

9 December 2010

## SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

Following discussion in the Single Sky Committee (SSC) the Commission's proposals for **EU performance targets** were supported by Member States at the SSC on 3 December. Many Member States had expressed concerns over the proposals, in particular, the ambitious EU cost-efficiency target and the year used for traffic forecasts. As a result the proposal that was accepted had been revised by the Commission to a cost-efficiency target of  $-3.5\%$  per annum from 2011 (expressed in real terms, 2009 Euros), compared to the initial proposal of  $-4.5\%$  per annum from 2009 (expressed in real terms, 2009 Euros).

The SSC also agreed an IR on information that must be provided before the establishment or modification of a **Functional Airspace Block**. As an established FAB, the UK Ireland FAB must comply with the additional information requirements, which arise from the SES II legislation, but will not resubmit information already provided under the first SES legislative package.

The SSC also discussed the latest draft of the Network Management Function (NMF IR) and draft IRs transposing SES legislation on **Safety Oversight and ANSP requirements** into the EASA system. The EASA IRs are expected to be presented to the SSC for its approval in February 2011. The **Network Management Function (NMF) IR**, whilst much improved in the CAA's opinion, still needs some work to address the scope of the Route Design Function; how to manage the impacts of the network's performance on national or FAB performance plans; and how to ensure all stakeholders have adequate involvement in the decision making and governance arrangements. The Commission expects to seek approval of the IR at the next SSC.

An SSC workshop was held on 9 November on the **Standardised European Rules of the Air (SERA) Part A IR**, which covers ICAO Annex 2 Rules of the Air. CAA believes the IR is much improved but is continuing dialogue with the Commission to try and resolve remaining issues. In addition Eurocontrol has issued a draft SERA Part B IR for informal consultation to a small group of stakeholders, covering ICAO Annex 11 on Air Traffic Services. CAA has commented expressing concern that Part B contains provisions in many of the same areas as Part A and will therefore create the need to amend Part A if we are to avoid the risk of a fragmented legislative package.

Within EASA, work continues under a number of rule drafting groups to develop ATM legislation. The subjects being considered by these groups include: Authority Requirements, Licensing and medical certification of ATCOs and certification of ATCO training organisations, SERA Part B; MET requirements; amending the fast tracked IRs into the EASA Total System Approach; regulation of ATS Electronics Personnel; continuation of the work of the safety assessment task force; and Human Factors for ATC.

Work continues on the preparation of the UK National Performance Plan, with the intention of issuing a draft of the plan for stakeholder consultation in January.

The next meeting of the SSC will be on 20 January 2011. The Commission will also hold a SSC workshop on 10 February to consider the draft Surveillance Performance and Interoperability (SPI) and Aircraft Identification (ACID) IRs.

The **SESAR Implementation Package One (IP1) Steering Group** met on 15 November to agree recommendations to the SSC on measures to ensure the implementation of IP1. The recommendations include amendments to the ESSIP (European Single Sky Implementation Plan) and legislative measures, and should be considered by the SSC in January. Finally the Commission is expected to set up a task force to consider mechanisms for the governance of the Deployment Phase of SESAR in 2011.

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