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SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

Both the **Single European Sky II** legislation and the **legislation extending the EASA system to the safety regulation of ATM and Aerodromes** are expected to be adopted by the EU Council of Ministers on 7 September. They should then be published in the Official Journal of the European Union in October.

EASA has recently called for comments from regulators and industry on terms of reference for a number of ATM Implementing Rule (IR) drafting groups. CAA has offered comments on these and put forward nominations to take part in the drafting groups.

The Commission has now formally asked Eurocontrol to commence work on extending the scope of the draft **Surveillance Performance IR** to address the issue of deployment of downlinked aircraft identification. Further consultation can be expected.

The **Air Traffic Flow Management IR** has been under discussion within the SES Industry Consultation Body (ICB). It appears that through the ICB, a consensus is emerging on how the IR can be amended to resolve Industry concerns.

The **SES Penalties order** came into force on 1 September 2009. This puts in place a sanctions scheme for offences under the SES legislation.

Eurocontrol has developed two specifications relating to **ATSEP (Air Traffic Safety Electronics Personnel, equivalent to UK Air Traffic Engineers)**. These deal with minimum training standards applicable to new entrant ATSEPs and competence assessment for all ANSPs and all ATSEPs. It is expected that the final specifications will be delivered to the European Commission in December, which may then propose an amendment to the SES Common Requirements thereby making elements of the specifications mandatory. CAA has expressed concerns about the cost implications of these requirements, especially for small ANSPs. Eurocontrol will now hold a Stakeholder Consultation Workshop in Brussels on 13 October and CAA will be attending to follow up on these concerns.

In the **SESAR** project, there remains a level of uncertainty about who has ownership of the first Implementation Package of SESAR (IP1). IP1 is made of the deployment of current best practice and mature systems, which will provide the groundwork for the SESAR target concept. There has been no consensus on who should have overall governance of IP1, creating a number of different proposals from industry. The Commission is now expected to consider these and to make a proposal for "transitional governance arrangements" at the next SSC. By 2010 the Commission will also need to make proposals for the governance of the final phase of SESAR – the deployment phase. Meanwhile the **SESAR Joint Undertaking** has now launched 30 individual projects to develop the SESAR Master Plan.

The next meeting of the **Single Sky Committee** will be on 13 and 14 October and the next CAA information bulletin will be published shortly after.

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