

15 October 2007



## **SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN**

**The Single Sky Committee** met on 4 October and adopted an Interoperability Community Specification for Initial Flight Plan. SSC also discussed a regulation transposing **ESARR 6** into EU law, which establishes a software safety assurance system to be implemented by ANSPs. CAA has a number of concerns with the draft including the level of detail in the text and believes that it contains material that either contradicts or is already addressed in the Common Requirements. These reservations were supported by a number of other Member States.

SSC also saw an initial discussion on the **Performance Review IR**, which was followed by a half day SSC workshop on the topic. The workshop provided a good opportunity to set out some key UK priorities and there was broad agreement that the IR should be seen in the context of the **High Level Group (HLG) report** with data requirements focussed on the need for performance-driven improvement. The Commission are now working on revising the draft IR and will bring forward an updated version, possibly in time for SSC in late November.

The Commission is expected to issue a Communication later in 2007 on the implementation of the Single Sky legislation considering achievements to date and the way forward. This will fulfil the requirement for a triennial report to the European Parliament and Council on the progress of SES. The Commission is expected to formally express its intention to come forward with proposals for a second SES legislative package in mid 2008. These proposals are likely to be in line with the recommendations of the HLG report and the **Eurocontrol PRC review of SES**.

ERG has received a good response to the stakeholder questionnaire on the **Charging Regulation** contestability assessment. 12 responses have been received and provide a significant amount of evidence, which along with information gained from a series of visits with airports and ANSPs, will inform the assessment. ERG will be hosting a workshop on 26 October to present emerging evidence for discussion. The assessment is due to be completed at the end of the year, with formal consultation by DfT to follow in 2008.

In the **SESAR Project Definition Phase**, Deliverable D3 (the ATM Target Concept) was formally accepted by the customer, Eurocontrol in late September and presented at a stakeholder forum in Berlin on 11 October. While there are still reservations about the ambitious timescales for elements of the new ATM concepts presented in the CONOPS by stakeholders there is a view that D3, being a significant part of the ATM Master Plan, represents a reasonable basis for development and evaluation of concepts in the next phase of SESAR. Work on D4, which considers the deployment sequence for SESAR, is progressing towards its delivery on 30 November. It is proposed that the deliverable will consider improvement steps including current ATM programmes outside of SESAR, such as DMEAN. The CAA is involved in the production of a regulatory action plan for the ATM Master Plan. SSC members participated in a half-day workshop on SESAR and its implications for regulators and NSAs on 5 October. Called in response to a request from the UK and Spanish regulatory authorities, the workshop provided a good opportunity to bring to the attention of some other Member States some of the regulatory issues associated with the SESAR project. Finally the JU Administrative Board agreed the appointment of Patrick Ky as the JU Executive Director at its meeting on 12 October.

**Single European Sky, SESAR, European Aviation Regulatory Framework and Airspace**

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