SESAR 2020 ER projects under the umbrella of the Horizon 2020 Research Framework Programme. Main calls will continue to be released every two years until 2020, with additional ad-hoc calls released as deemed necessary.
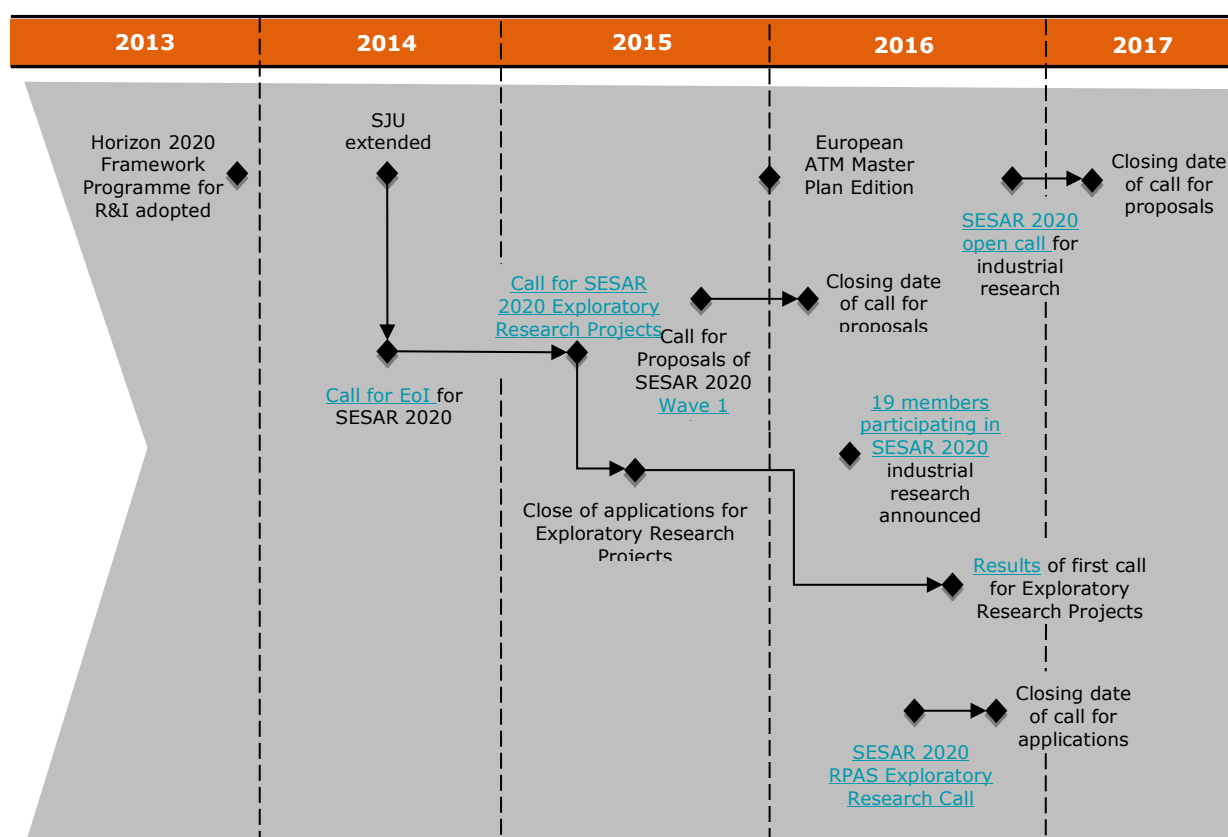
SESAR 2020 ER has an overall budget of €85 million, with €20.6 million made available under the first call to co-finance research projects on eleven research topics within two areas: ATM Excellent Science and Outreach, and ATM Applications-Oriented Research. The first call led to 28 projects being selected for €20.4 million of funding. These selected projects will run until 2018. Additionally, on 28th June 2016 the SJU published the RPAS (Remotely Piloted Aircraft Systems) Exploratory Research Call, with an overall budget of €9 million available for seven research topics within two Work Areas: Operational Issues (Work Area 1, €0.8 million) and Technical Issues (Work Area 2, €8.2 million). The final closing date for applications was 15th November 2016.

SESAR Deployment

SESAR Deployment

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

Subsequently, the Commission adopted the first Common Project, the Pilot Common Project (PCP) (CIR (EU) No 716/2014), on 28th May 2014. The PCP mandates the implementation of 6 ATM Functionalities (AFs) across specified stakeholders.

Responsibility for the management level of the deployment governance is held by the Deployment Manager. The SESAR Deployment Alliance was appointed as the Deployment Manager by the European Commission on 5th December 2014 with the signing of the SESAR Deployment Framework Partnership Agreement. The Deployment Manager submits the Deployment Programme to the Commission for its approval; the Deployment Programme translates Common projects into implementation projects, indicating "how" common projects will be implemented.

The governance of SESAR Deployment is at three levels, as described in this section:

1) **Policy level:** Established by the Commission, and for which it is directly responsible, the Policy level adopts Common Projects, appoints the Deployment Manager, oversees SESAR deployment, ensures it is aligned with the SES regulatory framework, and decides on the allocation of the Union's budget in support of deployment activities.

2) **Management level**: Led by the Deployment Manager. The management level develops, maintains and implements the Deployment Programme, and manages the implementation level.

3) **Implementation level**: Consists of individual implementation projects to implement the Deployment Programme.

Policy level

The Commission has established the policy level of the deployment governance, for which it is directly responsible.

Pilot Common Project

The 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.

The PCP CIR (EU No 716/2014) was published in May 2014. The PCP mandates the implementation of 6 ATM Functionalities (AFs) across specified stakeholders. A review of the PCP will be carried in late 2017.

A status report on the progress of SESAR deployment was completed by Imperial College London and released in May 2016 on a request from the European Parliament's TRAN Committee. It was found that PCP implementation is currently on track, however there are delays anticipated for the PCP pre-requisites. The SDM is looking at ways to accelerate their deployment to remain on track, and the costs of these delays are yet to be determined. The Commission shall initiate the review of the PCP CIR at the latest after the adoption of the SESAR Deployment Programme. The Commission asked the SDM to develop recommendation on the potential revision of the PCP CIR.

Future Common Projects

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

On 16th March 2017 the Commission mandated the SJU to develop a recommendation on the content of the next Common Project. Such a recommendation is expected to be provided to the Commission in October 2017. The SJU has already provided a draft work plan including an initial list of candidate SESAR solutions for the CP and a methodology.

Management level

Deployment Manager

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

Recent Memorandums of Understanding (MoUs) and Memorandums of Cooperation (MoCs) signed by the SDM are summarised in Table 3. These Cooperative Arrangements have been formally approved by the Commission through Decision C(2016) 6332 final.

In addition, to facilitate the industrialisation processes for PCP SESAR solutions and to ensure the timely availability of standards and products according to the Deployment Programme, in March 2016 the SDM published a Call for Expression of Interest to set up MoUs with manufacturers. 20 ATM-related manufacturers expressed their willingness to co-operate with the SDM.

Partner	Date signed	Link	Purpose
SJU	10/03/2015	Memorandum of Understanding SJU	Provide a platform for future cooperation for the smooth and timely deployment of the SESAR solutions.
EDA	30/06/2015	Memorandum of Understanding EDA	Establish efficient cooperation and mutual support between civil and military stakeholders with regards to SESAR Deployment
EUROCAE	08/03/2016	Memorandum of Cooperation EUROCAE	Provide the principles and sets a framework for efficient cooperation and communication between the SDM and EUROCAE with regard to SESAR deployment, in light of Regulation 409/2013.
EIB	01/06/2016	Memorandum of Understanding EIB	Ensure 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 (see also the Funding and Financing section.
NM	08/06/2016	Cooperative Arrangement NM	Cooperate on the development, maintenance and execution of the SESAR Deployment Programme, ensuring coherence with the Network Strategy Plan, the Network Operations Plan, the European Route Network Improvement Plan and the central Air Traffic Flow Management function.

Table 3: Recent Memorandums of Understanding (MoUs) and of Cooperation (MoCs) signed by the SDM

Deployment Programme (DP)

The Deployment Programme sets out a plan to implement all elements of the PCP and is the reference for the Call for Proposals for public funding for actions aiming to deploy Common Projects. On 7th October 2016, the Deployment Manager released the final 2016 version of the 2016 edition of Deployment Programme (DP 2016). This includes a monitoring view providing

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

an overview of the current implementation status of the PCP within Europe. In addition, the results of a family re-assessment have introduced three additional families to the DP.

DP 2016 includes only the implementation projects submitted in the CEF 2015 Call which were awarded funding and identifies subsequent PCP deployment gaps. This 'gap analysis' served as the basis of the 2016 CEF Call.

The first draft of the next revision of the Deployment Programme (DP 2017) is currently going through the first stage of consultation.

Data Link Services (DLS) Implementation Strategy

Addendum 1 of the DP 2016, developed upon request of the EC, contains the 'Implementation Strategy towards Initial Trajectory Information Sharing' for Data Link Services. The objective is to set a realistic path from the current situation up to AF6 implementation by the deadlines set in the PCP (ie AF6 deadlines of 1 January 2025 for ground, and 1st January 2026 for airborne segment).

This Strategy builds on the SJU's DLS-related studies (see later) and other relevant findings from New European Common Service Provision for PENS2 and DLS and includes the DLS Implementation Action Plan.

Based on the Strategy, a Datalink Recovery Plan has been published by the SDM on the 17th October 2016, aiming at identifying the relevant actors, milestones and next activities to be undertaken in order to achieve the full DLS implementation in Europe (see Page 27). Updates to the Datalink services may be found on the SDM website.

SWIM Governance Action Plan

DP 2016 contains a second addendum: SWIM Governance Action Plan which defines a Roadmap towards SWIM Governance implementation. This was produced in response to the Commission tasking the SDM to define a SWIM Governance deployment action plan as a mitigation action with regards to the high-level risk N°8 – late definition/failure to establish SWIM governance – as previously identified in the DP 2015.

The SWIM Governance action plan was introduced alongside other SWIM related material at the SWIM Deployment workshop on 6th October 2016.

Implementation level

Implementation Projects: 2017 CEF Transport Blending Call for Proposals

This Transport Blending Call was launched on 8th February 2017. €1 bn of funding is available to projects of common interest in the transport sector aiming at maximising the leverage of private involvement and capital in the delivery of CEF Transport projects. €40 million will be allocated to SESAR projects. The first cut-off date for proposal submission was 12th April 2017.

Implementation Projects: 2016 CEF Transport Calls for Proposals for Public Funding

On 10th June 2016, the SESAR Deployment Manager launched a Call for Indication of Interest to participate in the 2016 CEF Call, which closed on the 13th September 2016. The SDM held a 2016 CEF Transport Calls for Proposals Launch Event on 27th October 2016, which launched the responses preparation phase by providing detailed information on the process, timing and documentations to be provided.

For PCP project proposals, the first draft of the IP (Implementation Project) Description were submitted to the SDM by 3rd November 2016, the second draft by 17th November, and the Final IP Description were submitted by 6th December 2016. The final deadline for non-PCP projects was 7th February 2017.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

Implementation Projects: 2014 and 2015 CEF Transport Calls for Proposals

€859m funding was awarded to PCP Implementation Projects (IPs) within the 2014 and 2015 CEF Transport Calls for Proposals; the applications for these IPs were coordinated and submitted by the SDM. A list of the Implementation Projects that were allocated funding under both the CEF Calls is available in the Annexes to the 2016 Deployment Programme.

Kick-off meetings for the implementation of PCP IPs in Cluster 1 (General Call Projects to be completed by 31st December 2018), Cluster 3 (Cohesion Call Projects), and Cluster 2 (General Call Projects to be completed after 31st December 2018) of the 2015 CEF Call was held by the SDM in November 2016. In each of these meetings, the Action Execution Phase for the respective Cluster was launched.

Interoperability

This section outlines interoperability issues relating to the development and deployment of technologies, including standardisation and technical regulation activities undertaken in relation to SES and SESAR.

Implementing Rules

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

Aeronautical Data Quality (ADQ) IR

The ADQ IR was amended in September 2014 by Regulation (EU) No 1029/2014.

An SSC/58 paper provided an update on the status of compliance with data quality requirements. This can be found on the membership portals.

Linked to the ADQ IR, an NPA on AIS/AIM was published by EASA on 27th April 2016 and thematic workshops were held in February and September 2016 and February 2017, with the objective of EASA delivering its Opinion on AIS/AIM in Q2 2017. This work should ultimately result in the incorporation of AIS/AIM requirements (including those from the ADQ IR) into the Common Requirements, and the repeal of the ADQ IR.

Surveillance Performance and Interoperability IR

Step one of the Commission's two-step approach for revision of the SPI IR was completed in September 2014 with the publication of Regulation (EU) No 1028/2014. This was subsequently updated with the publication of Regulation (EU) 386/2017. The deadlines for equipping aircraft was delayed to 7th June 2020. A consolidated version of the SPI IR is also available.

Step two comprises more significant changes, following a detailed review for the scope and impact. EASA Rule Making Task RMT.0679 was launched in 2015 to revise the mandate delivering results including a cost-benefit analysis as advised by the SJU. The RMT is working on the proposal to amend the Regulation (EU) No 1207/2011: The NPA is expected to launch for consultation in Q3/2017.

The Ad-Hoc SSC on the 2nd June 2016 was held due to compliance issues raised by many industrial stakeholders that resulted in many operators failing to meet their obligations (either in terms of requirements or implementation date). The Commission, on the basis of EASA recommendations, presented a proposed amendment to Regulation (EU) No 1207/2011. On 14th July 2016, the Commission hosted a workshop on compliance issues with Regulation No 1207/2011 (SPI). The draft EASA findings on the subject were presented, collecting input from stakeholders to review proposed amendments to the Regulation.

Introduction | EU Policy | Performance | Technology | Safety | Airports | Annexes

VCS IR

The Commission held a workshop on VCS 2 IR in January 2015 to assess the implementation of the regulation. 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). The NM provides reports to the SSC (including a report at SSC/60) which are available on the Membership Portals, as is a detailed list of tasks in support of VCS implementation.

At SSC/62, the Commission presented an updated text of a draft Implementing Regulation amending Implementing Regulations (EU) No 262/2009 and No 1079/2012. The resulting Implementing Regulation (EU) No 2016/2345 was published on 14th December 2016. A consolidated version of Regulation 1079/2012 and its amendments is also available.

Data Link Services IR

Regulation (EU) 2015/310, amending (EC) 29/2009, was published on 26th February 2015. The ground implementation deadline is now 5th February 2018, whilst the airborne implementation deadline is 5th February 2020.

On 27th July 2016 the SJU released the results of the ELSA consortium's study "VDL2 measurement, analysis and simulation campaign". The study makes a series of recommendations in the areas of Ground Network, Avionics, Standardisation and Compliance, and ATN/VDL2 Network Implementation and Oversight Framework.

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

A Datalink Recovery plan, based on the "DLS Implementation Strategy towards Initial Trajectory Information Sharing", was published by the SDM on the 17th October 2016. It aims at identifying the relevant actors, milestones and next activities to be undertaken in order to achieve the full DLS implementation in Europe, avoiding inappropriate investments. A deployment workshop was held on 20th October to introduce how the DLS implementation strategy and recovery plan will impact the 2016 CEF call – Datalink services will form a priority funding area, with up to 30% of the budget (€96 million).

Finally, the Commission held a workshop on the future of Data Link on 24th November 2016, addressing both short term implementation issues and longer-term perspective. Actions following this workshop should include the launch of an EASA Rulemaking Task to address the Data Link issues, as well as further clarifications on standardisation or network oversight. A mandate by the Commission published on 12th January 2017 necessitates EASA to clarify exemptions applicable to aircraft and further review the DLS IR.

PBN IR

EASA published Opinion 10/2016 on 2nd August 2016 (presented to SSC/63, with amendments at SSC64), addressing safety, interoperability, proportionality and coordination issues related to the implementation of Performance-Based Navigation (PBN) within the European airspace.

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

At SSC/63, the Commission presented its approach to implement PBN in the European ATM Network following EASA's Technical Opinion. The Commission also provided a discussion paper to support the draft regulation on PBN outlining navigation developments and issues to be

considered to form a comprehensive navigation strategy. The states requested the Commission to hold a workshop.

The SES Navigation Strategy and PBN Workshop was held on 20th March 2017. The Commission outlined their Navigation Strategy and what the PBN environment would look like, stemming from both PCP and PBN IRs. The Commission intends to present the revised legal text of the PBN IR at the upcoming SSC/65 for information only and SSC/66 for a vote. The Navigation Strategy will be put forward in support. Workshop material and summary report from the Navigation Strategy and PBN Implementing Regulation workshop are available on the membership portals.

Following adoption and publication of the final PBN rule, new AMC/GM will be completed. An NPA is also being prepared by EASA for updating the Certification Specifications for Airborne Communication Navigation and Surveillance (CS-ANS) to incorporate new certification criteria to support PBN operations.

Common Requirements IR

Information on the IR laying down common requirements for Service Providers and Oversight in ATM/ANS can be found in the Safety section.

Conformity Assessment

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

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

ATM Standardisation - EASCG

The European ATM Standards Coordination Group (EASCG) was created in 2015 to coordinate ATM-related standardisation activities; the group arises from the European ATM Master Plan, in support of Single European Sky implementation.

The main task of the EASCG is the development, monitoring and maintenance of an overarching European ATM standardisation Rolling Development Plan (RDP), which is based on the current roadmap from the SESAR framework, inputs from the EASCG members (including the military), and, where needed, other key actors in the aviation domain. The RDP consolidates the standardisation working programmes of the Standard Development Organisations (SDOs) and notably links the developed "standards" to the ATM Master Plan, and to the PCP as relevant. The RDP also identifies, for each domain (eg Navigation Applications) and specific area (eg Airborne Capability), the existing standardisation items and activities, along with their responsible organisation (eg EUROCAE), working group or committee (eg WG-85), and status (eg published). Additionally, reference is made, where applicable, to the ATM Master Plan, the related PCP ATM functionality or the Deployment Programme Family.

Remotely Piloted Aircraft Systems (RPAS)

A-NPA 2015-10 consultation by EASA resulted in the publication of an Opinion of a technical nature on the introduction of a regulatory framework for the operation of unmanned aircraft on 18th December 2015. No draft legal text is proposed beyond that by the Aviation Strategy.

RMT.0230 was launched in September 2016; the first meeting of this RMT was held on 21st November 2016.

EASA published a 'Prototype' Commission Regulation on Unmanned Aircraft Operations on 22nd August 2016. The purpose of the prototype regulation is to inform and consult stakeholders in view of the ongoing negotiations with the Parliament and the Council on the review of Regulation (EC) No 216/2008.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

NPA 2017-05 on the 'Introduction of a regulatory framework for the operation of drones' was published on 4th May 2017. This NPA proposes to create a new regulation to mitigate the risk of operations for open and specific categories of UAS. This would provide MSs with the flexibility to allow the creation of zones where the use of UAS would be prohibited, limited or on the contrary facilitated.

On 30th September 2016, EUROCAE announced the creation of EUROCAE WG-105 Unmanned Aircraft Systems (UAS), which is tasked with developing standards and guidance documents that will allow the safe operation of UAS in all types of airspace, at all times and for all types of operations. The first meeting of the Working Group was held from 15th – 17th November 2016.

In November 2016, the SJU published the European Drones Outlook Study. The study gives an overview of the current RPAS landscape, provides a view as to how the market will evolve up to 2050, and outlines how European level support can safely unlock the potential of drones. The study suggests that a series of immediate actions must be taken at EU level to both boost innovative capabilities and implement comprehensive regulation that creates a single drone market.

A High-Level Conference on RPAS was held by the Commission on 23rd – 24th November 2016, in Warsaw. A speech by Violeta Bulc, the Commissioner for Transport, given at the conference is available here. The Warsaw Declaration summarises the outcomes of the Conference and outlines a number of coordinated actions to develop the EU drone ecosystem and to deliver it by 2019, building on the guiding principles given in the Riga Declaration. The SESAR call for VLDs from December 2016 includes actions to demonstrate some more advanced 'U-Space' (very low level flights) concepts with an estimated maximum co-financing budget of €5 million.

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

On 7th April 2017, the EC published a call for applications for the selection of members of an informal Commission Expert Group on Drones. The aim of the group is to assist the commission in defining EU policy and a regulatory framework for drones, monitor implementation of these measures and assess funding needs. The deadline for applications was 8th May 2017.

With the intention to coordinate actions and develop a roadmap required for the safe integration of all drones, the SJU plans to produce a drone update to the ATM Master Plan, preparing a campaign for 2018 for a major revision of this plan. The work for the 2017 drone update is ongoing and is organised in three separate Working Groups focusing mainly on controlled airspace (IFR flights/certified category), U-Space (very Low level flights) and Standardisation and Regulations.

A draft blueprint for the development and rollout of U-space was released by the SJU on 20th April 2017 in The Hague at a SESAR workshop, which seeks to refine the concept of USpace and establish a timeline for the introduction of safe, widespread drone operations throughout Europe by 2019.

The EU has committed €44 million under Horizon 2020/SESAR on the integration of drones.

Human Factors

Human Performance in SESAR

SESAR 1 considered Human Performance (as one of four research and innovation transversal solutions in a dedicated Work Package (WP 16) besides the areas of safety, security, and environment. Projects related to HP were tasked to produce reference guidance material (including a repository) that supports operational and technical projects to account for human

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

factors along the project lifecycle. The guidance includes methodologies to assess HP, tools and methods as well as best practices related to automation or information presentation.

SESAR 1 Achievements

A joint methodology to perform Human Performance Assessments was developed – an essential step to overcome previous segregated analyses on individual stakeholder level. This methodology helps to federate airborne and ground partners and establishes a Human Performance Assessment related to an ATM concept from a wider perspective. It is strongly connected with validation.

The guidance and the process facilitates that HP can be practically integrated in a project. Resulting analyses and conclusions help to mature the solution since knowledge is commonly built and shared among the stakeholders.

SESAR 2020

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

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

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

4 Safety

This section provides an overview of the safety pillar, covering the following topics:

- **Common requirements for service providers and the Oversight in ATM/ANS and other ATM network functions:** A summary of the subject regulation and EASA Rulemaking activity.

- **EASA Basic Regulation:** An overview of the update to the EASA Basic Regulation.

Note that a full overview of EASA's Rulemaking Programme is provided in the EASA Rulemaking section (Page 40).

Common requirements for service providers and Oversight

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

The regulation amalgamates IRs (EU) No 1034/2011 (Safety Oversight) and (EU) No 1035/2011 (Common Requirements) into a single rule. Implementing Regulation (EU) No 2017/373 lays down common requirements for the provision of air traffic management and air navigation services ('ATM/ANS') and other air traffic management ('ATM') network functions and their oversight, in particular for the legal or natural persons providing those services and functions and for the competent authorities and the qualified entities acting on their behalf which exercise certification, oversight and enforcement tasks in respect of those service providers.

Acceptable Means of Compliance and Guidance Material for the revised common requirements regulation were published on 8th March 2017.

Update to EASA Basic Regulation

Following EASA's Opinion 01/2015, European Commission policy initiative on aviation safety and a possible revision of Regulation (EC) No 216/2008, the European Commission produced a proposal for the revised EASA Basic Regulation text, 2015/0277 (COD) in Q4 2015.

The proposal includes suggestions from the Opinion in expanding the scope of EASA competence to cover new areas, such as Airport Ground Handling, unmanned aircraft and cybersecurity.

Amongst other proposals, the text also covers new rules with regards to oversight activities enabling NSAs to delegate some of their oversight tasks to EASA (or other organisations). A mechanism for pooling and sharing of aviation inspectors and other experts is also proposed, along with a dedicated financing mechanism to assist Member States in cooperative oversight.

Introduction
EU Policy
Performance
Technology
Safety
Airports
Annexes

5   Airports

This section provides an overview of the airports pillar, covering the following topics:

- **European Observatory on airport capacity & quality:** A summary of the work of the airports observatory.

- **Current legislative proposals:** An overview of current airport related legislative proposals within the EU.

Note that a full overview of EASA's Rulemaking Programme, including that relevant to airports, is provided in the EASA Rulemaking section (Page 40).

European Observatory on airport capacity & quality

The European Observatory on airport capacity & quality was established to assist the Commission in addressing challenges of airport capacity & quality facing EU airports and to facilitate an exchange of experiences and best practices. The Observatory has 43 members, comprising 15 organisations and 28 national administrations. The work of the following three Task Forces is summarised in this section:

- Economic and social impact of unaccommodated demand.

- Delays to air transport in Europe – methods of measuring, reporting & analysing.

- Learning from national strategies on airport capacity.

Economic and social impact of unaccommodated demand

This Task Force was established to estimate the economic cost (in terms of GDP and employment) of not being able to accommodate additional demand by 2035, as forecasted by EUROCONTROL in its Challenges of Growth Report (2013). The task force also explored the environmental variables affecting capacity of the EU airports set to face congestion.

The Task Force's report on the Economic impact of unaccommodated demand and environmental variables influencing airport capacity was presented to the 8th Plenary in May 2015. The key results are presented in Table 4 below.

Impact	InterVISTAS Approach[1]	Oxford Economics/IATA Approach[2]
Lost Potential Direct Impact	€11.8bn / 173,000 jobs	€19.3bn / 306,000 jobs
Lost Potential Indirect & Induced Impact	€16.4bn / 261,000 jobs	€33bn / 513,000 jobs
Subtotal of Economic Footprint	€28.2bn / 434,000 jobs	52.3bn / 818,000 jobs
Foregone catalytic impacts and economy-wide productivity	€44.1bn	€86.3bn
Lost Potential Tourism Impact	N/A	€24bn / 485,000 jobs
Negative Economic Welfare Impact	N/A	€5.4bn - €13.6bn

Table 4: Economic & Social Impact study - key results

The taskforce recognised the potential of environmental regulations to moderate the economic impact of the aviation sector, and noted that managing the environmental impacts is one of the

---

[1] In 2013 prices

[2] In 2012 prices

keys to secure the industry's ability to grow. The report made several recommendations which could be addressed through future European Commission initiatives, including an assessment of the effects of environmental restrictions on airport capacity and an assessment of studies on the links between the environment and health.

EUROCONTROL has also launched the new Challenges of Growth study, which is expected to include a 20-year forecast and release its final report in 2018.

Delays to air transport in Europe – methods of measuring, reporting & analysing

This task force was charged with assessing any gaps in understanding the sources of airport delays in Europe, in order to achieve a coherent picture of delays, including ground based delay.

The task force's report was presented to the 8th Plenary on 27th May 2015. It concluded current mechanisms for capturing delay data (including the EUROCONTROL Central Office for Delay Analysis, CODA) have served the industry well and should continue to do so, but that there is scope for improvement. The specific recommendations were:

- To ensure that the need for and quality requirements of delay recording & reporting are widely understood and that collection is improved through automation, better guidance material and the application of a 'no blame' culture.

- To refine the current IATA delay codes and associated Performance Indicators to ensure they remain fit for purpose.

- To attempt to capture the costs of delays, in order to cover the perspectives of a wider range of stakeholders.

Learning from national strategies on airport capacity

This task force was tasked to develop learning from national, regional and local strategies on airport capacity, in order to respond to the problem that the proposed expansion of airports globally would not be sufficient to satisfy the demand for flights across the world.

The task force's report was presented to the 8th Plenary on 27th May 2015, and identified several points which were significant to tackle airport capacity, notably:

- Airports should be more fully integrated into the overall European Aviation network.
- Stakeholders should be encouraged to make best use of existing infrastructure (including both primary and secondary/regional airports).
- Authorities should look for opportunities to spread the benefits of competition to generate economic and social benefits.
- The need to share best practice guidance on national and local airport planning.
- EU funding should be targeted at bottlenecks, and further research on the impact of charges, levies and taxes linked to aviation should be performed.

Current legislative proposals

There is one legislative proposal related to airports undergoing co-decision within the European Parliament and Council of the European Union:

- Amendments to the Common rules for the allocation of slots at EU airports (recast) were agreed in European Parliament plenary on 11th December 2012. The proposal is now awaiting 1st reading in Council, and budgetary conciliation convocation.

In addition, the following legislative proposals have been withdrawn:

- Ground handling services at Union airports and repeal of Council Directive 96/67/EC - (7th March 2015: procedure lapsed / withdrawn). The Commission has scheduled possible legislative action on this subject in 2017.

Introduction

EU Policy

Technology

Performance

Safety

Airports

Annexes

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

Aerodrome certification

According to [Commission Regulation (EU) No 139/2014](#) publish on the 12th February 2014, Aerodromes that fall within the scope of EASA will be subject to regulations set by EU/EASA following their conversion to an EASA Certificate. Aerodromes fall within scope of EASA if they meet the following conditions:

Open to public use and which serve commercial air transport and where operations using instrument approach or departure procedures are provided, and:

(a) have a paved runway of 800 metres or above; or

(b) exclusively serve helicopters.

EASA Aerodromes are required to transfer from their current national licence to an EASA certificate by 31st December 2017.

The European Commission published [Commission Regulation (EU) No 139/2014](#) on 12th February 2014. The regulation contains the Implementing Rules that cover all EASA aerodromes.

EASA has provided their [Acceptable Means of Compliance (AMC) and Guidance Material (GM)](#) as well as their [Certification Specifications (CS) and Guidance Material](#) to support this change. EASA also published ED Decision 2016/027/R on 14th December 2016. The objective of this Decision is to update the certification specifications for aerodromes design (CS-ADR-DSN) in line with the ICAO developments and other technical improvements, and to maintain a high level of safety of aerodrome design.

The [Opinion 01/2015](#) issued by EASA in early 2015 on the review of the EASA Basic Regulation does not suggest any change of the applicability of the Basic Regulation to smaller aerodromes and this will not be part of any proposal coming out of the European Commission in the near future.

Introduction

EU Policy

Technology

Performance

Safety

Airports

Annexes

6   Annexes

Useful Resources

Strategy Documents	
European ATM Master Plan Edition 2015	December 2015
Network Strategy Plan 2015 to 2019	March 2015
Network Operational Concept 2019	March 2015
Pilot Common Project Implementing Regulation (PCP IR) No 716/2014	June 2014
European Network Operations Plan 2016-2019/2020	June 2016
ATM Performance and Benchmarking	
CANSO Global ANS Performance Report 2016	December 2016
Annual Network Operations Report 2015	May 2016
Network Operations Report – December 2016	Latest: January 2017
CODA 2015 Annual Digest	May 2016
Monthly CODA Reports	Latest: January 2017
PRB Publications	
PRB Performance Dashboard	Monthly Updates
PRB White Paper – RP3 Performance objectives	June 2016
PRB RP2 Union-wide Targets Final Report	September 2013
PRB Annual Monitoring Report 2014	October 2015
U.S./Europe comparison of ATM Operational Performance 2015	August 2016
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	
ICAO Safety Report 2016	July 2016
Global Aviation Safety Plan (2017-2019)	2016
European Aviation Safety Plan (EASA) 2014-2017	May 2014
EASA Practises for risk-based oversight (RBO)	November 2016
EASA Annual Safety Review 2014	October 2015
EASA Annual Safety Review 2016	July 2016
EASA Annual Safety Review 2017	June 2017
SRC Annual Safety Report 2015	December 2015
Traffic Forecasts	
STATFOR Industry Monitor	Latest: February 2017
STATFOR Seven-Year Forecast 2017 to 2023	February 2017
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 2015 Edition	January 2016
LSSIP State Reports	2015
Report on SES Implementation 2013	December 2014

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

SESAR JU and SESAR Deployment	
European Drones Outlook Study	November 2016
SESAR 2020 Multi-Annual Work Programme	July 2015
SESAR 2015 Annual Work Programme	October 2016
SESAR Solutions Catalogue	June 2016
Annual Activity Report 2015	June 2016
Annual Report 2014	June 2015
NextGen-SESAR: State of Harmonisation	December 2014
SESAR Release 5	2016
SESAR Release 4	2015
SESAR Release 3	2014
SESAR Release 2	2013
SESAR Release 1	2012
Other documents	
ECA: The Future of Flying in a Single European Sky	2015
EASA: UAS Safety Risk Portfolio and Analysis	October 2016
TRAN Committee: Safe integration of drones into airspace	September 2016
Challenges of Growth 2013	July 2013

Table 5: Useful Resources

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 via the membership platform.

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 the Human Dimension of the Single European Sky
Agendas and summary minutes are available in the additional information tab.

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

European ATM Standards Coordination Group
European ATM Standardisation Rolling Development Plan available on the RDP tab.
Objective: to coordinate all relevant standardisation activities.

Public Consultations

This section provides links to relevant public consultations.

1. European Commission	
[Ex-post Evaluation of the Single European Sky Performance and Charging Schemes](#)	Consultation period: 7/06/2016 – 4/09/2016 (results)
[Interim Evaluation of Horizon 2020](#)	Consultation period: 20/10/2016 – 15/01/2017 (Results expected mid-2017)
[Interim evaluation of the Joint Undertakings operating under Horizon 2020](#)	Consultation period: 08/12/2016 – 10/03/2017
2. Performance Review Body	
No open consultations	
3. European Aviation Safety Agency (ATM relevance only)	
Notices of Proposed Amendments	
Requirements for air traffic services (NPA 2016-09(A), NPA 2016-09(B))	Consultation period: 14/09/2016 – 28/02/2017 (Opinion expected Q2 2017, decision expected Q4 2017)
Regular update of aerodrome rules (CS-ADR-DSN - Issue 4) NPA 2017-04	Consultation period: 11/04/2017 – 31/05/2017
In-flight recording for light aircraft NPA 2017-03	Consultation period: 03/04//2017 – 03/07/2017
Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 - Occurrence reporting NPA 2016-19	Consultation period: 19/12/2016 – 22/05/2017
4. EUROCAE	
Standard of Virtual Interoperable Simulation for Tests of Avionics Systems in Virtual or Hybrid Bench Network	Deadline 05/05/2017
Minimum Operational Performance Specification For Inflight Icing Detection Systems	Deadline 02/05/2017

Table 6: Public Consultations

On-going Legislation

Single Sky Committee

1. Recently approved Commission Implementing Regulations and Decisions	
SERA Part C Commission Implementing Regulation (EU) 2016/1185 (Amending CIR (EU) No 923/2012) and repealing (EC) No 730/2006)	Adopted through written procedure on 4th August 2016
Common Requirements and Oversight Commission Implementing Regulation (EU) 2017/373 (Amending Regulation (EU) No 1034/2011 and Regulation (EU) No 1035/2011 and repealing (EC) No 482/2008)	Adopted through written procedure on 1st March 2017.
2. Proposals awaiting decision	
Commission Implementing Decision on independent group of experts designated as the PRB	Decision adopted at ad-hoc SSC of 13th September 2016.
Commission Implementing Decision on revised performance targets	Adoption of Decisions pending
Surveillance Performance and Interoperability (Amending CIR No 1207/2011)	Amendments presented to SSC/62 for final comments. Inter-service consultation within the Commission on draft text imminent. Next steps, SSC Members requested to provide formal opinion on final text upon completion of consultation.
Interoperability (Amending (EC) No262/2009 and (EU) No 1079/2012) (Amending (EU) No 1033/2006 and repealing (EU) No 428/2013)	Launch of written procedure is imminent. Launch of written procedure is imminent.
3. Expected Proposals	
PBN IR **Part-DAT**	Further information in EASA Rule Making section

Table 7: On-going Legislation

European Parliament Procedures

Proposals awaiting first reading by EP		
None		

Proposals adopted by EP in first reading and awaiting Council position		
Implementation of Single European Sky (Recast)	COM(2013) 0410 2013/0186 (COD)	Debate in Council on 03/12/2014
Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework	COM(2013) 0409 2013/0187 (COD)	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		
None		

Parliament Own Initiative reports		
Aviation strategy for Europe	2016/2062(INI)	Awaiting committee decision
Safe use of remotely piloted aircraft systems (RPAS) in the field of civil aviation	2014/2243(INI)	Text adopted by parliament 29/10/2015
Implementation of the 2011 White Paper on Transport	2015/2005(INI)	Text adopted by parliament 09/09/2015

Table 8: European Parliament Procedures

Introduction | EU Policy | Performance | Technology | Safety | Airports | Annexes

www.eghd-portal.eu   www.icb-portal.eu   www.ncp-portal.eu

Status of EASA Rulemaking Activities

Overview

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

The EASA Rulemaking and Safety Promotion Programme 2017-2021 was published on 24th January 2017 and includes the European Plan for Aviation Safety (EPAS). It contains strategic priorities – safety, environment, efficiency/proportionality, and level playing field – which were derived following stakeholder consultation in April and May 2016. The programme also addresses, amongst others, the balancing of safety and efficiency actions, the increased efficiency of the rulemaking process, and the introduction of the concept of a 'cool-down period' in order to "stabilise the regulatory system and reduce the burden on Member States and industry when implementing new requirements".

The proposed text on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (2015/0277 (COD)) was published in Q4 2015. 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 ATCO licensing Regulation (EU) No 2015/340 is applicable from 30th June 2015. The corresponding AMC/GM has also been published (Decision 2015/010/R and ED Decision 2015/015/R). A FAQ section regrouping the most common queries regarding the ATCO Licensing Regulation can be found on the EASA website. A rulemaking task is also being launched to facilitate the maintenance of this rule. The draft ToRs were disseminated for consultation at the end of May 2017.

- **Standardised European Rules of the Air (SERA) (RMT.0609, RMT.0610):** Regulation (EU) No 2016/1185 relating to the update and completion of the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) was published on 21st July 2016. It amends Implementing Regulation (EU) No 923/2012 and repeals Regulation (EC) No 730/2006. ED Decision 2016/023/R (and CR) on AMC/GM SERA Part C was published on 14th October 2016. EASA is currently preparing to launch an RMT to support the maintenance of the SERA rule. The draft ToRs are under consultation until 19 June 2017. The RMT will consider EASA's work addressing UAS operations. An expert group is also being set up to support EASA with the adaptations of SERA related to drone integration into European airspace. This will be done under RMT.2030.

- **Part-DAT (ToR RMT.0593, RMT.0594):** This activity also includes the former ADQ-2 mandate. Opinion 02/2015 was published on 16th March 2015 and included inputs from public consultation (NPA 2014-20). The measures proposed in this Opinion have been integrated into Regulation (EU) No 2017/373, repealing Regulation (EU) 2016/1377. AMC and GM to Part-DAT (Annex VII to ED Decision 2017/001/R) were published on 8th March 2017.

- **Part-ATS - Requirements for ATS (RMT.0464/0468, ToR RMT.0464):** NPA 2016-09, amending regulations Regulation (EU) 2016/1377 ('ATM/ANS Common Requirements Regulation') and Regulation (EU) 923/2012 (SERA regulation), was closed on 28th February. It proposed a set of measures (IRs, AMC and GM) addressing the provision of ATS, transposing provisions from ICAO Annex 11 and PANS ATM. As an innovation, it included the provision of an Aerodrome Flight Information Service (AFIS), not explicitly addressed within current ICAO framework. It aims to support the appropriate selection of Air Traffic Services to be provided at aerodromes and to harmonise the principles for working methods and operational procedures. An Opinion and draft ED Decision are expected in Q4/2017, with the new AMC and GM to Part-ATS (Annex IV to ED Decision 2017/001/R) published on 8th March 2017.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

- **PBN IR (ToR RMT.0639):** Opinion 10/2016 on Performance-based navigation implementation in the EATMN was published on 2nd August 2016. It includes a proposal that ANSPs and aerodrome operators implement:

  o PBN approach procedures with vertical guidance (APV) that conform to the requirements of the RNP approach specification (RNP APCH) at all instrument runway ends (IREs) which are not served by precision approach procedures before 30th January 2020;

  o PBN standard instrument departure (SID)/standard instrument arrival (STAR) and air traffic service (ATS) routes as required to meet locally defined performance objectives that conform to the RNAV 1 specification or the RNP1 specification including the use of additional functionalities, as of 6th December 2018;

  o PBN requirements for the transition between the en route network and the SIDs/STARs to be consistent with the SIDs/STARs served; and

  o PBN requirements in support of rotorcraft operations in conformity with the RNP 0.3 specification.

  EASA is assisting the Commission in developing the final text for the IR which will be put forward for a vote at SSC/65. EASA is also contributing to the Commission' Navigation strategy which is being developed at the time of writing.

  Pending publication and adoption of the final PBN IR, EASA will complete new AMC/GM. An NPA is also being prepared for the update of the Certification Specifications for Airborne Communication Navigation and Surveillance (CS-ACNS) in order to incorporate new certification criteria to support PBN operations.

- **Revision of operational approval criteria for performance-based navigation (PBN) (ToR RMT.0256):** Opinion 03/2015 including draft Regulations was published on 31st March 2015. Decision 2016/008/R, amending the AMC and GM to Part-FCL and Part-ARA of Commission Regulation (EU) No 1178/2011 and the AMC and GM to Part-ORO and Part-ARO of Commission Regulation (EU) No 965/2012, was published on 2nd May 2016, following adoption of related IRs by the Commission.

- **Technical Requirements for Remote Tower Operations (ToR RMT.0624):** Guidance Material (GM) addressing single mode of operation and training and qualification of ATCOs (ED Decision 2015/014/R and ED Decision 2015/015/R published on 3rd July 2015) completed the first phase the RMT. EASA launched the next phase of the RMT, with a focus on extending the concept to busier environments as well as multiple and more complex models of operations, including the possible adoption of industry standards (when available). In the latter context, EASA is continuing to work closely with EUROCAE WG-100. An NPA is expected to be published for consultation by November 2017.

- **Requirements for service providers and the oversight in ATM/ANS and other ATM network functions**: Regulation (EU) No 2017/373 sets requirements for the assessment of the changes to functional systems, which is adapted to the concept of the existing requirements laid down in Regulation (EC) No 482/2008. The Agency published on 8th March 2017 ED Decision 2017/001/R, laying out the new AMC and GM related to the revised Common Requirements regulation. Furthermore, in response to several stakeholders' requests tabled during the comitology as well as other forums (e.g. EASA advisory bodies meetings), EASA is preparing an NPA on additional AMC/GM that will indicate the characteristics/objectives of the assurance system to be applied to the software components of the functional system. The related NPA on SWAL AMC/GM is expected to be published for consultation by the end of June/beginning of July 2017. The Agency is also preparing to launch a rulemaking task for the maintenance of the rule, which is under consultation with EASA advisory bodies until 19 June 2017. The RMT will

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

consider the impact of ICAO Annex 3 amendment 77 regarding MET services as well as EASA work on cybersecurity.

- **Revision of surveillance performance and interoperability (SPI) (ToR RMT.0679):** An exhaustive review of the scope, objectives, content and applicability of the SPI Regulation will be undertaken under this RMT. An NPA is due to be published in Q3/2017, with an Agency Opinion expected in Q2/2018 and a Decision expected in 2019.

- **Part-AIS/ATM - 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 and aeronautical information quality requirements. The consultation period for NPA 2016-02, which was published on 27th April 2016, expired on 30th September 2016. The consultation was followed by two thematic meetings held in November 2016 and February 2017. The NPA proposes rules for service providers and for organisations involved in the origination of aeronautical data. Furthermore, the NPA proposed to transfer the related data quality requirements covered in Regulation (EU) No 73/2010 (SES ADQ1) to Common Requirements IR, i.e. under EASA regulatory framework. The review of NPA comments has now concluded, with a meeting on 28-30 June 2017 for consolidation. The NPA proposed to amend Regulation (EU) No 2016/1377 and Regulation (EU) No 139/2014, will now come under Regulation (EU) No 2017/373. An Opinion is due to be published in Q4/2017.

- **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):** Subject NPA 2016-09(A) and 2016-09(B) was published on 16th September 2016 and was subsequently closed 28 February 2017. Comments from stakeholders are now being reviewed to assess the need for amendments. As the subject matter of said NPA is closely interrelated to Regulation (EU) No 923/2012 (SERA) , it also proposes minor amendments to said Regulation, which was recently amended by Regulation (EU) 2016/1185. The NPA also includes a set of requirements for the provision of Aerodrome Flight Information Service (AFIS), which is not explicitly addressed within the current ICAO framework. It aims to support the appropriate selection of Air Traffic Services to be provided at aerodromes and to harmonise the principles for working methods and operational procedures. Thematic review meetings will address specific controversial subjects, with the resulting Opinion and draft ED Decision planned for Q4/2017.

- **Technical requirements and operation procedures for airspace design (ASD), including procedures design (ToR RMT.0445, RMT.0446).** NPA 2016-13 was published on 25th October 2016, with the consultation period closing 31st March 2017. The proposal aims at harmonising the technical requirements on airspace structure design and the organizational and technical requirements for organisations providing service on flight procedure design, as well as at implementing the Essential Requirements in Chapter 2, point (i) of Annex Vb to EASA Basic regulation. The opinion is planned to be published in Q4/2017.

- **Airworthiness review process (ToR RMT.0521, RMT.0522):** NPA 2015-17 was published on 5th November 2015 and was open to comment until 5th February 2016. An Opinion was expected to be published in Q1/2017.

- **Evidence-based and competency-based training (ToR RMT.0599):** Recognising that traditional training processes do not guarantee that pilots are competently trained, EASA have initiated a RMT addressing the initial and recurrent training of flight crew at the European level. NPAs are due to be published for consultation with Member States in Q4/2017 (EBT only) and Q1/2019, with decisions expected in Q4/2018 (EBT only) and Q4/2020 respectively.

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

- **Regulatory framework to accommodate unmanned aircraft systems in the European aviation system (ToR RMT.0230):** The objectives of this RMT include ensuring high levels of safety for UASs, fostering innovation, harmonising regulatory framework across Member States, and fostering an operation-centric, proportionate and risk and performance based regulatory framework. Technical Opinion 'Introduction of a regulatory framework for the operation of unmanned aircraft', as a result of the consultation A-NPA 2015-10, details 27 concrete proposals for a regulatory framework for low-risk operations of unmanned aircraft, providing a starting point and the basis for RMT.0230. NPA 2017-05 on the 'Introduction of a regulatory framework for the operation of drones' was published on 4th May 2017. This NPA proposes to create a new regulation to mitigate the risk of operations for open and specific categories of UAS. This would provide MSs with the flexibility to allow the creation of zones where the use of UAS would be prohibited, limited or on the contrary facilitated.

- **DLS - Data link services (RMT.0524):** Following the outcome of the SJU's ELSA study and of the Commission DLS workshop on 24th November 2017, RMT.0524 will be initiated, with the ToRs being launched during Q3/2017. The two actions from the Commission's mandate issued on 12 January 2017 have commenced: a review of the exemptions, including focused consultation with a limited number of stakeholders on 22 May 2017; and coordination between EASA and SDM to define priorities for the review of the DLS IR to address (i) the regulatory material required to implement PCP AF6, (ii) the implementation of multi-frequency DLS on the basis of Model D of ELSA study, and (iii) to address the specific identified requirement for 'end-to-end certification and oversight function'.

2017 CEF Blending Call

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

The call is split into two cut-off dates; the first cut-off date for submissions is 14th July 2017 and the second cut-off date is 30th November 2017. Evaluations of proposals submitted before the first cut-off will be July – November 2017, with the signing of grant agreements in January 2018. Evaluations and signing of grant agreements for the second cut-off are December 2017 – March 2018, and May 2018 respectively.

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

2016 CEF Call

Having opened for applications on 13th October 2016, €1.9 bn was available for transport projects across Europe through CEF funding. This funding was split between the Cohesion call – €1.1 bn – and General call – €0.8 bn. As laid out in the Cohesion and General Multi-Annual Proposal (MAP) Call texts, SESAR was identified as a key priority under Funding Objective 3, with €400 million set as the indicative budget for projects aligned with this objective.

The calls closed on 7th February 2017; a total of 349 proposals were submitted, 55 of which were submitted under the SESAR priority. €7.49 bn was requested under the

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

43

Cohesion and General, Annual and Multi-Annual Proposals, representing 3.86 times the allocated budget.

The results of the 2016 CEF Transport Calls will be officially announced in the summer of 2017.

Results of 2015 CEF Call

	Action Number	Title	Recommended Funding (€)	%
Part A	2015-EU-TM-0193-M	SESAR Deployment Programme implementation 2015 - Cluster 1	105,565,756	40.15%
	2015-EU-TM-0196-M	SESAR Deployment Programme implementation 2015 - Cluster 2	367,150,964	42.73%
	2015-EU-TM-0197-M	SESAR Deployment Programme implementation 2015 - Cluster 3	58,736,517	81.97%
Part B	2015-BE-TM-0040-W	Required Navigation Performance Implementation Toolkit	2,456,000	50.00%
	2015-BE-TM-0234-W	(GC) Deployment of harmonised and interoperable high Performance European Surveillance System	5,409,064	50.00%
	2015-DE-TM-0128-W	Deploying New Radar Technologies (MaRS): Implementation of SES by Improving Performance, Interoperability and Modernizing ATM in Germany	17,937,571	50.00%
	2015-DE-TM-0268-W	Deploying Remote Tower (RTC): Implementation of SES by Improving Performance and Modernizing ATM for Tower Service Provision in Germany	6,087,033	50.00%
	2015-EU-TM-0102-W	UK and Italian Airport Consortium Proposal for PBN Instrument Flight Procedure Upgrade	2,404,029	50.00%
	2015-EU-TM-0103-W	DK-SE FAB Operational Harmonisation	1,125,105	50.00%
	2015-EU-TM-0242-W	(CC) Deployment of harmonised and interoperable high Performance European Surveillance System	690,285	85.00%
	2015-EU-TM-0266-W	Synchronised Performance Based Navigation Implementation Cohesion Europe	32,600,708	83.53%
	2015-EU-TM-0387-S	Convergence of DSNA and COOPANS ATM Systems step 1B (CODACAS 1B) - General part	2,317,500	50.00%
	2015-EU-TM-0388-S	Convergence of DSNA and COOPANS ATM Systems step 1B (CODACAS 1B) - Cohesion part	658,750	85.00%

Title	Recommended Funding (€)	%	Action Number
2015-HR-TM-0023-M	Implementation of the A-SMGCS system at Zagreb International Airport	3,726,145	85.00%
2015-LT-TM-0155-W	Air Traffic Management (ATM) System Deployment	6,672,020	49.24%
2015-LT-TM-0160-W	Advanced Surface Movement Guidance and Control System (A-SMGCS) Modernization	1,255,464	44.52%
2015-LV-TM-0094-W	A-CDM RIGA	965,000	50.00%
2015-NL-TM-0402-W	Civil / Military Co-location at Schiphol	4,966,970	50.00%
2015-PT-TM-0383-W	LIS_iAOP	1,457,034	80.00%
2015-SE-TM-0016-W	Implementation of Functional TWR at Goteborg Landvetter Airport	2,917,500	50.00%
2015-SE-TM-0033-M	Skavsta Access 2.0	2,696,952	50.00%
2015-SE-TM-0097-W	One synchronised ATM system - Contingency ATCC at OS/MM	6,325,000	45.34%
2015-SE-TM-0185-W	FRA High Seas Primary Surveillance Infrastructure	3,099,000	50.00%
2015-SE-TM-0355-M	Expansion of Remote Tower Services	9,123,500	50.00%
2015-SI-TM-0021-W	Initial Airport Operation Plan	445,369	50.00%
2015-UK-TM-0010-W	New NERL Operational Facilities Phase 1	8,459,250	50.00%
2015-UK-TM-0012-W	Enablers to Support SESAR Deployment	10,757,150	50.00%
2015-UK-TM-0013-W	CNS Rationalisation and Upgrade within the UK	5,615,000	50.00%
2015-UK-TM-0047-S	Design of New NATS Systems to support SESAR Implementation	3,645,350	50.00%
2015-UK-TM-0067-M	PBN Implementation	4,219,747	50.00%
2015-UK-TM-0150-M	8.33kHz Radio Equipage for UK GA Fleet	4,345,773	20.00%
2015-UK-TM-0281-S	Upgrade all UK Military Terminal ATM VHF radios to 8.33 kHz standard supporting the UK Lower Airspace Radar Service (LARS)	2,250,157	50.00%

2015-UK-TM-0356-S	Provision of Short-Term Conflict Alert (STCA) systems at 10 Royal Air Force Terminal ATM facilities located throughout the UK	7,874,793	50.00%

Table 9: Results of 2015 CEF Call

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

46

SES Legislation

Existing Rules and Regulations

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

Table 10: Existing Rules and Regulations

Introduction

EU Policy

Performance

Technology

Safety

Airports

Annexes

Community Specifications

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

Table 11: Community Specifications

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

Council Decisions

Council Decision (EU) 2015/2394 (on the position to be taken by the Member States on behalf of the European Union, concerning the decisions to be adopted by the Permanent Commission of EUROCONTROL, with regard to the roles and tasks of EUROCONTROL and on centralised services), published 8th December 2015, is of high interest in the context of the reform of EUROCONTROL.

For further information, please visit:

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

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

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

NCP NSA
Coordination
Platform

ICB
Industry Consultation Body

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