

10 March 2009



SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

Negotiations on the legislative amendments to the four **high level SES regulations (SES II)** in the Council of Ministers and European Parliament are now coming to an end. Compromises have now been agreed on the majority of differences between the Council text and Parliamentary amendments. The remaining issues are now likely to be resolved in the informal triologue between the Czech Presidency, Parliamentary Rapporteur and the Commission. As a result, it will be difficult for Member States to influence the process further. All parties believe that an agreement can be achieved on SES II before the end of the spring. A full Plenary debate in the European Parliament is tentatively scheduled for 26 March with a good prospect of final agreement being reached by the end of March.

Negotiations on the **extension of EASA's competence to the safety of Aerodromes and Air Traffic Management (ATM)** have continued in the Council Aviation Working Group (AWG). Like SES II, remaining issues are likely to be resolved in the informal triologue between the Czech Presidency, Parliamentary Rapporteur and the Commission. The EU Institutions remain hopeful that the legislation can be agreed alongside the SES II legislation in late March. The current text includes a requirement for the Commission to conduct a review of SES legislation in light of the EASA extension and produce proposals on consequential amendments to SES. These would be considered by the Parliament and Council of Ministers through a separate Co-Decision process.

Discussions on the political endorsement of the **SESAR ATM Master Plan** in the AWG have resulted in a draft decision endorsing the Master Plan and a Council resolution considering SESAR going forward. UK has successfully introduced text to the resolution to enhance governance and consultation arrangements for SESAR and to ensure consistency with the last Council resolution, published in October. The resolution and decision are now expected to be endorsed at the Transport Council on 30 March.

Work to finalise the SESAR Joint Undertaking's membership agreements with the 15 proposed industry members and Eurocontrol continues. Ad-Hoc meetings of the Single Sky Committee (SSC) and Eurocontrol Provisional Council will be held on 23 and 27 March respectively to consider the membership arrangements.

The next SSC meeting will be held on 1 and 2 April and is expected to discuss progress on SES II and SESAR, platforms for regulatory advice and the outcomes of a workshop to consider SES and **ICAO differences**, which was held on 24 February. Whilst the outcomes of the workshop have not yet been published, CAA is hopeful that the event was successful in achieving recognition of the breadth of the problem and the need to take a long-term approach, and to introduce processes to deal with it adequately.

CAA has contributed to the UK's comments on the latest draft of the **Air Traffic Flow Management (ATFM) Implementing Rule**. There is considerable concern and confusion about the scope and purpose of the IR, particularly on the issue of coordination between airport slots and flight plans. As a result it does not yet have consensus in Industry. The UK has, therefore, suggested that the Commission should hold another SSC workshop on the IR before it is submitted to SSC for a decision, this time with wider stakeholder participation, including the airlines.

Stephen Hand, CAA Directorate of Airspace Policy
Telephone: 020 7453 6507
e-mail Stephen.hand@caa.co.uk