

20 July 2010



SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

The Single Sky Committee (SSC) agreed the final amendments to the **Charging Regulation** on 8 & 9 July. With this text and the Performance Scheme Implementing Rule (IR) agreed, National Supervisory Authorities (NSAs) will now need to concentrate on the development of **National Performance Plans (NPPs)**. NPPs must set national (or Functional Airspace Block) targets and demonstrate how these are consistent with **EU-wide performance targets**, which will be agreed by the end of the year. These will cover safety, capacity, cost efficiency and the environment. NPPs must be agreed by Member States and submitted to the Commission by the end of June 2011. Mindful of this timeline, initial work on the UK NPP has begun and stakeholder engagement will commence this summer.

The July SSC also discussed progress on the SESAR programme including early proposals on the governance of the Deployment Phase; the progress of EASA ATM rulemaking; development of the Network Management Function; GNSS implementation and the development of FABEC.

EUROCONTROL delivered the Final Report for the [Standardised European Rules of the Air \(SERA\) IR](#) Part A (covering ICAO Annex 2 Rules of the Air) to the Commission on 5 July. The Report highlights many of the stakeholder concerns including the pace of the work and a view that this has resulted in inadequate consideration of current Member State differences to ICAO, which enhance minimum safety requirements. It is now for the Commission to consider how it will proceed. However initial work on SERA Part B (covering ICAO Annex 11 Air Traffic Services) is now underway in EASA.

The Final Report for the [Surveillance Performance & Interoperability \(SPI\) and Aircraft Identification \(ACID\) IRs](#) was delivered to the Commission on 9 July. The draft IRs are expected to be presented to the SSC by the end of 2010.

On the 25 June, the Commission held an initial workshop on the development of an IR on the information to be provided by Member States before the establishment and modification of a **functional airspace block (FAB)**. Alongside this, the Commission has asked EUROCONTROL to develop guidance material to support the establishment and modification of FABs. With the UK/Ireland FAB already established and implemented, the CAA will be paying close attention to ensure there are no unintended consequences arising from the development of the IR.

EASA work in the development of safety regulations in ATM continues with the establishment of six new working groups to address: SERA, MET, The EASA Total Systems Approach, Air Traffic Service Engineering Personnel, Risk Assessment & Mitigation, and Human Performance. The Total Systems Approach working group will review the recent draft IRs transposed from SES, with a view to fully incorporating them into the EASA rulemaking framework. In addition, rulemaking activity for Aerodromes has now begun, with more information available from the [EASA Aerodromes](#) pages of the CAA website. For more details on EASA developments in general see the latest [CAA EASA Information Bulletin](#).

An interim **SESAR** IP1 Steering Group workshop was held on 13 July. The workshop was used to review the work of the Experts Team set-up under the Steering Group to identify areas where further work is required to ensure IP1 operational initiatives are deployed in a timely fashion. It also discussed how the **European Single Sky Implementation (ESSIP)** process could be used to monitor implementation both for IP1 and future implementation phases of SESAR under the ATM Master Plan.

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