

Issued: 9 June 2014

Single European Sky Information Bulletin

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders
Air Traffic:	All ATS and ATC Training Colleges
Airspace:	All NATMAC Representatives
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 This Information Notice provides a regular update on Single European Sky (SES) Air Traffic Management (ATM) activities from the CAA.

2 Scope

- 2.1 This Information Notice does not require addressee action.

3 SES Update

- 3.1 An ad-hoc meeting of the Single Sky Committee (SSC) took place on 13 May 2014. The meeting focused on agreement for the SESAR Pilot Common Project (PCP) Implementation Regulation (IR). Many States expressed concerns on the scope and applicability of the IR for the military, and ensuring there was an opportunity to review the maturity of the proposed ATM Functionalities once the regulation was adopted. Following broad agreement of a number of changes to the text, the draft IR was put to a vote by written procedure to enable States sufficient time to review the amendments. The written process closed on 28 May 2014 and confirmation of a positive vote on the IR was published on 3 June 2014.
- 3.2 Following receipt of a Commission EU Pilot (pre-infraction letter) in Spring 2013, the UK-Ireland Functional Airspace Block (FAB) responded setting out an Implementation Plan encapsulating current and future FAB projects. Although the Commission is believed to be broadly positive about the FAB Implementation Plan, it is considered likely that the Pilot process will be closed and move to a formal notification – the next step in the infringement process – as the Implementation Plan would not be fully delivered until 2017 and therefore the

FAB not fully compliant as of 2012, as required by the regulations. Additionally, in Autumn 2013, the FAB received a request from the Commission for supplementary information under the Pilot process about the inclusion of air navigation services in Oceanic airspace (Shanwick Flight Information Region (FIR)) – the Commission view being that it should be part of the UK-Ireland FAB. The UK and Irish governments do not share this view and are in discussion with the Commission on this matter.

- 3.3 All other FABs, with the exception of the Denmark-Sweden FAB, are also expected to be subject to formal notification and the next stage of the infringement process. The process for FAB Europe Central (FABEC) was started in April 2014.
- 3.4 The UK-Ireland Performance Plan was submitted to the UK and Irish Governments and published on 27 May 2014. Both Governments will now review the plan and supporting material with a view to formal adoption and submission to the Commission by 30 June 2014. The plan is at:

[UK/Ireland RP2 Performance Plan \(PRB Template\)](#)

[UK/Ireland RP2 Performance Plan \(Supporting Document\)](#)

4 European Aviation Safety Agency (EASA) Developments

- 4.1 Details on EASA activities, a separate series of CAA Information Notices, are published regularly and can be accessed via: www.caa.co.uk/easa.

5 Queries

- 5.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Dean Miller
Principal
Policy Programmes Team
Civil Aviation Authority
CAA House
45-59 Kingsway
London
WC2B 6TE

6 Cancellation

- 6.1 This Information Notice will remain in force until 12 June 2015.

Copyright United Kingdom Civil Aviation Authority
Provided by IHS under License with UKCAA
No reproduction or networking permitted without license from IHS