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SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

Negotiations on the Commission's proposals for amendments to the four high level SES regulations have continued in the **Council Aviation Working Group (AWG)**. Key issues, which remain to be resolved, include the **independence of NSAs**, the **designation of ANSPs, FABs**, including the proposed target of 2012 for their implementation, and the **Network Management Function**. However, agreement has been reached on the basis for a **performance scheme**. The Presidency is still aiming for a general approval of SES II at the December 9 Transport Council, which will require further discussion in the AWG.

Discussions on the **extension of EASA's competence to the safety of Aerodromes and Air Traffic Management (ATM)** commenced in the AWG on 5 November. To date progress has been slow and a detailed examination of the proposed legislation has yet to begin. It is therefore not clear how much progress the Presidency will be able to make before the end of the year.

In the **European Parliament**, the Rapporteur's reports on both SES II and the EASA extension were published in October. The reports were debated at the Transport and Tourism Committee (TRAN) on 4 November and another debate in the committee will take place on 1 December, with a vote on proposed amendments planned for 8 December. In general, TRAN has concentrated on high level issues but it seems keen that FABs should be progressed rapidly.

A Council resolution, endorsing the transition of **SESAR** to its **development phase**, was endorsed at the Transport Council on 9/10 October. This now means that the **SESAR Joint Undertaking (JU)** can commence its operations and is working to recruit staff and finalise membership agreements in order to do so by early 2009. The SESAR JU is aiming to formally sign the membership agreements at an event on 8 December 2008 in Brussels.

The **Single Sky Committee** will meet on 21 November and it is expected to take a decision on Interoperability Implementing Rules (IR) on **Aeronautical Data Quality (ADQ)** and **Mode S Interrogator Codes**. CAA has particular concerns about the ADQ IR, as it requires States to remove Differences with ICAO Annex 15, as it believes this conflicts with the Framework Regulation, which recognises the rights and duties of Member States under the 1944 Chicago Convention. SSC will also discuss an IR on **Air Traffic Flow Management (ATFM)** for the first time; the IR will also be the subject of an SSC workshop, to be held on 7 December.

Eurocontrol have issued its formal consultation on the Interoperability **Surveillance Performance IR**, with comments requested by 4 February 2009. The consultation package is available from http://www.eurocontrol.int/enprm/public/subsite_homepage/homepage.html.

The first meeting of the Commission's **Airport Observatory** took place on 4 November and considered the terms of reference and work programme for the forum. The Commission is proposing to set up three working groups under the Observatory. The first, chaired by Eurocontrol, is to establish methodologies for calculating airport capacity. The second is to look at issues around intermodality and the third is to look at gate-to-gate capacity. The Department for Transport currently represents UK in the Observatory. Further information can be found at http://ec.europa.eu/transport/air_portal/airports/observatory_en.htm

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