

# **ICB**

**Industry Consultation Body**

## **ATM Information Digest**

**December 2013**

## ICB Meeting Planner

<b>October</b>	<b>November</b>	<b>December</b>
<b>21 – ISG/53</b> Establish views of industry on SES 2+ Refine ICB position on Centralised Services Discuss EU-wide RP2 targets ICB Risk Register <b>22/23 – SSC/51</b>	<b>6 – IOP/31</b> Refine ICB Position on Centralised Services following ConOps workshops Discuss interoperability implications of SES 2+ <b>27 – ICB/50</b> Adopt position on DLS IR Adopt ICB SES Risk Register	<b>11 – IOP/32</b> <b>12 – ISG/54</b> <b>12 – Ad-hoc SDTF (PCP consultation)</b> <b>17/18 – SSC/52</b>
<b>January</b>	<b>February</b>	<b>March</b>
<b>22 – ISG/55</b> <b>22 – SDTF/9</b> <b>30 – SDTF/10</b>	<b>4 – IOP/33</b> <b>24 – SES Vision Workshop</b> <b>25 – ICB/51</b>	
<b>April</b>	<b>May</b>	<b>June</b>
<b>2/3 – SSC/53</b>		<b>3 – ICB/52</b>
<b>July</b>	<b>August</b>	<b>September</b>
<b>1/2 – SSC/54</b>		

## 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 the major updates for the December 2013 edition are highlighted below:

1. **SES 2+** – ICB work on a common SES 2+ position paper added
2. **SESAR** – PCP CIR consultation details now available
3. **Funding and Financing** – information on the TEN-T 2013 Call for Proposals included
4. **Performance Scheme** – no major updates
5. **Network Manager** – a new section to reflect the current review of the NF IR
6. **Centralised Services** – updated to account for new EUROCONTROL proposal and schedule
7. **Interoperability** – no major updates
8. **EASA ATM Rulemaking** – updated following SSC/52 report

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 and up to date URL of the latest documents providing information on SES policy and performance.
- **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. Co-decision on SES 2+ was launched in June 2013.
- **SES Legislation:** Provides a list of all extant legislation related to the Single European Sky.

Note that an [Industry Event Calendar](#), providing a list of industry events and key meetings, is presented 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 to log in with your username and password to access documents on the ICB Portal.

## SES 2+

### Overview

There are two fiches relevant to the ICB SES 2+ dossier: the SES recast and amendment to the EASA Basic Regulation. The legislative proposals are both currently undergoing ordinary legislative procedure in the European Parliament and Council of the European Union.

Commissioner Kallas made a [speech](#) outlining the need for SES 2+ in an informal meeting of EU transport ministers on 16<sup>th</sup> September 2013. This meeting was not supportive of the package and the current understanding is the Council is unlikely to consider the detail of the proposals until the Italian Presidency in the 2<sup>nd</sup> half of 2014.

For the Parliament, the TRAN Committee is responsible for both legislative processes. The rapporteurs are indicated in the table below.

Procedure reference	Title	Description	Rapporteur	Status
<a href="#">2013/0186 (COD)</a>	Implementation of the Single European Sky (recast)	Recast of SES and SES II	Marian-Jean MARINESCU (EPP)	Awaiting Committee Decision
<a href="#">2013/0187 (COD)</a>	Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework	Amending the EASA Basic Regulation (EC) No 216/2008	David-Maria SASSOLI (S&D)	Awaiting Committee Decision

For the SES recast, the ITRE Committee have decided not to provide an opinion.

The European Economic and Social Committee provided a [preliminary position on SES 2+](#) prior to publication of the proposal. The TRAN Committee has produced draft reports for both the [SES recast](#) and [EASA BR](#).

### Timeline

The [SES 2+ legislative proposal](#) was adopted by the College of Commissioners on **12<sup>th</sup> June 2013**.

For both fiches, a vote has been scheduled for a vote in the TRAN Committee on the **30<sup>th</sup> January 2014**. The first parliamentary plenary readings are forecast for:

- SES 2+: **11th March 2014**.
- EASA Extension: **12th March 2014**.

## ICB actions

The ICB is working on [a position paper on SES 2+](#) that calls on the Commission to adopt the package whilst taking due note of the concerns of specific parts of the industry. This paper is open for comment until the 31<sup>st</sup> December 2013. It is intended that the finalised paper is presented to the Commission, Parliament and Council.

The ICB is continuing to work on SES. In particular a SES Vision Workshop will be held on the 24th February 2014. This workshop will consider the industry's long term vision for SES implementation and will therefore help identify necessary regulatory reform.

The Interoperability Sub-group is continuing to look at the [interoperability aspects of SES 2+](#) and in particular the extension of the EASA Basic Regulation. The main concern is to ensure an efficient transition between the current system of Conformity Assessment and the EASA based system of declarations.

## SESAR

There are currently two developments concerning the SESAR programme: SESAR Deployment covering the establishment of the Pilot Common Project (PCP) and the Deployment Manager; and the extension of the SESAR Joint Undertaking.

## SESAR Deployment

### Overview

The SSC adopted the Common Projects Commission Implementing Regulation (CIR) ([\(EU\) No 409/2013](#)) in May 2013. This CIR will form the basis for the PCP.

The Commission provided an [explanatory document](#) on the use of a Framework Partnership to establish the Deployment Manager, as well as a [Draft Model Specific Agreement](#) and a [Draft Model Framework Partnership Agreement](#).

A [public consultation](#) on the establishment of the PCP was launched on the 12<sup>th</sup> December 2013, and is due to complete on 14<sup>th</sup> February 2014 (note the extension from the original 31<sup>st</sup> January 2014 deadline). The consultation material contains:

- [Consultation Document](#)
- [SJU Proposal on PCP](#)
- [SJU Analysis of Centralised Services impact on PCP](#)
- [Military assessment on the content of the PCP](#)

The industry is encouraged to respond to the [questionnaire](#). A [word version](#) is provided on the ICB Portal to support ICB members.

Four ATM functionalities (AFs) are proposed for inclusion in the PCP, whilst two AFs are proposed as "binding orientations" for future potential inclusion in the PCP or in other Common Projects. These are outlined in the table below.

AFs	Status
AF1: Extended AMAN and PBN in high density TMAs	Inclusion in PCP
AF2: Airport Integration and Throughput	Inclusion in PCP
AF3: Flexible Airspace Management and Free Route	Inclusion in PCP
AF4: Network Collaborative Management	Inclusion in PCP
AF5: iSWIM: ground-ground integration towards i4D with enhanced Flight Data Processing performances	Binding orientation
AF6: Initial Trajectory Information Sharing: air-ground integration towards i4D with enhanced Flight Data Processing performances	Binding orientation

## Timeline

- December 2013**
  - ICB received draft PCP CIR
  - Consultation on the draft PCP CIR was launched on 12<sup>th</sup> December 2013
- February 2013**
  - PCP CIR consultation closes on 14<sup>th</sup> January 2013
- March 2014**
  - Process to endorse the PCP CIR by airspace users and ground-based operational investors; this may include an update or new cost-benefit analysis, based on the outcome of the consultation process
- April 2014**
  - Presentation of the PCP CIR for vote at the SSC
- Q2 2014 onwards**
  - Development of Deployment Programme and start of process to identify Deployment Manager
- Q3 2014**
  - PCP CIR to be published in the official journal in mid-2014
- Q1 2015**
  - Selection of Deployment Manager
- Q2 2015**
  - Approval of Deployment Programme
- Q2-3 2015**
  - Selection of Implementation Projects

## ICB actions

The ICB held an open workshop on 12<sup>th</sup> December 2013 to launch the PCP consultation, at which the [Commission presented](#) and took questions. At this workshop it was agreed that the Chairman would seek an [extension of the consultation period](#). The main focus of the workshop was the status of the 2 AFs listed as “binding orientations”. The Commission have promised clarification.

The SDTF will meet in January 2014 to discuss a common ICB response – **SDTF/9** will take place on Wednesday 22<sup>nd</sup> January 2014 and **SDTF/10** on Thursday 30<sup>th</sup> January 2014.

**IOP/33** will meet on 4<sup>th</sup> February 2014 to discuss the interoperability details of the proposals.

## SJU Extension

### Overview

The Commission published a Communication ([COM\(2013\)/0503](#)) proposing an amendment to [\(EC\) No 219/2007](#) to extend the SESAR Joint Undertaking under the Commission's 2014-2020 Multi-Annual Financial Framework. The indicative amount allocated to the SJU by the Commission over this period is €600 million.

The publication was accompanied by a Staff Working Document ([SWD\(2013\)0262](#)).

On 10<sup>th</sup> October 2013, the Council of the European Union adopted its position on the proposed amendment to extend the SJU until 31 December 2024. The Council position retains the ceiling of €600 million proposed by the Commission. The Council press release is available [here](#), and the SJU news article [here](#).

In December 2013 the Commission launched an evaluation of the SJU activities on the basis that the Regulation (EC) No 219/2007 establishing the SJU requires that "every three years from the start of the activities of the Joint Undertaking <...>, the Commission shall carry out evaluations on the implementation of this Regulation, the results obtained by the Joint Undertaking and its working methods, as well as on the general financial situation of the Joint Undertaking". The evaluation, being conducted by an external contractor, will cover activities in the period 1<sup>st</sup> January 2010 – 31<sup>st</sup> December 2012; a final report will be available by mid-April 2014.

### Timeline

The legislative proposal is undergoing a non-legislative enactment procedure in the European Parliament/Council of the European Union (procedure reference: [2013/0237\(NLE\)](#)).

The Industry, Research and Energy (ITRE) Committee will be responsible for the dossier (the rapporteur is currently unknown). The Transport and Tourism Committee will give an opinion on the proposal (rapporteur: Antonio CANCIAN (Christian Democrats)). The Budgets Committee has opted not to provide an opinion.

The legislative proposal was referred to Committee on **10<sup>th</sup> September 2013**.

The EU Council for Transport, Telecommunications and Energy (TTE) adopted its position to extend the mandate of the SESAR Joint Undertaking until 31<sup>st</sup> December 2024 on **10<sup>th</sup> October 2013**.

The first plenary reading is expected on **24<sup>th</sup> February 2014**.

The final report of the second evaluation of the activities of the SJU will be available **mid-April 2014**.

### ICB actions

No actions are currently foreseen regarding the extension of the SJU.



## Funding & Financing

### Overview

#### Funding arrangements

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

#### TEN-T awards 2013

The [TEN-T Info Day](#) for the [2013 Calls for Proposals](#) took place on 13<sup>th</sup> December 2013 presenting priorities for the call for proposals under the [2013 Multi-annual Work Programme as amended](#). The aim of this call for proposals is to support the timely implementation of the SES and in particular at supporting the deployment of SESAR.

The actions, works or studies, to be supported in this domain should:

- Support the development of those air navigation and other support services and activities that have the highest potential for improving efficiency when provided on the basis of market principles and improved customer value at regional, FABs and/or central level.
- Facilitate the activities and processes that are necessary to initiate the industrialisation of ATM functionalities included in common projects defined in Commission Implementing Regulation (EU) No 409/2013.
- Facilitate those activities that implement the Interim Deployment Programme (IDP) under the Interim Deployment Steering Group (IDSG) and prepare for the transition to SESAR deployment.

The indicative budget available to support projects selected in the field of ATM is €30 million. The deadline for applications is 11th March 2013. The maximum possible rate of Union co-funding is 50% of the eligible cost of studies; the eligible period is 1<sup>st</sup> January 2013 – 31<sup>st</sup> December 2015. The total requested Union contribution to the eligible costs may not be less than €500,000 EUR. In addition, indirect costs may be eligible for flat rate funding fixed at no more than 7% of total direct eligible costs. The indicative date for adoption of individual financing decisions by DG MOVE is September 2014.

#### Connecting Europe Facility (CEF)

The CEF is a proposed integrated financial instrument for investing in EU infrastructures in relation to TEN projects covering transport, energy and telecommunications. The CEF will act as a common focal point for network-related projects and coordinated funding for the next EU financial perspective (2014-2020).

The proposed budget for the CEF earmarked for transport is €21.7Bn. With €10Bn for transport infrastructure from the Cohesion Fund, there is a total of €31.7Bn for transport related projects between 2014 and 2020.

Funding from the CEF is limited to a certain percentage of the overall cost of the project. Commission guidance material on the use of common projects for SESAR deployment

suggests that the limit of co-funding for SESAR-related works is 20% of the project value, although the regulation does not refer directly to ATM financing when setting these limits.

The legislative financial statement estimates the cost of SESAR as €30Bn.

## Project Bonds

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 Multiannual Financial Framework 2014-2020 with the CEF implementation. It is not yet clear whether Project Bonds are particularly suited to financing SESAR deployment.

## Status of on-going legislation

[Revision of the TEN-T guidelines](#): The legislative proposal is undergoing ordinary legislative procedure and was adopted by the European Parliament on 19 November 2013. There is now a provisional agreement between the Parliament and Council on the final act

The main proposed amendments to Decision 661/2010/EU are as follows:

- TEN-T will be developed through a dual layer approach using 'core' and 'comprehensive' networks, implemented on different timescales.
- Changes to the definition of projects of common interest.
- Specific requirements for the dual networks are set down (e.g. use of alternative fuels)
- Core network corridors (based on multi-modal integration and interoperability) are used for coordinated implementation.
- Member States are to establish corridor platforms to facilitate the coordinated implementation. Implementation will be led by European Coordinators.
- Corridor platforms must establish a multi-annual development plan – these will form the basis for Commission implementation decisions.
- Regular review of the geographical scope of the TEN-T.

[Connecting Europe Facility](#): The trilogue on the legislative proposal has now ended. Despite the 20% cap on financial contributions to on-board equipment for the aviation sector, the airborne sector is expected to benefit from €1 billion (in addition to the possibility for support from other financial instruments). The legislative proposal is undergoing ordinary legislative procedure and was adopted by the EP plenary on 19 November 2013.

## Timeline

- 19 November 2013** • First reading of TEN-T guidelines and CEF in European Parliament plenary. Both texts were adopted, with a provisional agreement made between the Parliament and Council on the final act
- 13 December 2013** • [TEN-T Info Day](#) for the 2013 Calls for Proposals
- 11 March 2014** • Deadline for submission of TEN-T proposals under the 2013 Multi-annual Work Programme as amended

## ICB actions

The ICB is continuing to monitor developments concerning funding and financing.

## Summary of 2012 ATM Call for Proposals

The [provisional results](#) for the 2012 multi-annual call for TEN-T funding have been announced. For ATM the objective of the call was to implement the Single European Sky based on improvements to FABs and the implementation of IDP. Proposals could be for either studies (50% funding) or works (20% funding). The indicative budget was €50m.

Proposals underwent a three step selection process:

1. External evaluation of proposals by experts against award criteria
2. Internal appraisal by DG MOVE, TEN-T EA and DG ENV
3. Final recommendations of the Evaluation Committee (DG MOVE and TEN-T EA)

Nine ATM proposals were submitted totalling €107.5 m; three were recommended for funding to a total of €58.8M. All applicable funds are now allocated.

Activity Title	Applicant	Study /Work	Requested TEN-T funds
<b>Proposals recommended for funding:</b>			
Activities to support the implementation of the IDP within DANUBE FAB	Danube FAB	Study (50%)	€1.394 m
ANSP's Interim Deployment Programme Implementation	ENAV (for Italy, Cyprus, Germany, Estonia, Spain, Finland, France, Latvia, Malta, Portugal, United Kingdom)	Work (20%)	€50.755 m
Accelerating the Deployment of Advanced FDP Capabilities in Europe	NATS (for the "A6")	Study (50%)	€6.655 m
<b>Proposals NOT recommended for funding:</b>			
Set-up of Centralised Services to contribute to SES Performance Achievement	EUROCONTROL	Study (50%)	€28.403 m
Implementation of Harmonised Functionality for COOPANS Build 2.5	LFV (for Austria, Italy, Sweden)	Work (20%)	€1.415 m
COOPANS Operational Harmonisation Study	LFV (for Austria, Italy, Sweden)	Study (50%)	€1.884 m
FAB Central Europe: Pilot Seamless Operation	Austrocontrol (for FAB CE)	Study (50%)	€13.048 m
MATIAS Build 10, development of MATIAS air traffic control system	HungaroControl	Work (20%)	€2.634 m
rTWR – Development of remote (virtual) tower	HungaroControl	Work (20%)	€7.796 m

Further details on the content of each proposal and evaluation remarks are available on the [TEN-T EA Website](#).

## Performance Scheme

### Overview

The performance scheme ([\(EU\) No 390/2013](#)) and charging scheme ([\(EU\) No 391/2013](#)) Regulations for RP2 (2015 – 2019) were adopted in May 2013.

The current focus is the adoption of EU-wide targets for RP2. On 27<sup>th</sup> September 2013, the PRB produced the Final Report, '[2012 PRB advice to the Commission in the setting of Union-wide performance targets for RP2](#)'.

The Commission formally submitted its proposal for EU-wide performance targets for RP2 to the SSC on 1<sup>st</sup> October 2013. The SSC then had its first exchange of views during SSC51 on 22<sup>nd</sup> and 23<sup>rd</sup> October 2013. A proposed EC decision on the EU-wide targets will be adopted by comitology before the end of 2013.

### Timeline

#### February 2013

- PRB published [indicative performance ranges for stakeholder consultation](#)

#### May 2013

- PRB published proposed [EU-wide target ranges](#)

#### 17<sup>th</sup> May – 3<sup>rd</sup> July 2013

- [Written consultation](#) of stakeholders

#### 4<sup>th</sup> July 2013

- [Workshop](#) to discuss RP2 performance targets and interdependencies

#### September 2013

- 13<sup>th</sup>: [PRB \(draft\) monitoring report](#) issued
- 27<sup>th</sup>: PRB submitted report on proposed RP2 targets to European Commission
- 30<sup>th</sup>: PRB hosts [stakeholder workshop](#)

#### October 2013

- 1<sup>st</sup>: EC submits proposal on EU-wide RP2 performance targets to SSC
- 22<sup>nd</sup>-23<sup>rd</sup>: SSC first exchange of views during SSC/51

#### October - December 2013

- EU decision/consultation process

#### December 2013

- 18<sup>th</sup>: Vote on EU-wide RP2 targets at SSC/52

### ICB actions

The ICB has agreed not to develop a common position on the EC proposals for RP2 targets. The ICB will consider advice on the future of the SES Performance Scheme at a later date.

## Network Manager

### Overview

The Network Function (NF) implementing Regulation (IR) ([Commission Regulation \(EU\) No677/2011](#)) was adopted on 7<sup>th</sup> July 2011, laying down detailed rules for the implementation of ATM network functions. It invites the Commission to "review [of] the effectiveness of the execution of the network functions by 31 December 2013".

Some amendments to the NF IR have already taken place in the context of the update of the Performance Regulation (Commission Regulation no 390/2013) while the Commission also made some suggestions for changes that would impact the NF IR in the context of its recent proposal on SES 2+.

Member States have initially indicated that they would favour a two-step approach to the current review. Firstly, undertaking a quick update of the NM IR to address urgent issues; then secondly, a more in-depth revision to take account of the SES 2+ proposal.

### Timeline

#### 22<sup>nd</sup>/23<sup>rd</sup> October 2013

- At SSC/51 the Commission presented a [preliminary assessment of the NF IR](#), including identification of the scope of possible amendments to the legal basis as well as the process for that revision; Member States were invited to share their views on the approach to be followed

#### 28<sup>th</sup> November 2013

- At NMB/8 the Commission sought initial views of the review of the NF IR; discussions pointed towards the creation of a small task force to prepare a Board position on the matter by early 2014

#### 17<sup>th</sup>/18<sup>th</sup> December 2013

- At SSC/52 the Commission presented a [review of the effectiveness of implementation of the Network Function implementing Regulation](#); the Commission welcomed oral comments during SSC/52 and/or subsequent written comment

#### 17<sup>th</sup> January 2014

- Deadline for written comments on the review to the Commission

#### April 2014

- The Commission to present a proposal to SSC

### ICB Actions

The Commission invited the ICB to provide input on the review of the Network Manager IR at the beginning of next year.

The ICB considered this request at **ISG/54** in December 2013, and agreed to discuss at **ISG/55** on 22<sup>nd</sup> January 2014.

## 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.

The original timeline was delayed due to EUROCONTROL’s application for TEN-T funds to implement Centralised Services not being retained. Pending approval by the EUROCONTROL Provisional Council, a staggered progressive parallel approach to the CSs with intermediate decision points is now proposed.

CS 1, 4, 5, 6, 7 and 8 will be grouped together, and calls for the demonstrators will progress immediately. CS 2, 3 and 9, where there is a direct link with ANSP infrastructure, will initially proceed with feasibility studies. 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.

Centralised Services	Status
<a href="#">CS1: Flight Plan and Airport Slot Consistency Service (FAS)</a> <i>Checks consistency of flight plans against airport slots</i>	Straight to Demonstrator
<a href="#">CS2: 4D Trajectory Flight Profile Calculation for planning purposes service (FDPP)</a> <i>Central reference 4D trajectory profile in the pre-planning phase</i>	Feasibility study required (external)
<a href="#">CS3: European Tracker Service (ETKR)</a> <i>Provides an ECAC-wide surveillance picture</i>	Feasibility study required (internal)
<a href="#">CS4: Advanced Flexible Use of Airspace Support Service (AFUAS)</a> <i>Civil-military airspace management decision making processes</i>	Straight to Demonstrator
<a href="#">CS5: European ATM Information Management Services (EAIMS)</a> <i>A reference source of consolidated European ATM context information</i>	Straight to Demonstrator
<a href="#">CS6: Common Network Resources (CNR)</a> <i>Manages scarce resources on a unified basis</i>	Straight to Demonstrator
<a href="#">CS7: Network Infrastructure Performance monitoring and analysis Service (NIPS)</a> <i>Safe function and anomaly resolution of CNS infrastructure</i>	Straight to Demonstrator
<a href="#">CS8: Pan-European Network Service (PENS)</a> <i>Ground communication needs for future data exchange</i>	Straight to Demonstrator
<a href="#">CS9: Data Communications Service (DCS)</a> <i>Air-ground communication service to support consolidation of DLS</i>	Feasibility study required (internal)

Other developments:

- A series of workshops to define the Concept of Operations (ConOps) for each CS were held in September/October 2013.
- EUROCONTROL procured an independent validation of the CBAs.

## Timeline

### January 2014:

- Decision expected by EUROCONTROL Provisional Council on 23<sup>rd</sup> January 2014 on the proposed staggered progressive parallel approach to the CSs
- Call for Interest (demonstrator) for CS 1, 4, 5, 6, 7 and 8 at the end of January

### March 2014:

- Call for tender at the end of Q1 2014 for CS2 external feasibility study

### June 2014:

- Completion of the CS3 and CS9 feasibility studies
- Call for Tender (demonstrator) for CS 1, 4, 5, 6, 7 and 8

## ICB actions

The IOP and ISG held initial discussions on Centralised Services in May 2013. As a result, a [letter](#) outlining a first set of concerns was sent to the Commission on 2<sup>nd</sup> June 2013. Replies were received from the [Commission](#) and [EUROCONTROL](#). The Chairman [responded](#) to EUROCONTROL on 25<sup>th</sup> September 2013.

At **ICB/48**, a proposal for a common ICB position was approved. The ICB received draft positions at **ICB/49 and ICB/50**, but divergent comments required that it was returned to the ISG and IOP Sub-groups in order to produce an agreed common position. A final revision was made by **ISG/54**, and a [common position paper](#) is now out for written approval (closing 8<sup>th</sup> January 2014).

## 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 Interoperability Sub-group.

### Implementing Rules

- **SERA Part C CIR** mandate passed from EUROCONTROL to EASA in March 2013.
  - The EASA NPA is due in the beginning of 2014
  - EASA will organise Thematic TAG meeting at the end of February 2014
- **ADQ-2 CIR** has been transferred to EASA. The Terms of Reference have been released.
  - Few member states were compliant by first implementation date on 1 July 2013
  - Many member states face major difficulties to ensure compliance with the second date of 1 July 2014
  - The third date for implementation by June 2017 is more promising in terms of expected compliance
  - A dedicated Workshop on ADQ is expected in Q2 of 2014
  - The Commission proposes to launch an EU-Pilot with respect to the implementation date of 1 July 2013
- **PBN CIR** is being completed by EUROCONTROL.
  - Agreed on regulatory approach Spring 2013
  - Consultation will begin before the end of 2013 and will last until 14 March 2014
  - The final report and draft CIR are due May 2014
- **DLS CIR** was applicable from 7 February 2013.
  - IDSG is to play a leading role in DLS implementation
  - Technical issues have resulted in poor availability of operational services, leading to some ANSPs and airlines suspending the service
  - EASA to be mandated to investigate technical issues
  - Deadline for responses to EU pilot cases, launched due to late implementation of the ground environment, is 22 January 2014
  - Airborne equipment estimated at around 15%
  - The Commission will further assess options for amending the Regulation provisions, especially regarding implementation dates, with progress expected by December 2013
- **SPI CIR** is the subject of discussions between the Commission and EUROCONTROL as airlines report they will be unable to respect the implementation. The Commission intend to proceed with an EU Pilot for non-compliant states.
  - The Commission aims to review the cost/benefit analysis of SPI implementation, with a stakeholder Workshop in Q1 2014 used to discuss potential issues



## Community Specifications

- The **SWAL EN** was published as a CEN Technical Specification (TS 16501) in April 2013.
- Updates to **A-SMGCS** Parts 1 and 2 (EN 303 213-1, -2, V1.3.1) were published in [OJEU on 18<sup>th</sup> May 2013](#) – conformity of previous versions will end in April 2014.
- CEN is developing an **Aerodrome Mapping Data CS**, under mandate [M/510](#).
  - Approval from the ESO technical board is planned in January 2014
  - Public approval planned in May 2014
  - EN publication is planned for December 2014
  - Listing in the OJEU planned in March 2015.
- In May 2013, the ESOs accepted a **new mandate** ([M/524](#)) to begin work on new Community Specifications. Work on this mandate is currently suspended whilst the impact of SES 2+ is assessed.

## ICB actions

The IOP Sub-group is continuing to work on the interoperability implications of SES 2+ with a focus on transition issues. The IOP will aim to provide advice to the Commission on the implications of moving the Interoperability requirements from the SES legislation to the EASA basic Regulation as part of the SES2+ proposal.

The ICB noted concern with the implementation of the DLS IR and tasked the Interoperability Sub-group with developing a position paper on resolving the open issues. Following a detailed discussion at **IOP/29** and a further discussion at **IOP/31**, based on the SSC papers and EC Workshop, the IOP developed the attached position. [An ICB position](#) was adopted at **ICB/50**.

## EASA Rulemaking

### Overview

This section summarises the status of the EASA Rulemaking activities on ATM. These measures are adopted following the positive opinion of the SSC and are of direct relevance to ICB Stakeholders.

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 2013/023/R](#). Note that a need has been identified to further review the current rulemaking strategy to take into account the overload of the EU aviation regulatory system and the economic downturn. As a result, exceptionally a [revised Rulemaking Programme](#) was proposed to the Agency Management Board on 10<sup>th</sup> December 2013. In general this reduces the amount of planned rulemaking tasks, and in some cases delays their execution.

The ICB **IOP Sub-group** has asked to receive a regular report on the [status of SES activities undertaken by EASA](#).

During October 2013 – December 2013 the following ATM/ANS rulemaking deliverables were issued by the Agency:

- CRD of NPA-2012-10 "Transposition of Amendment 43 to ICAO Annex 2 on remotely piloted aircraft systems (RPASs) into common rules of the air".
- Two draft CRDs and a Decision on 'Approval requirements for Air-Ground Data Link and ADS-B in support of Interoperability requirements and miscellaneous improvement to AMC-20'.
- Opinion No 11/2013 on the licensing and medical certification of air traffic controllers.

In 2014, the Agency will:

- Continue work on remaining ATM/ANS projects, and lay down the necessary work to support future developments. With the publication of the opinion on ATCO licensing the Agency has completed rulemaking in this domain. By concluding the next proposals for 'ATM/ANS providers and the safety oversight thereof' and SERA, the regulatory framework implementing the Basic Regulation objectives will be set up.
- Progress the work on the NPA on SERA (the former Part C); it is anticipated to be issued for public consultation in the beginning of 2014. The Agency will organise Thematic TAG meeting at the end of February 2014 to facilitate the implementation of SERA rule.
- Prepare to launch the following rulemaking tasks to support the implementation of the Basis Regulation, and in order (e.g.) to enable PBN operations in support of SES and for global application in other regions:
  - 'Provision of requirements in support of global PBN operations' (RMT.0519 & RMT.0520); and
  - 'Technical requirement and operational procedures for Airspace design (RMT.0445 & RMT.0446)'.
- Revise the rulemaking task aiming at implementation of the BR Articles 8b.4 (and 8b.5) and Article 8a.2c, based on stakeholder views (especially the ATM/ANS TAG), and the proposal is to address at this stage only the aerodrome equipment.

## Timeline

Note that only activities referred to above and those previously discussed by the ICB are included in this timeline. More information can be found in [EASA's rulemaking programme](#).

- Q4/2013** • A revised Rulemaking Programme was proposed to the Agency Management Board on 10<sup>th</sup> December 2013
- Q1/2014** • CRD on Requirements for ATM/ANS providers and the safety oversight thereof due.
  - Public consultation on the NPA on SERA (the former Part C) due to be issued
  - Thematic TAG meeting at the end of February 2014 to facilitate the implementation of SERA rule
- Q2/2014** • Opinion on Requirements for ATM/ANS providers and the safety oversight thereof due
- Q4/2014** • HETA NPA due

## ICB actions

No actions are currently planned.

## Useful Resources

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

### Strategy Documents

<a href="#">European ATM Master Plan Edition 2</a>	October 2012
<a href="#">Network Strategy Plan 2012 to 2019</a>	November 2012

### ATM Performance and Benchmarking

<a href="#">CANSO Global ANS Performance Report 2012</a>	May 2013
<a href="#">NM Network Operations Report 2012</a>	March 2013
<a href="#">Quarterly Network Performance Reports</a>	Latest: October 2013
<a href="#">CODA Annual Digest 2012</a>	March 2013
<a href="#">Monthly CODA Reports</a>	Latest: October 2013

### PRB and PRC Publications

<a href="#">PRB Performance Dashboard</a>	Monthly Updates
<a href="#">PRC PRR 2012</a>	May 2013
<a href="#">PRC ACE 2011</a>	June 2013
<a href="#">PRB RP2 Union-wide Targets Final Report</a>	September 2013
<a href="#">PRB Annual monitoring Report 2012</a>	October 2013
<a href="#">2012 comparison of ATM-related Operational Performance: U.S./Europe</a>	November 2013
<a href="#">U.S/Europe comparison of ANS cost-efficiency trends 2002-2011</a>	November 2013

### Safety

<a href="#">EASA Annual Safety Review 2012</a>	June 2013
<a href="#">SRC Annual Safety Report 2012</a>	January 2013

### Traffic Forecasts

<a href="#">STATFOR Medium Term Forecast 2013 to 2019</a>	September 2013
<a href="#">STATFOR 20-year Forecast 2012 to 2035</a>	June 2013
<a href="#">STATFOR Very Long Term Forecast 2013 to 2050</a>	June 2013

### SES Compliance

<a href="#">EIPR 2012</a>	July 2013
<a href="#">LSSIPs 2012</a>	June 2013
<a href="#">SES Annual Report 2011<sup>1</sup></a>	June 2012

<sup>1</sup> No SES Annual Report is planned for 2012; State reports may be made available on the EASA website.

## Public Consultations

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

### 1. European Commission

[Targeted stakeholder consultation](#) on the establishment of the "Pilot Common Project" supporting the implementation of the European Air Traffic Management Master Plan

Close Date  
14/02/2014

### 2. Performance Review Body

No open consultations

### 3. European Aviation Safety Agency (ATM relevance only)

#### Consultations

No open consultations

#### Notices of Proposed Amendments

No open NPAs

### 4. EUROCAE

ED-224: MASPS for Automatic Flight Guidance and Control System coupled to TCAS

Close Date  
23/12/2013

ED-204: Information Security Guidance for Instructions for Continued Airworthiness and Continuing Airworthiness

Close Date  
31/12/2013

ED-202 revision A: Airworthiness Security Process Specification

Close Date  
24/01/2014

### 5. ESOs (CSs and ATM related ENs only)

No open consultations

## On-going Legislation

### Single Sky Committee

#### 1. Decisions on Commission Implementing Regulations

None

#### 2. Proposals awaiting decision

[Draft Commission Implementing Decision](#) setting the Union – wide performance targets for the air traffic management network and alert thresholds for the second reference period 2015 -2019

SSC vote expected in December 2013

[Draft Commission Implementing Regulation](#) for the creation of the Pilot Common Project

SSC vote expected June 2014

#### 3. Expected Proposals

EC Decision adopting EU-wide performance targets for RP2

Draft expected Q3 2013

Standardised Rules of the Air (SERA) Part C

Draft expected Q3 2014

Performance Based Navigation Implementing Rule

Draft expected Q3 2014

Aeronautical Data Quality (ADQ) 2

Draft expected in 2014

Network Function Review

Discussion expected at SSC in December 2013

## European Parliament Procedures

### 1. Proposals awaiting first reading by EP

<a href="#">Extension of SESAR Joint Undertaking</a>	COM(2013) 0503 2013/0237 (NLE)	Scheduled for EP plenary on 24 <sup>th</sup> February 2014
<a href="#">Aerodromes, air traffic management and air navigation services: simplifying and clarifying the legal framework</a>	COM(2013) 0409 2013/0187 (COD)	Vote scheduled in committee 30 <sup>th</sup> January 2014 Scheduled for EP plenary on 12 <sup>th</sup> March 2014
<a href="#">Proposal for a Regulation on occurrence reporting in civil aviation</a>	COM(2012) 0776 2012/0361 (COD)	Scheduled for EP plenary 25 <sup>th</sup> February 2014
<a href="#">Implementation of Single European Sky (Recast)</a>	COM(2013) 0410 2013/0186 (COD)	Vote scheduled in committee on the 30 <sup>th</sup> of January 2014 Scheduled for EP on the 11 <sup>th</sup> of March 2014

## 4. Proposals adopted by EP in first reading and awaiting Council position

<a href="#">Connecting Europe Facility</a>	COM(2011) 0665 2011/0302 (COD)	Act adopted by Council on 5 <sup>th</sup> of December 2013
<a href="#">Development of the Trans-European Transport Network (TEN-T guidelines)</a>	COM(2011) 0650 2011/0294 (COD)	Act adopted on 5 <sup>th</sup> of December 2013 by Council
<a href="#">Common rules for the allocation of slots at EU airports (recast)</a>	COM(2011) 0827 2011/0391 (COD)	Positive EP Vote 12 <sup>th</sup> December 2012
<a href="#">Ground handling services at Union airports and repeal of Council Directive 96/67/EC</a>	COM(2011) 0824 2011/0397 (COD)	Text adopted by EP on 16 <sup>th</sup> April 2013

## 4. Parliament Own initiative reports

<a href="#">The EU's External Aviation Policy – Addressing Future Challenges</a>	COM(2012) 0556 2012/2299 (INI)	Adopted by EP on 2 <sup>nd</sup> July 2013
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## SES Legislation

### Existing Rules and Regulations

#### **Framework Regulation (EC) 549/2004, amended by (EC) 1070/2009**

Performance Scheme Regulation

[\(EU\) 691/2010](#), amended by (EU) 677/2011, [\(EU\) 1216/2011](#) (RP1); [\(EU\) 390/2013](#) (RP2)

#### **Service Provision Regulation (EC) 550/2004, amended by (EC) 1070/2009**

Common Charging Scheme Regulation

[\(EU\) 1794/2006](#), amended by [\(EU\) 1191/2010](#) (RP1); [\(EU\) 391/2013](#) (RP2)

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

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

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

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

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

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

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

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

#### **Interoperability Regulation (EC) 552/2004, amended by (EC) 1070/2009**

COTR Regulation [\(EC\) 1032/2006](#), amended by [\(EC\) 30/2009](#)

IFPL Regulation [\(EC\) 1033/2006](#), amended by [\(EU\) 929/2010](#)

FMTF Regulation [\(EC\) 633/2007](#), amended by [\(EU\) 283/2011](#)

DLS Implementing Rule [\(EC\) 29/2009](#)

Mode S Interrogator Regulation [\(EC\) 262/2009](#)

ADQ Regulation [\(EU\) 73/2010](#), to be repealed by ADQ-2 Regulation

ACID Implementing Rule [\(EU\) 1206/2011](#)

SPI Implementing Rule [\(EU\) 1207/2011](#)

VCS-2 Regulation [\(EU\) 1079/2012](#), repealing VCS Regulation [\(EC\) 1265/2007](#)

#### **EASA ATM Rules**

EASA Basic Regulation [\(EC\) 216/2008](#)

Common Requirements [\(EU\) 1035/2011](#), repealing [\(EU\) 2096/2005](#) and [\(EC\) 668/2008](#)

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

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

#### **SESAR**

SESAR JU Regulation [\(EC\) 219/2007](#)

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

## Community Specifications

### Developed by ESOs

Airport Collaborative Decision Making (A-CDM)	<a href="#">EN 303 212 V1.1.1</a>
	<a href="#">EN 303 213-1 V1.3.1</a>
	<a href="#">EN 303 213-2 V1.3.1</a>
Advanced Surface Movement Guidance and Control System (A-SMGCS)	<a href="#">EN 303 213-3 V1.1.1</a>
	<a href="#">EN 303 213-4-1</a> / <a href="#">EN 313 213-4-2 V1.1.1</a>
	<a href="#">EN 303 213-5</a> / <a href="#">EN 303 213-6</a> published under R&TTE Directive
Data Link Services (DLS)	<a href="#">EN 303 214</a> V1.2.1

### Developed by EUROCONTROL

Flight Message Transfer Protocol (FMTP)	<a href="#">Spec-0100 Ed. 2.0</a>
Initial Flight Plan System (IFPL)	<a href="#">Spec-0101 Ed. 1.1</a>
ATS Data Exchange Presentation (ADEXP)	<a href="#">Spec-0107 Ed. 3.1</a>
Flexible User of Airspace (FUA)	<a href="#">Spec-0112 Ed. 1.1</a>
Air-Traffic Services Message Handling System (AMHS)	<a href="#">Spec-0136 Ed. 2.0</a>
On-Line Data Interchange (OLDI)	<a href="#">Spec-0106 Ed. 4.2</a>

### Published as Technical Specifications

FDP Interoperability (ATC-ATC)	<a href="#">CEN TS 16071</a>
Software Assurance Levels (SWAL)	<a href="#">CEN TS 16501</a>

### 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	<a href="#">M/510</a> , publication due December 2014

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