ICB
Industry Consultation Body

ATM Information Digest
April 2015 edition

ICB Meeting Planner

April	May	June
21 – SPI IR workshop	**5 – SSC vision workshop** **27 – ISG/60** Independent Economic Regulator Network Functions IR	**8 – TSG/39** **17/18 – SSC/57** **30 – ICB/56** **22/23 – TEN-T Days**
July	**August**	**September**
		8 – ICB/57 EU ATM Master Plan
October	**November**	**December**
21/22 – SSC/58 **20-23 – Aerodays 2015**		**15/16 – SSC/59**
January	**February**	**March**

Introduction

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

1. **EU Policy** – Description of EU Transport, Aviation and ATM policy (*new section*)

2. **SES 2+** – Status of SES 2+ legislative proposal updated

3. **Funding and Financing**– Updated CEF Call for Proposals / Projects information, and information on EFSI added

4. **SESAR Deployment** – Overview of Deployment Manager activities, and information on first round of implementation projects and EU Master Plan update campaign added

5. **Performance Scheme** – Latest RP2 developments and information on extension of PRB added

6. **Network Functions** – Summary of NM performance and information on NF IR update added

7. **Centralised Services** – Updated with latest developments

8. **Interoperability** – Summary of issues with existing IOP IRs, and ICB work on Conformity Assessment model added

9. **EASA ATM Rulemaking** – Comprehensive overview of EASA ATM-related RMTs added

In addition, there are a number of supplementary sections:

- **ICB Meeting Planner**: Provides a list of planned ICB events for the next 12 months including key agenda items

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

- **Public Consultations**: Provides a list of on-going and planned public consultations related to air transport

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

- **SES Legislation**: Provides a list of all extant legislation relating to the Single European Sky

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

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

EU Policy

Transport

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

A 12 week public consultation on the mid-term review of the White Paper is open until 2nd June 2015. The focus of the consultation is to identify key challenges for transport policy, as well as gather suggestions for refocusing the strategy for the forthcoming year.

Aviation

EC Aviation Package

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

A 12 week public consultation on the aviation package is open until 10th June 2015, with the aim of identifying possible measures to reinforce the competitiveness of the EU aviation sector. A copy of the questionnaire is available on the ICB Portal for information.

ACARE flight path 2050 (long term vision)

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

Aerodays 2015

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

ATM

SES2+

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

EASA extension

As a separate initiative to SES 2+, and in order to identify the most appropriate way to update and improve Regulation (EC) No 216/2008 (EASA Basic Regulation), an EASA Consultation (A-NPA 2014-12) and a Commission Consultation were open until the 15th September 2014.

The results of the consultation were published on 16th March 2015 in EASA Opinion 01/2015. The opinion identifies the most appropriate ways to update (EC) No 2016/2008, and highlights areas where significant work is required to defragment the existing regulatory framework.

European ATM Master Plan

The European ATM Master Plan is currently being updated. Further information including the timescale and ICB Actions can be found in the European ATM Master Plan section.

Other Air Transport legislative proposals

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

- Common rules for the allocation of slots at EU airports (recast) – COM(2011)0827

- Ground handling services at Union airports and repeal of Council Directive 96/67/EC – COM(2011)0824 *(7th March 2015: procedure lapsed / withdrawn)*

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

SES 2+

Overview

There are two fiches relevant to the ICB SES 2+ dossier: the SES Recast and the amendment to the EASA Basic Regulation (EASA BR). The two legislative proposals are currently undergoing ordinary legislative procedures in the European Parliament and the Council of the European Union.

For the European Parliament, the Transport & Tourism (TRAN) Committee is responsible for both legislative processes. The rapporteurs are indicated in Table 1.

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

Table 1: SES recast 2+ legislative proposals

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

On the Council side, there was significant activity under the Italian Presidency in the latter half of 2014. The Commission provided a progress report on 1st October 2014 in preparation for the 8th October 2014 Transport Council meeting. A high level conference with ministers and CEOs took place on the 6th and 7th of November 2014, to further discuss details of the SES2+ proposals. The Commission hopes that an agreement on the regulations may be reached via trilogue, so that they can be adopted by the end of 2015. The Council agreed to the general approach on the SES2+ proposals at the Transport Council meeting on 3rd December 2014. The agreed approach is described in a press release that was published after the meeting.

In a briefing to the TRAN Committee on 21st January 2015, the Latvian Presidency confirmed that it would pursue work on the SES 2+ package. Progress of the SES 2+ package is dependent on resolving the Gibraltar issue, nevertheless the Commission aims to adopt the legislative package by the end of 2015.

Timeline

11 June 2013 -	SES Recast and Amendment to the EASA BR legislative proposals adopted by the College of Commissioners
29 October 2013 -	The TRAN Committee provide draft report for SES recast legislation
4 November 2013 -	The TRAN Committee provide draft report for amendment to the EASA BR legislation
27 November 2013 -	TRAN Committee propose amendments to the draft report for SES2+ recast legislation
6 December 2013 -	TRAN Committee propose amendments to the draft report for amendment to the EASA BR legislation
11 December 2013 -	The European Economic and Social (EESC) Committee provide their opinion on the SES2+ package
30 January 2014 -	The TRAN Committee vote in favour of both fiches
6 February 2014 -	The parliamentary committee propose modifications to SES Recast and EASA BR for the European Parliament to adopt
11 March 2014 -	European Parliament discussed the fiches and the proposed amendments of 6th February 2014; the debate is available to watch here
12 March 2014 -	European Parliament voted positively, and the following amendments are adopted for SES Recast and EASA BR
8 October 2014 -	Transport Council discuss the SES2+ fiche
3 December 2014 -	Council reached a general approach on the two proposals of the SES II+ package
Q4 2015 -	Text to be adopted under the Latvian presidency

ICB Actions

The ICB adopted its position on the interoperability implications of SES 2+ at ICB/52.

Funding & Financing

Overview

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

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

Connecting Europe Facility (CEF)

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

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

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

- 50% for studies and implementation of infrastructure

- 50% for ground equipment

- 20% for airborne equipment.

According to the ATM Master Plan, the target SESAR deployment package (during the period 2014 to 2024) is expected to cost between €16.2 bn and €23.6 bn.

Project Bonds are one of the financial instruments foreseen under CEF. In effect, Project Bonds are issued by the project with EU/EIB funds used to guarantee the debt. The Project Bond concept started in summer 2012 after positive public consultation, and will be fully integrated into the next Multi-Annual Financial Framework 2014-2020 with the CEF implementation. It is not yet clear whether Project Bonds are particularly suited to financing SESAR deployment.

European Fund for Strategic Investment

On 13th January 2015, the Commission published a legislative proposal to establish the EFSI, aiming to mobilise funding for projects of at least €315 bn to help promote growth and employment in the period 2015-2017.

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

The legislative proposal is undergoing co-decision procedure. Within the European Parliament, the Economic and Monetary Affairs Committee (ECON), and the Budgets (BUDG) Committee have jointly been assigned responsibility to prepare the European Parliament Report. The rapporteurs are José Manuel FERNANDES (EPP) and Udo BULLAMNN (S&D). The TRAN Committee rapporteurs are Dominique RIQUET (ALDE) and Inés AYALA SENDER (S&D).

The draft report by the ECON/BUDG Committees (including input from ITRE/TRAN Committees) was published on 10th March 2015. The proposed amendments seek to increase the flexibility for funding EFSI, rather than reducing Horizon 2020 and CEF funds.

Timeline for EFSI

13 January 2015 -	Legislative proposal published
10 March 2015 -	European Parliament published draft report, debate in Council
12 March 2015 -	TRAN Committee published draft Opinion
19 March 2015 -	TRAN Committee published proposed Amendments 45-200
10 June 2015 -	Indicative date for EP plenary adoption of report on legislative proposal
Q4/2015 -	Expected adoption of Regulation

TEN-T

2013 Calls for Proposals

The 2013 Calls for Proposals aimed to support the timely implementation of SES, and in particular support the deployment of SESAR. The ATM proposals which received funding under the 2013 TEN-T Multi-Annual Call are presented in Table 2.

2014 Calls for Proposals

The Call for Proposals for Actions under the 2014 Multi-Annual Work Programme closed on 3rd March 2015. INEA will now evaluate the proposals in consultation with the CEF Coordination Committee. A Selection Decision is expected in July 2015.

2015 Calls for Proposals

The TEN-T days 2015 will be held in Riga, Latvia on 22-23 June 2015. The event aims to discuss developments of the TEN-T network.

ICB Actions

CEF actions

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

- a letter to President Juncker voicing the ICB's concerns

- a position paper on the protection of CEF funds for SESAR deployment

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

ICB

Action number	Title	Beneficiaries	TEN-T requested funding €	Recommended TEN-T funding €	% funding
2013-BE-40004-S	Inception and development phase of the CS programme	EUROCONTROL	24,932,276	1,800,000	50%
2013-EU-40001-S	Speeding up and facilitating SESAR deployment through convergence between COOPANS and DSNA/4Flight ATM systems	DSNA, AustroControl, IAA, Naviair, LFV	791,265	791,265	50%
2013-EU-40002-S	New European Common Services Provision for PENS2 and DLS	ENAV, DFS, ENAIRE, DSNA, LFV, NATS	1,199,239	1,199,240	50%
2013-EU-40003-S	Support to Interim Deployment Steering Group (IDSG) / Interim Deployment Programme (IDP) coordination	EUROCONTROL, ACI Europe, Lufthansa, Air France	1,003,446	1,003,446	50%
2013-EU-40007-P	Airport-Collaborative Decision Making (A-CDM) deployment and integration into the network	EUROCONTROL, DFS, Hamburg Airport, Lisbon Airport, Manchester Airport, Copenhagen Airport, Lyon Airport, Naviair, Dublin Airport Authority, PortWay, IAA, Lisbon Ground Force	3,229,796	3,229,796	20%
2013-HU-40005-P	Controller Pilot Data Link Communications Implementation	Hungarocontrol	1,366,272	1,366,272	20%

Table 2: Results of TEN-T 2013 MAP Call for Proposals

SESAR Deployment

Overview

Pilot Common Project

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

Subsequently, the Pilot Common Project (PCP) CIR (EU No 716/2014) was adopted through a two week written procedure on 28th May 2014. The PCP mandates the implementation of 6 ATM Functionalities (AFs) across specified stakeholders.

SESAR Deployment Manager and Preliminary Deployment Programme

The Commission has established the policy level of the deployment governance, for which it is directly responsible. Responsibility for the management level of the deployment governance is held by the SESAR Deployment Manager. The SESAR Deployment Alliance was appointed as the Deployment Manager by the European Commission on 5th December 2014 with the signing of the Framework Partnership Agreement.

The Deployment Manager's coordination tasks will be funded through a levy on CEF grants, which are managed by INEA. In a press release the European Commission announced that 3 billion Euros were made available to deliver the Single European Sky via the CEF.

The Deployment Manager published the Preliminary Deployment Programme which serves as a reference for the first Implementation Projects required to fulfil the PCP. A welcome event was held on 4th March 2015 to provide information on the Deployment Manager's role and working processes.

A full Deployment Programme will provide a comprehensive and structured work plan of all activities necessary to implement technologies, procedures and best practices required for common projects. A draft is due for release by the end of June 2015, with stakeholder consultation scheduled for Q3/2015.

On 10th March 2015, the SJU and the Deployment Manager signed a Memorandum of Understanding, providing a platform for future cooperation for the smooth and timely deployment of the SESAR solutions.

Implementation Projects: 2014 Call for Proposals for Public Funding

To support the deployment of the first set of Implementation Projects, INEA launched a Call for Proposals for Actions under the 2014 Multi-Annual Work Programme with an indicative 80% of 300 mil EUR available for SESAR. The Call closed on 3rd March 2015 – the Deployment Manager submitted three applications in response, and INEA will now evaluate the proposals in consultation with the CEF Coordination Committee. A selection Decision is expected in July 2015.

The results of the Call are expected in Q3/2015. Further details may be found in the Funding and Financing section.

European ATM Master Plan

An ATM Master Plan revision campaign launch event was held on 16th December 2014. The next edition of the Master Plan will be aligned with the SESAR 2020 programme, and will identify potential ATM functionalities for future Common Projects. A draft for public consultation is scheduled to be available in June 2015.

Timeline

16 December 2014 -   European ATM Master Plan update campaign launched

30 June 2015 -   SJU deliver proposal to SJU Administrative Board

31 December 2015 -   SJU Board Members adopt their respective positions, and SJU delivers a revised proposal incorporating the positions

SJU Administrative Board adopts updated Master Plan

ICB Actions

The ICB will review and endorse the updated ATM Master Plan campaign during the consultation period (starting July 2015).

SES Performance Scheme

Overview

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

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

Reference Periods

RP1 (2012-2014) reporting

The PRB has published its Annual Monitoring Report for 2012 and 2013.

RP2 (2015-2019) Performance Scheme

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

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

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

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

Table 3 summarises these decisions, showing the consistency of each Member States' RP2 targets in each of the Key Performance Areas. Where Member States have proposed inconsistent targets, they must submitted revised performance plans within 4 months. The performance plans will then be reassessed by the PRB.

Regarding the compliance of the 2015 unit rates, a Decision on the consistency of the 2015 unit rates with the union-wide targets for 20 Member States was adopted by the Commission after presentation to the Appeals Committee. A Decision on the non-consistent States (Austria, Belgium, France, Germany, Italy, Luxembourg, Netherlands, Slovakia) has been postponed until after revised performance targets are submitted.

Extension of the PRB

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

Discussion at the ad-hoc SSC showed there was no support to maintain the current situation, with EUROCONTROL being designated as PRB beyond 2016. However, there was recognition for the need to keep the expertise of EUROCONTROL's Performance Review Unit available for the PRB. Furthermore, non-EU States could be associated to the PRB in a similar way as done today for the Network Manager. Stakeholders showed a strong preference for developing the PRB as an independent advisory agency. The ICB is currently discussing the potential role of an Independent Economic Regulator.

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

Timeline

4 February 2014 –	Positive vote on EU wide-performance targets at ad-hoc SSC
14 March 2014 –	Commission Implementing Decision 2014/132/EU setting the EU wide-performance targets adopted
End of June 2014 -	Deadline for submission of Performance Plans by Member States
1/2 July 2014 -	The SSC approved the proposal from the Commission to extend the PRB by 18 months until the end of 2016 (Decision 2014/672/EU)
October 2014 -	PRB Advice on FAB Performance Plans submitted to Commission
24 October 2014 -	Ad-hoc SSC discussed the future designation of the PRB post-2016.
14/15 January 2015 -	SSC discussed and provided positive opinion on Decisions for consistency / inconsistency of RP2 performance targets
2 March 2015 –	Commission Decisions on consistency / inconsistency of RP2 performance targets published
2 July 2015 –	Member States to submit revised RP2 Performance Plans

ICB Actions

The ICB will consider advice on the future of the SES Performance Scheme at a later date. The ICB is currently discussing the potential role of an Independent Economic Regulator.

Network Functions

Overview

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

Commission Decision C(2011) 4130 designated EUROCONTROL as the Network Manager until 31st December 2019 (i.e. the end of RP2). A summary of recent network performance is provided below.

Summary of Network Performance

A full overview of progress and issues related to the Network Functions can be found in the SSC/56 paper. The key aspects of 2014 network performance are summarised below:

- Although traffic increased by 1.8% (year-on-year) in 2014, growth was subject to large regional variation that were primarily due to re-routing of overflights.

- At the end of 2014, the network en-route delay was 0.61 minutes per flight, above the 2014 target of 0.50 minutes per flight. This was caused by significant disruptive events, including industrial action, technical issues, and staffing issues. Of this 0.61 minutes per flight delay, 0.42 minutes per flight were controllable delays, whilst 0.19 minutes per flight were uncontrollable delays (e.g. weather and industrial actions).

- The Network Manager met its performance target to reduce the percentage of flights with delay > 30 minutes from 1.58% to 1%. The actual performance was 0.82%.

- A number of disruptions and crises affected flight efficiency in 2014.

Update of Network Functions IR

The amendment to the Network Functions IR (EU) No 970/2014 was approved and published in September 2014. In accordance with the two-step approach to updating the NF IR, the Commission intends to undertake a detailed review in 2015. The ICB will prepare a response / position.

ICB Actions

The ICB will provide a response / position on the second step revision of the NF IR, as input to the Commission's detailed review in 2015.

Centralised Services

Overview

EUROCONTROL has defined a Centralised Service (CS) as "an ANS service or ATM function exercised at pan-European and central network level for harmonisation and cost-efficiency purposes". V2.0 of EUROCONTROL's proposal was published on 25th March 2013. Table 4 provides an overview of the 18 Centralised Services. EUROCONTROL held several workshops on the initiative. Speeches by Frank Brenner of interest to the ICB can be here, and here.

Pending approval by the EUROCONTROL Provisional Council, restricted Calls for Tender for the demonstration phase for CSs 1, 4, 5, 6, 7 and 8 are being released in a staggered manner (refer to the timeline below). CSs 2, 3 and 9, where there is a direct link with ANSP infrastructure, will initially proceed with feasibility studies, co-financed by the European Union through the 2013 TEN-T multi-annual work programme.

There was significant interest in the initial Calls for Interest, and to date EUOROCONTROL has released 6 CfTs. There will be several key decision points where the CBA and financing will be updated, according to the nature of each CS. For this phase, governance will be the EUROCONTROL decision bodies.

Timeline

4 February 2014 –	CS Programme kicked-off in Agency
28 February 2014 –	Member States approve centralised services
4 March 2014 –	Workshop on Centralised Services held at World ATM Conference
21 March 2014 –	'Call for interests' open for the following 14 Centralised Services: CS1, 4, 5, 6-1 to 6-7 inclusive, 7-1 to 7-3 inclusive, and 8. 'Call for interests' closed on 8th August 2014.
27 October 2014 –	CS 4 CfT published (closing date 12 March 2015)
20 November 2014 –	CS 1 CfT and CS 7-2 CfT published
26 January 2015 –	CS 6-2 CfT published
30 January 2015 –	CS 7-3 CfT published
12 February 2015 –	CS 6-3 CfT published
16 February 2015 –	European Commission announces TEN-T funding for feasibility studies for CS 2, 3 and 9
Q1/Q2 2015 –	Publish restricted Calls for Tender for CS 5, 6-1, 6-4, 6-5, 6-6, 6-7, 7-1, 8
2015 –	Publish restricted Calls for Tender for remaining CSs (CS2, CS3, CS9-1, 9-2) (conditional to Provisional Council agreement on outcome feasibility Studies)
Mid-2015 –	First CS contracts to be awarded.

ICB actions

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

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

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

Table 4: EUROCONTROL Centralised Services

Interoperability

Overview

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

Implementing Rules

Issues with existing rules

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

Implementing rule	Status
Data Link Service CIR	The SSC provided a positive opinion on the draft Implementing Regulation amending (EC) 29/2009. Regulation (EU) 2015/310 was published on 26th February 2015. The ground implementation deadline is now 5th February 2018, whilst the airborne implementation deadline is 5th February 2020. As stated in the SSC/55 paper, the Commission has agreed to reflect on appropriate project management arrangements for DLS deployment. In the meantime the Deployment Manager has been tasked to collect information from stakeholders on deployment plans and status, and to develop a DLS deployment plan for integration into the Deployment Programme.
Aeronautical Data Quality (ADQ) 1	The ADQ IR was amended in September 2014 by Regulation (EU) No 1029/2014. The Commission is also planning to launch EU Pilots due to Member States stating they are unable to comply. Outputs of the 23rd June workshop are available here and the outputs of the ADQ Regulators Working Group are available here.
Surveillance Performance and Interoperability (SPI) IR	Step 1 of the Commission's 2 step approach for revision of the SPI IR was completed in September 2014 with the publication of Regulation (EU) No 1028/2014. The SJU published its preliminary options paper for the evolution of the SPI IR in January 2015, setting out 6 potential regulatory options. A workshop on the evolution of the SPI IR will be held on 21st April 2015.
VCS IR	The Commission held a Workshop on VCS 2 IR on the 27th January 2015 to assess the current implementation of the regulation, identify existing issues or areas of concern and to discuss the potential evolutions of the regulation. The workshop concluded that there had been generally good progress, although General Aviation stakeholders voiced concerns about cost burden. It was also noted that the bulk of work was scheduled for 2018, and therefore a robust approach to deployment management was required – the NM Radio Frequency Function could be well suited to this. The workshop report is available here.

Table 5: Summary of issues with IOP IRs

Conformity Assessment

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

The TSG held a dedicated workshop on 10th February 2015 to create a debate on the future of Conformity Assessment, and to identify means to improve the process as part of the transition. As a result, an ICB Position on the future of Conformity Assessment is under development.

ICB Actions

The TSG has developed a position on the ADQ IR following the June 2014 workshops. The TSG will comment on further amendments following the ADQ workshop.

The ICB has produced the following position on the revision of the DLS IR, and a position on the update to the SPI IR.

The TSG has developed a draft position on the future of Conformity Assessment.

EASA Rulemaking

Overview

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

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

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

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

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

ATM / ANS rulemaking deliverables

An overview of the latest progress of EASA's ATM / ANS rulemaking activities is provided below (links to Terms of References for the RMTs are provided where available; further details are available on the ICB Portal):

- **ATCO licensing (RMT.0153, RMT.0154):** New ATCO licensing Regulation (EU) No 2015/340 will become applicable 30 June 2015. The corresponding AMC/GM has also been published (Decision 2015/010/R)

- **SERA (RMT.0609, RMT.0610):** EASA issued Opinion 04/2014 on 16th December 2014 including a draft Commission Regulation, and is continuing to prepare the draft Regulation for comitology in the SSC.

- **Requirements for service providers and the oversight thereof (RMT.0148, RMT.0149):** Opinion 03/2014 was published on 16th December 2014 including draft Regulations replacing 1034/2011 and 1035/2011. The draft Regulation is currently undergoing comitology procedure.

- **Part-DAT (ToR RMT.0593/RMT.0594):** This activity includes the former ADQ-2 mandate. Opinion 02/2015 was published on 16th March 2015, including a draft Regulation amending (EU) No 965/2012. The Opinion has been subject to public consultation (NPA 2014-20).

- **PBN IR (ToR RMT.0639):** NPA 2015-01 published on 19th January 2015. A workshop on implementing PBN in the European ATM Network was held on 9th March 2015, with the purpose of presenting and discussing the requirements for PBN implementation. The intent is to include provisions for TCAS/ACAS. Opinion 03/2015 including draft Regulations was published on 31st March 2015.

- **Technical Requirements for Remote Tower Operations (ToR RMT.0624):** NPA 2015-04 was published on 23rd March 2015

Other rulemaking activities in progress include:

- **Technical requirements and operational procedures for Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM) (ToR RMT.0477/RMT.0478):** NPA expected in Q2/2015

- **Requirements for ATS (RMT.0468, ToR RMT.0464):** NPA expected in second half of 2015

- **Technical requirements and operation procedures for airspace design (ASD) including procedure design (ToR RMT.0445, RMT.0446):** NPA expected in second half of 2015

- EASA is also supporting revisions of the SPI and DLS, as necessary. Work on a revised regulatory response is expected to start in 2015.

- ED Decision 2014/035/R and CRD to NPA 2014-8 proposing AMC/GM on the newly introduced safety performance indicators for RP2 were published on 16th December 2015.

ICB Actions

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

Useful Resources

This section provides links to the latest versions of the main reference documents for ATM in Europe.

Strategy Documents

European ATM Master Plan Edition 2	October 2012
Network Strategy Plan 2015 to 2019	March 2015
European Network Operations Plan 2014 to 2018/19	March 2014

ATM Performance and Benchmarking

CANSO Global ANS Performance Report 2014	December 2014
NM Network Operations Report 2013	March 2014
Network Operations Report - October 2014	Latest: October 2014
CODA 2013 Annual Digest	March 2014
Monthly CODA Reports	Latest: February 2014

PRB and PRC Publications

PRB Performance Dashboard	Monthly Updates
PRC PRR 2013	June 2014
PRC ACE 2012	August 2014
PRB RP2 Union-wide Targets Final Report	September 2013
PRB Annual monitoring Report 2013	October 2014
U.S./Europe comparison of ATM Operational Performance 2013	June 2014
U.S/Europe comparison of ANS cost-efficiency trends 2002-2011	November 2013

Safety

EASA Annual Safety Review 2013	June 2014
SRC Annual Safety Report 2014	December 2014

Traffic Forecasts

STATFOR Industry Monitor	Latest: February 2015
STATFOR Medium Term Forecast 2015 to 2021	February 2014
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 2013	June 2014
ESSIP Plan 2014 Edition	February 2014
LSSIP State Reports	July 2014
SES Annual Report 2011[1]	June 2012

SESAR

NextGen-SESAR: State of Harmonisation	December 2014

Other documents

ECA: The Future of Flying in a Single European Sky	2015

[1] No SES Annual Report is planned for 2012

Comitology Committees

Single Sky Committee (SSC)

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

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

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

Commission Expert Groups

European Observatory on Airport Capacity & Quality
Documents from the group are available in the additional information tab.

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

Expert Group on Social Dialogue
Agendas and summary minutes are available in the additional information tab.

Objective: to advise the Commission with respect to the implementation and development of the single European sky regarding all measures having significant social implications.

SESAR Interim Deployment Steering (IDSG)
Documents from the group are available in the additional information tab.

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

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

Public Consultations

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

1. European Commission	
[Aviation package for improving the competitiveness of the EU Aviation sector](#)	Consultation period: 19/03/2015 – 10/06/2015
[Mid-term review of the 2011 White Paper on transport](#)	Consultation period: 10/03/2015 – 02/06/2015
2. Performance Review Body	
No open consultations	
3. European Aviation Safety Agency (ATM relevance only)	
Notices of Proposed Amendments	
Technical and operational requirements for remote tower operations ([NPA 2015-04 (23/03/2015)](#))	Comments close 04/05/2015
Performance Based Navigation implementation in the EATMN ([NPA 2015-01 (19/01/2015)](#))	Comments close 20/04/2015
4. EUROCAE	
[ED-203: Airworthiness Security Methods and Considerations](#)	Comments close 15/04/2015

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On-going Legislation

Single Sky Committee

1. Recently approved Commission Implementing Regulations and Decisions	
SPI CIR Commission implementing regulation (EU) No 1028/2014 (Amending IR (EU) No 1207/2011)	Amendment adopted through written procedure 30th September 2014
Extension of designation of the PRB Commission Implementing Decision 2014/672/EU	Received positive opinion at SSC/54
ADQ IR Commission Implementing Regulation (EU) No 1029/2014 (Amending Regulation (EU) No 73/2010)	Amendment adopted through written procedure 30th September 2014
Network Function IR Commission Implementing Regulation (EU) No 970/2014 (Amending Regulation (EU) No 677/2011)	Amendment adopted through written procedure on 13th September 2014
ATCO Licencing Rule Commission Implementing Regulation (EU) No 2015/340 (Amending CIR (EU) No 923/2012 and repealing CR (EU) No 805/2011)	Adopted through written procedure on 6th March 2015
DLS IR Commission Implementing Regulation (EU) No 2015/310 (Amending Regulation (EC) No 29/2009 and repealing Regulation (EU) no 441/2014)	Amendment adopted through written procedure on 27th February 2015
2. Proposals awaiting decision	
Common charging scheme for ANS (Technical revision of CIR 391/2013)	Discussions at SSC/54 Opinion expected at SSC/55
SERA Part C (Amending CIR 923/2012)	Opinion expected at SSC/57. EASA opinion published and presented to SSC/55 for orientation discussion. SSC/56 agreed for a workshop for further technical discussions on 2nd March.
Common Requirements and Safety Oversight (Amending Regulation (EU) No 1034/2011 and Regulation (EU) No 1035/2011)	EASA opinion published and presented to SSC/55 for orientation discussion. SSC/56 agreed for a workshop for further technical discussions on 2nd March. Revised text of two legislations distributed to SSC, comments discussed at SSC/56, committee to discuss proposed text and agree on final text at SSC57.
3. Expected Proposals	
PBN IR	Further information in EASA Rule Making section
Part-DAT	

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European Parliament Procedures

Proposals awaiting first reading by EP

Proposals adopted by EP in first reading and awaiting Council position

Implementation of Single European Sky (Recast)	COM(2013)0410 2013/0186(COD)	Debate in Council on 03/12/2014
Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework	COM(2013)0409 2013/0187(COD)	Text adopted by Parliament on 12/03/2014
Ground handling services at Union airports and repeal of Council Directive 96/67/EC	COM(2011)0824 2011/0397(COD)	Proposal withdrawn by Commission on 07/03/2015
Common rules for the allocation of slots at EU airports (recast)	COM(2011)0827 2011/0391(COD)	Text adopted by Parliament on 12/12/2012
Proposal for a Directive of the European Parliament and of the council on aviation security charges	COM(2009)0217 2009/0063(COD)	Proposal withdrawn by Commission 07/03/2015

Recently adopted acts

Extension of SESAR Joint Undertaking	COM(2013)0503 2013/0237(NLE)	Final act signed on 16/06/2014, final act published in Official Journal on 01/07/2014
Civil aviation; reporting analysis and follow up of occurrences	COM(2012)0776 2012/0361(COD)	Final act signed on 03/04/2014, final act published in Official Journal on 24/04/2014

Parliament Own Initiative reports

Safe use of remotely piloted aircraft systems (RPAS) in the field of civil aviation	2014/2243(INI)	Awaiting committee decision

SES Legislation

Existing Rules and Regulations

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

Community Specifications

Developed by ESOs	
Airport Collaborative Decision Making (A-CDM)	EN 303 212 V1.1.1
Advanced Surface Movement Guidance and Control System (A-SMGCS)	EN 303 213-1 V1.3.1
	EN 303 213-2 V1.3.1
	EN 303 213-3 V1.1.1
	EN 303 213-4-1 / EN 313 213-4-2 V1.1.1
	EN 303 213-5 / EN 303 213-6 published under R&TTE Directive
Data Link Services (DLS)	EN 303 214 V1.2.1
Developed by EUROCONTROL	
Flight Message Transfer Protocol (FMTP)	Spec-0100 Ed. 2.0
Initial Flight Plan System (IFPL)	Spec-0101 Ed. 1.1
ATS Data Exchange Presentation (ADEXP)	Spec-0107 Ed. 3.1
Flexible User of Airspace (FUA)	Spec-0112 Ed. 1.1
Air-Traffic Services Message Handling System (AMHS)	Spec-0136 Ed. 2.0
On-Line Data Interchange (OLDI)	Spec-0106 Ed. 4.2
Published as Technical Specifications	
FDP Interoperability (ATC-ATC)	CEN TS 16071
Software Assurance Levels (SWAL)	CEN TS 16501
On-going Community Specifications	
GBAS Cat I	Suspended (mandated to CEN)
APV-BaroVNAV	Suspended (mandated to CEN)
APV-SBAS (LPV)	Suspended (mandated to CEN)
Aerodrome Mapping Data	Suspended (M/510, mandated to CEN)

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