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SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

The legislative amendments to the four **high level SES regulations (SES II)** were given general approval by Ministers at the Transport Council on December 9. An outstanding issue to be resolved by Spain and UK regards Gibraltar, and all parties believe this will be settled before the formal approval of the proposals.

In the European Parliament, two debates on SES II and on the **extension of EASA's competence to the safety of Aerodromes and Air Traffic Management (ATM)** have occurred in the Transport and Tourism Committee (TRAN). A vote on proposed MEP amendments was held on 8 December and time has been devoted at the Council Aviation Working Group (AWG) meetings throughout the rest of December to consider progress in the Council on SES II against the remaining MEP amendments. If a first reading deal can be reached, a full Plenary debate would take place in the Parliament in February or March 2009.

On the extension of EASA's competence, Ministers agreed at the Transport Council to adopt a partial general approach (mainly on ATM and air navigation services issues); and a Presidency progress report on aerodromes. The proposals will now be considered further in the AWG and the speed of further progress will depend on the priorities of the Czech Presidency who take over from France on 1 January 2009.

Following the endorsement of a Council Resolution on the transition of **SESAR** to its development phase, an outstanding action for the Commission was to come forward with a proposal for the Council to endorse a European **ATM Master Plan**. A Communication, intended to deal with this action, was circulated for information to the Single Sky Committee (SSC) in November. It is presumed this will result in another Council Resolution to be discussed in the AWG ahead of political endorsement of the Master Plan, perhaps at the March Transport Council.

Meanwhile, arrangements to set up the **Joint Undertaking** continue. An inauguration event took place on December 8 and work to finalise membership agreements continues with the intention of signing them in March 2009.

The **Single Sky Committee (SSC)** met on 21 November and adopted an Interoperability Implementing Rule (IR) on the use and allocation of **Mode S Interrogator Codes**. A vote on the **Aeronautical Data Quality (ADQ)** IR was delayed due to the inclusion of an Article in the IR, which requires States to remove Differences with ICAO Annex 15. Member States urged the Commission to hold a debate on the issue of **ICAO Differences** and SES more generally before the ADQ IR could be considered in its current form. As a result the UK, jointly with the Commission will organise a workshop on this issue early in 2009. The next meeting of the SSC will be held on 22 January. Ahead of this, a SSC workshop to consider a draft IR on **Air Traffic Flow Management (ATFM)** will take place on 17 December.

The Department for Transport have announced their decision on the establishment of terminal charging zones following a consultation on the implementation of the SES **Charging Regulation**. They have opted for two zones and their decision also accepts the CAA Contestability Assessment, allowing reduced reporting levels for some airports. More details are available from - <http://www.dft.gov.uk/consultations/closed/ecregulation17942006/summaryofresponses>.

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