

24 June 2010



SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

The first meeting of the **European Aviation Crisis Coordination Cell (EACCC)** took place via telephone conference on 18 May. The Commission chaired the meeting, with other participants including the CAA, London and Toulouse VAACs, DGAC, Eurocontrol and EASA. The EACCC in its current form is an interim measure, as it is expected that this function will be incorporated into the responsibilities of the SES **Network Management Function (NMF)** in due course.

The Commission, supported by Eurocontrol, has now formally launched work to develop the **NMF Implementing Rule (IR)**, with an initial stakeholder consultation workshop on 10 June. In addition to crisis coordination, the NMF IR will contain annexes covering Route Network Design and Scarce Resources (radio frequencies and SSR transponder codes). The Commission is proposing to draft an IR over the summer with the intention of approval by the SSC by the end of the year.

The amendment to the **Charging Regulation** that will complement the **Performance Scheme** was the subject of an *ad hoc* Single Sky Committee (SSC) on 15 June. Although broad agreement on the amended text was reached at the meeting there was not sufficient time to redraft and vote and it has now be submitted for SSC approval by correspondence.

An initial stakeholder workshop to discuss the process for developing **EU-wide performance targets** was held at the on 27 May, and work will now progress with the aim of seeking formal SSC agreement by the end of September. In the meantime, the CAA has initiated work to draft the UK **National Performance Plan (NPP)**, which will set national targets and demonstrate how these are consistent with the EU-wide targets.

The post-consultation workshop for the **Standardised European Rules of the Air (SERA) IR (Part A)** was held on the 3 June. Under the current timetable Eurocontrol are expected to deliver the final report to the Commission by the end of July, with a view to SSC agreement by the end of 2010. There is growing concern though with the pace of work and that this is causing inadequate consideration of current Member State differences to ICAO, which enhance the minimum safety requirements of ICAO.

The 2010-2013 UK/Ireland Functional Airspace Block ([FAB Plan](#)) was published on 1 June and outlines the project to integrate North Atlantic, Domestic (Irish/UK) and European traffic flows to deliver safety, operational and financial benefits to airspace users. The Commission has begun work to develop an IR on information to be provided by Member States before establishing and modifying a **functional airspace block (FAB)**.

Following the decision to follow a 'fast-track' process to transpose extant SES regulations into the **EASA** system by the end of 2010, the agency has published [two Opinions and three draft IRs](#) on 28 May, which will be the subject of an EASA Conference, "Towards Common Safety Rules - first phase ATM Opinions" on 24 June. For more details see the latest [CAA EASA Information Bulletin](#).

Negotiations on the Memorandum of Cooperation (MoC) between the EU and the USA on civil aviation research and development were concluded on 18 June. The MoC contains an annex dedicated to **SESAR-NextGen** cooperation in support of achievement of effective interoperability of the two ATM systems.

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