



SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

An initial discussion on the Commission's legislative proposals for amendments to the four high level SES regulations (**SES II**) took place at the Council Aviation Working Group on 14 July. Member States raised initial concerns on elements of the proposals, including centralised EU **performance** target setting, the potential for **environmental** issues to dilute safety priorities, ensuring that **civil/military cooperation** is maintained, the imposition of targets for the implementation of **Functional Airspace Blocks** (FABs) and the scope of the proposed **Network Management function**. The French Presidency is keen to make quick progress with SES II and it will be discussed again in the Aviation Working Group in September. The European Parliament will also begin to consider SES II in the autumn.

The Department for Transport (DfT) launched its consultation on SES II on 22 July with an informal industry event for stakeholders. Its consultation is available from the DfT website here - <http://www.dft.gov.uk/consultations/open/thirdses/>, with comments requested by 22 September or earlier if possible. A formal stakeholder event will be held on 2 September.

Proposals for the **extension of EASA's competence to the safety of Aerodromes and Air Traffic Management (ATM)** were also subject to initial discussion at the Aviation Working Group on 14 July. Several Member States shared UK concerns about the scope of the ATM proposals and the need to ensure EASA is properly resourced in line with its new responsibilities. EASA and Eurocontrol will hold a joint workshop on the ATM extension on 16 October.

Discussions at the Aviation Working Group on the political endorsement of the SESAR Master Plan have resulted in a draft Council Resolution agreeing to proceed to the Development phase of SESAR. In addition the Commission is obliged to come forward, hopefully by next March, with a proposal for the Council to endorse a European ATM Master Plan. This would effectively be a development of the SESAR ATM Master Plan, but expressed in non-technical terms. The draft resolution must be agreed at the October Transport Council.

A **Single Sky Committee** (SSC) workshop on the SES II package was held on 9 July, which the Commission used to present the detail of its proposals. Ahead of this an SSC workshop was held on 8 July to discuss the draft **Aeronautical Data Quality** Implementing Rule (IR) and proposed amendments to the **Interoperability IR on Flight Coordination and Transfer**. UK remains concerned about a requirement in the draft IR for States to remove differences with ICAO Annex 15 and it is expected that this issue will be discussed further at the next SSC, which is currently scheduled for 30 September. The meeting is also expected to consider proposals for the application of the Interoperability regulation on legacy systems from 2011.

DfT have launched a consultation on the implementation of the **Charging Regulation** in the UK, including the results of CAA's contestability assessment. The consultation runs until 13 October and is available from <http://www.dft.gov.uk/consultations/open/cregulation17942006/>

The first meeting of the **UK/Ireland Functional Airspace Block** (FAB) Management Committee took place in July and the FAB Supervisory Committee met for the first time on 6 August.

EASA have extended the comments period for its NPA on **Civil Aviation Environmental Protection** to 15 November.

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