

Issued: 05 February 2015

Single European Sky CAA 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:	ATS, ATC Training Colleges
Airspace:	All NATMAC Representatives
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders
Licensed/Unlicensed Personnel:	Not primarily affected (pilots will be affected by SERA changes)

1 Introduction

- 1.1 This Information Notice provides a regular update on Single European Sky (SES) and European Aviation Safety Agency (EASA) Air Navigation Service/Air Traffic Management (ANS/ATM) activities from the CAA.

2 Scope

- 2.1 This Information Notice does not require addressee action.

3 SES Update

- 3.1 The fifty-fifth meeting of the **Single Sky Committee** (SSC/55) took place on 14-15 January 2015. The meeting focussed on the Performance Scheme and the Commission's assessment of consistency/inconsistency of local performance targets with EU-wide targets. The Commission adopted a decision which assessed the targets contained in the Functional Airspace Block (FAB) performance plans of the **UK-Ireland FAB**, Denmark-Sweden FAB, Baltic FAB and NEFAB as consistent with EU-wide targets. The Commission also adopted a decision recommending revision of some targets contained in the remaining FAB plans (FABEC, FABCE, Blue Med FAB, Danube FAB and SW FAB). No decision was reached following the SSC discussion on the process of assessing 2015 unit rates and their compliance with the Charging Scheme. Further discussion is expected in due course.
- 3.2 The SSC accepted the amendment of Datalink Services (DLS) **Implementing Rule** extending the implementation date by 5 years to allow the SESAR Joint Undertaking to carry out research into the technical issues experienced with DLS to date. Focus will be given to

programme management with the Commission indicating a wish to give this task to the SESAR Deployment Manager.

- 3.3 Following presentations on the future of the Single European Sky by the Industry Consultation Body and the Performance Review Body it was decided that discussions will be held at separate stakeholder workshops, the first of which is planned for Spring 2015.

4 SES II+

- 4.1 The Commission's proposal to recast the high-level SES regulations, **SES II+**, published in Summer 2013, contained six main themes:

- Unbundling (and/or sharing) of support services;
- Independence and resources of National Supervisory Authority (NSAs (NSA)/Air Navigation Service Providers (ANSP) separation);
- Role for airspace users in ANSP decisions;
- Performance Scheme 'improvements';
- Flexible FABs (through industrial partnerships); and
- Strengthened Network Manager.

- 4.2 In addition, it set out consequential and revised governance proposals to the European Aviation Safety Agency (EASA) Basic Regulation (BR). Following consideration of the SESII+ proposal, the European Parliament published a number of proposed amendments in March 2014. Under the Italian Presidency (1 July to 31 December 2014), the Commission's proposal was considered by States in the Council Aviation Working Group (AWG) with focus on the consequential amendments arising from SES II+; opting not to look at EASA governance related proposals at that stage. Contentious areas during discussion in the AWG negotiations included: NSA/ANSP separation, unbundling of Support Services, concerns over the proposal to make decision under the delegated act procedure (as opposed to implementing acts), and potential changes to how the applicability of the regulations applied to Gibraltar.

- 4.3 The final texts were eventually considered by Member State Transport Ministers at the Transport Council in December, the outcome of which the Presidency stated as General Approach, although the UK contests that this should be a **partial** General Approach due to the issues around Gibraltar. The next stage will be trilogue between the European Parliament, the Council and the Commission.

5 SESAR

- 5.1 Following the tender process for the SESAR Deployment Manager provided for under the **Common projects governance and funding** regulation, the **SESAR Deployment Alliance** (SDA), a consortium of ANSPs, airlines and airport operators, signed a framework partnership agreement with the Commission on 5 December 2014. One of the initial tasks for the SDA will be to set out how they intend to plan the deployment of the six ATM Functionalities (AFs), provided for in the SESAR **Pilot Common Project (PCP)** regulation, adopted in June 2014:

- AF1: Extended Arrival Management and Performance Based Navigation in High Density Terminal Manoeuvring Areas.
- AF2: Airport Integration and Throughput Functionalities.
- AF3: Flexible Airspace Management and Free Route.
- AF4: Network Collaborative Management (Flow and Network Operations Plan).
- AF5: Initial System Wide Information Management (ISWIM) Functionality.