

EUROPEAN AND INTERNATIONAL DEVELOPMENTS QUARTERLY UPDATE 1 JULY – 30 SEPTEMBER 2014



GENERAL EUROPEAN DEVELOPMENTS

EUROPEAN NEWS

Presidency of Council of the EU

Italy took over the Presidency of the Council of the EU from Greece on 1 July 2014. The Italian Presidency informed the Transport Council that its priorities will fall under the heading “Infrastructure and Transport for growth and cohesion”. Under the aviation agenda work to date has focused on SES 2+ and the European Commission’s Communication on Remotely Piloted Aircraft Systems (RPAS). The Presidency is also pressing for progress in the Council on the Package Travel Directive.

Changes in European Commission

In mid July Jean-Claude Juncker, the former Luxembourg leader, was appointed President of the new European Commission. He takes office on 1 November 2014 for a five year term. Juncker announced his proposed Commission in mid September; however it will not be confirmed until after the MEP hearings in the European Parliament in October. MEPs will evaluate candidates’ suitability before the full Parliament votes on the proposed Commission.

Juncker has a high powered Commission with a number of former prime ministers and Commissioners from the last Commission. In future the seven Commission Vice-President roles will be one of co-ordinating and leading on policy areas, with the exception of the High Representative who leads on foreign affairs. The revamped Transport and Space Directorate will report to two policy areas: Jobs, Growth, Investment & Competitiveness and Energy Union (including climate change).

Violeta Bulc from Slovenia has been appointed the Commissioner-designate for Transport & Space Directorate. Bulc entered politics recently when she was invited into the new Slovenian government as minister for development, strategic projects and cohesion. She was previously an entrepreneur and public-speaker, and also trained as a shaman and fire-walker.



Violeta Bulc, Commissioner, Transport and Space

Lord Hill, the UK’s European Commissioner has the portfolio of financial stability, financial services and capital markets union. On 19 September, Matthew Baldwin, Director of Aviation in DG MOVE, moved to become Lord Hill’s Chef de Cabinet.

Olivier Onidi has stepped in as the interim Director of Aviation in DG MOVE. Margus Rahuoja, Siim Kallas’ Estonian Head of Cabinet will take up this post shortly. Rahuoja was previously Kallas’ Senior Advisor on air transport issues and relations with the Council and the Presidency. He has worked in the Commission since 2004.

Meeting of Directors General Civil Aviation

Directors General of Civil Aviation (DGCA) held their annual special meeting in Dubrovnik at the end of August. Raymond Benjamin, ICAO Secretary General, and Margus Rahuoja, Head of Siim Kallas’ Cabinet also attended. The meeting covered European preparations for ICAO’s High-Level Safety Conference (to be held in February 2015) and other safety issues; the consequences of the downing of MH17 over the Ukraine, including a report on the first two meetings of the ICAO Task Force on Risks to Civil Aviation arising from Conflict Zones.

Also discussed were the outcome of July’s ECAC/ EU Dialogue with the air transport (see below); the preparations for the grant to be given by the Commission for capacity development activities in aviation security; and the implementation of projects under ECAC’s Special Projects Fund.

ECAC/EU Dialogue with European Air Transport Industry

The ECAC/EU Dialogue with the European air transport industry took place on 3-4 July in Vienna. With more than 170 senior-level aviation decision-makers and industry leaders the dialogue discussed ways and means of improving the competitiveness of the European air transport sector. Many of the EU industrial representatives (airlines, airports) complained about the lack of Government support for industry and what they regarded as excessive levels of regulation and taxation that they believe hamper their ability to compete internationally. There was general support from industry for faster liberalisation of the airport and ANSP sectors and the meeting made a number of proposals on how improvements could be achieved. The European Commission took an action to consider whether there was a need for a clearer vision and leadership for EU aviation.



DfT's Patricia Hayes chairing a panel at the ECAC/EU Dialogue

EU LEGISLATION/POLICY DEVELOPMENTS

SES 2+ Legislative Proposal

The Commission's proposal for an interim update of the SES rules, Single European Sky 2+ is progressing under the Italian Presidency with the aim of agreement in the Council by December (see ATM section for more detail).

Remotely Piloted Aircraft Systems

In August the European Commission launched a consultation on Remotely Piloted Aircraft Systems (RPAS). DfT is coordinating a cross Whitehall response and the CAA will put forward a separate reply. This could lead to a draft legislative proposal in 2015 aiming for European legislation by 2018.

Airport Package Legislative Proposal

Negotiations on the two outstanding dossiers in the Airport Package - ground handling and slots - have not, to date, been discussed under the Italian Presidency.

Passenger Rights Legislative Proposal

There has been no progress in the last quarter in the Council on passenger rights legislation regarding the revision of Regulation 261/2004.

Consultations on the Future of EASA

In May the Commission launched a policy initiative (in the form of a public consultation on aviation safety) which is likely to lead to a revision of Regulation (EC) No. 216/2008 on common rules in the field of civil aviation and establishing a European Safety Agency - EASA's basic Regulation. The Commission consultation asked for opinions on the strengths and weaknesses of the current EU aviation safety system as well as possibilities for improvement to safety competitiveness, environmental protection and quality of air services. It also contained a section on policy objectives and options for changes to the regulatory framework. Simultaneously, in support of the policy initiative, EASA issued a consultation in the form of an Advance Notice of Proposed Amendment (A-NPA). EASA's consultation addressed more specific issues relating to aviation safety and the EASA system.

The CAA response to the consultations was coordinated by the Policy Programme Team (PPT) with input from across the CAA and in conjunction with DfT. The responses reflected support for the EASA proposals to move towards a more performance based approach, more proportionate regulation of GA, and for future regulation to be flexible enough to take into account industry changes and cooperative oversight. The A-NPA responses were not generally supportive of EASA taking on a remit wider than the existing safety and environmental functions, other than possible extension of scope to include some cyber security issues.

The results of the consultations will greatly influence any legislative proposal on the future of EASA. The Commission visited the UK in September and spoke to the CAA and DfT on the consultations. There will be further opportunities to engage in the coming months and the CAA will be actively seeking opportunities to have further discussions with other Member States, EASA and the Commission on the future of the Basic Regulation.

Airport Charges

The Commission has asked Belgium (in the form of a 'reasoned opinion') to fully transpose [Airport Charges Directive 2009/12](#) into national legislation. Belgium has not correctly

transposed certain requirements of the Directive, specifically provisions concerning the set-up of a system of consultation on charges between airports and airlines, and the setting up of an independent supervisory authority to settle disputes over charges between airports and airlines. Belgium has two months to notify the Commission of the measures taken to fully transpose the Directive; otherwise the Commission may decide to refer Belgium to the EU's Court of Justice.

State Aid

In July, the European Commission adopted six decisions concerning state aid granted to airports and airlines in France, Germany and Austria, making use of new guidelines on state

aid to airports and airlines adopted in February 2014. The Commission ordered two carriers (Ryanair and Transavia) to return €10m in state aid to operators at Nîmes, Angoulême and Pau. The Commission's analysis has demonstrated that these airlines paid less than the additional costs linked to their presence in the airport.

INTERNATIONAL VISITS TO CAA

On 16 September officials from US Department of Transportation visited the CAA to discuss issues, and share data, in relation to UK airlines' compliance with Part 382 on "Non-discrimination on the Basis of Disability in Air Travel".

SAFETY

GENERAL DEVELOPMENTS

Downing of MH17 over the Ukraine

Following the crash of Malaysian Airlines MH17 Transport Commissioner Siim Kallas made a statement on 18 July 2014 calling for an immediate and independent investigation into the causes of the crash. He also activated the European Aviation Crisis Coordination Cell (EACCC) so that there was proper coordination of the effects on airspace to guarantee the safety of flights.

EASA Committee

The EASA Committee met on 8-9 July. The committee voted positively on the following regulations (all of which the UK voted in favour):

- Part 26 - additional airworthiness requirements for operations.
- Regulation 748/2012 - flight testing.
- Recast Regulation 2042/2003 and Regna 965/2012 - continuing airworthiness, critical maintenance tasks and operations by EU carriers of aircraft registered in a third country.
- Regulation 2042/2003 Part M maintenance for GA aircraft.
- Regulation based on EASA Opinion 11/2013 - air traffic controllers' licences and certificates.

Other key subjects included:

- ICAO/IATA work on global flight tracking and a draft Commission regulation on flight recorders, in the wake of the Malaysian Airlines disappearance.
- Proposal to amend Regulations 1178/2011 and 965/2012 which covered several

licensing aspects of interest including Approved Training Organisations and age limits for commercial balloon pilots.

Full details of the discussion at the [EASA Committees and updates](#) on topical rulemaking items are provided in the CAA website.

EASA

EASA Organisation Changes

On 1 September EASA announced its internal reorganisation which aims to help prepare the Agency for the challenges of the coming years. Changes included the creation of a Strategy and Safety Management Directorate and the merging of the Rulemaking Directorate functions within the Flight Standards and Certification Directorates.



Two new EASA Directors were appointed at the EASA Management Board in September. Luc Tytgat, a Belgian national previously head of the Single Sky section in Eurocontrol, was appointed to the new post of Strategy and Safety Management Director. Olivier Ramsayer, a French national with previous experience in a number of EU agencies was appointed as the Resources and Support Director. The Certification Director post has also now been advertised, with the current incumbent retiring in February.

EASA Management Board

The EASA Management Board met on 10 September. There was a closed session in the morning to discuss and nominate the new Chair of the Management Board as well as the nominations for two new EASA Directors (see above). The open session discussed a number of papers including the report from the Executive Director and a report from the sub-group on the future of the European Aviation Regulatory System



EASA, Cologne

At the September meeting the CAA's Michael Smethers completed his term as Chair of the EASA Management Board. He is succeeded by Pekka Henttu, the Director General of Civil Aviation in Finland. Election of a new Deputy Chair will take place at the December Management Board meeting.

EASA Type Certificate of Airbus A350-900

On 30 September EASA issued the type certificate for the Airbus A350-900. This is the first Airbus passenger aircraft with a new design

to be entirely certified by EASA - from the application by Airbus in 2007 through to the type certification. During the certification programme, EASA established 16 technical panels composed of 40 engineers and test pilots, covering structure to avionics and cabin safety to flight tests. EASA flight test teams participated in more than 250 hours of flight testing and EASA reviewed and accepted nearly 700 certification documents. More than 60,000 hours were logged by EASA staff or experts from European National Aviation Authorities to enable the certification of the A350.

EASA Report Performance Based Environment

On 1 August EASA published a [Report for a Harmonised European Approach to a Performance-Based Environment](#) (PBE). This is the basis on which performance based regulation, a regulatory approach that focuses on desired and measurable outcome, can be built. With this approach the oversight focuses on the management of operational risks besides ensuring compliance to regulation.

The report describes the key concepts of how PBE enables more effective management of safety and its associated risks and outlines the key definitions that need to be agreed at a European level. The paper supports discussion on future aviation EU regulation and also contributes to a common European understanding of concepts such as Performance-based Rules, Risk based Oversight and Performance-based Oversight.

AIR TRAFFIC MANAGEMENT

SESAR

SESAR Deployment Pilot Common Projects

The European Commission adopted a first set of essential changes for modernisation of the European Air Traffic Management system known as the [Pilot Common Project](#) which supports the implementation of the European Air Traffic Management Master Plan. This is the first of a series of SESAR projects. The projects focus in particular on the improvements of air traffic to and from airports, the increase of aircraft flexibility to fly more direct and more efficient routes as well as enhanced sharing of more precise information amongst all actors and better coordination with the military. By the

application of innovative technologies and more efficient operational procedures, the Pilot Common Project will bring benefits in terms of safety, environment, capacity and cost-efficiency for the whole ATM network, with a positive impact for passengers and the whole air transport sector.

RPAS Implementation as part of SESAR

The SESAR Joint Undertaking (SJU) has initiated a "definition phase" to shape an R&D programme on the integration of civil Remotely Piloted Aircraft Systems (RPAS) for implementation as part of the SESAR 2020 Programme. On 8 September the SJU held a workshop with key stakeholders whose input

will be necessary to make the RPAS R&D activities in SESAR 2020 Programme a reality.

SINGLE EUROPEAN SKY

Single Sky Committee

The Single Sky Committee met on 1-2 July. There were positive votes on amendments to Interoperability Regulations on Surveillance Performance and Interoperability and Aeronautical Data Quality. The meeting also agreed an amendment to the Network Management Functions Regulation as well as an extension to the term of the current Performance Review Body to December 2016.



Airbus A380

SES 2+

The Commission's proposal for an [interim update of the SES rules](#), [Single European Sky 2+](#) made fast progress in the European Parliament. The Italian Presidency has made SES 2+ a priority and is looking for an agreement in the Council by December. The Presidency tabled weekly meetings in July, starting with Single European Sky elements of the proposal and these have continued in September. The negotiations are mainly focusing on the SES elements of the proposal and some progress is being made.

Commission Urges Poland to Adopt SES Rules

The Commission has sent Poland a reasoned opinion for failure to adapt the existing Polish law to EU requirements for air traffic flow management. The national rules should have been in place by 2011. Poland has two months to notify the Commission of the measures taken to fully transpose the regulation, otherwise the Commission may decide to refer Poland to the EU's Court of Justice.

FUNCTIONAL AIRSPACE BLOCK

UK-Ireland Performance Plan

The UK-Ireland FAB [Performance Plan](#) has been submitted to the Commission and is currently under review by the Performance Review Body (PRB). The PRB's draft assessment reports were sent to States for comment and fact validation on 15 September.

National Supervisory Authorities met subsequently with the PRB and the Commission in October and the final PRB reports were sent to the Commission on 21 October. The Commission is aiming to have a decision on the plans at the Single Sky Committee in November.

FAB Infraction proceedings

The Commission has formally requested Austria, Bulgaria, Croatia, Cyprus, Czech Republic, Greece, Hungary, Ireland, Italy, Lithuania, Malta, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and the United Kingdom, members of six different Functional Airspace Blocks (FABs) to improve their FABs, a common airspace arranged around traffic flows rather than state boundaries.

All EU Member States should have implemented their FABs by 4 December 2012 according to Regulation (EC) No 550/2004. However the Commission believes actual progress on these FABs' airspace reorganisations and on the effectiveness of their air navigation services has been slow. With the letters of formal notice the Commission asks Member States to act in order to optimise the implementation of FABs and air navigation services.

The UK DfT and the Irish Department for Transport are in the process of drafting a response to the EU Infraction letter on the UK-Ireland FAB. Dynamic Sector Operational Trial (DSOT) Phase 1 is complete and arrangements in the Rathlin Sector have reverted back to those of pre-DSOT. A full report on the outcome and lessons learned from Phase 1 will now be completed and circulated in due course.

Work continues on the FAB Option work for presentation at the next State Level meeting on 28 October. DSOT Phase 2 (Dublin Sector) will commence early in 2015.

Progress on SES and other activities are covered in the [CAAInformationNotices2014](#) published periodically on the CAA website.

SECURITY

CAA Aviation Security Directorate

The CAA's Aviation Security Directorate, established on 1 April following the transfer of regulatory and compliance monitoring functions from the DfT is now well established in its new home at CAA House. DfT retains the lead in respect of international matters, but calls regularly on the advice and assistance of CAA AvSec. Discussions are under way with DfT concerning CAA AvSec role of compliance monitor in respect of the UK's Crown Dependencies, including Gibraltar.

Commission Inspection of UK Appropriate Authority for Aviation Security

Between 8-12 September the European Commission conducted an inspection of the DfT's performance as the UK "Appropriate Authority" for aviation security, so far as EU legislation is concerned. The CAA AvSec provided strong support to the Department, preparing a mass of documentation for the Commission's review, hosting and briefing the inspection team in Kingsway for three days, and facilitating its visit to a UK airport.

The Commission inspection team congratulated the UK team on the quality of its preparation for the inspection. The Commission's report is expected in November. The DfT's response on follow-up action will need to be submitted within 3 months of receipt of the report.

EU Aviation Security Regulatory Committee

The Regulatory Committee met from 24-25 September, with updates and discussions held on a range of EU dossiers, including engagement with industry stakeholders. The next Regulatory Committee meeting is scheduled for 26-27 November.

ACC3 Air Cargo Security

The deadline for adherence by third country operators to a new EU regulatory requirement ('ACC3') was 1 July. This required that all cargo and mail flown into the EU must be secured to EU standards. Carriers are required to have cargo/mail security arrangements at their 'last points of departure' into the EU validated independently, by an approved EU auditor. CAA colleagues, working closely with DfT, are

processing reports covering 142 routes worldwide. The vast majority have been designated as ACC3 compliant, either substantively or temporarily (pending further review). The process is on course to be completed by end of 2014.



Airport Security

Advanced Cabin Baggage Systems

On 9 July a first meeting took place to launch the development of future standards for Advanced Cabin Baggage Systems equipment. The meeting was held in Brussels with ECAC, the European Commission and the US Transportation Security Administration. Such equipment is considered to represent the natural evolution of current x-ray screening equipment, enhancing detection capabilities and improving the passenger experience. The meeting provided an opportunity for subject matter experts to compare the different national approaches to the development of these systems, with a view to the harmonisation of future detection requirements.

Cyber Threats to Civil Aviation Study Group

The ECAC Study Group on Cyber Threats met from 9-10 July, its members having participated the previous day in the IATA/AEA Cyber Day. The Study Group reviewed the current status of implementation of the 2014 deliverables, including the application of risk management principles to cyber security. They continued deliberations on possible amendments to Chapter 14 of ECAC Doc 30 (Security) on cyber threats to civil aviation. They also considered the revision of the current ECAC threat matrix (connected with work under way by the ICAO Threat and Risk Working Group).

ENVIRONMENTAL MATTERS

Collaborative Aviation Climate Action Takes Flight

The United Nations Climate Summit held on 23 September announced a commitment on climate action between ICAO and the aviation industry represented by the Air Transport Action Group (ATAG). This partnership expands on work already being undertaken across the air transport sector to reduce emissions. The commitment outlines the following areas where industry and ICAO aim to achieve a sustainable international aviation sector:

- supporting the development of sustainable alternative fuels for aviation;
- continuing the deployment of new technology aircraft and operational improvements;
- accelerating the transformation of global air traffic management performance;
- working with partners to develop a global CO₂ standard for new aircraft;
- working with partners to design and implement a global market-based measure for international aviation; and
- working together to further efforts for capacity building in Member States across the world.

ICAO's CAEP

In August the final drafts of European working and information papers for ICAO's Committee for Aviation Environmental Protection (CAEP) Steering Group 2014 (14-19 September) meeting were agreed. The final nine European papers addressed (i) the Global Market-Based Measure, (ii) the CO₂ standard, (iii) the applicability of the CO₂ standard to in-production aircraft, (iv) alternative fuels, (v) particulate matter, (vi) future work, (vii) environmental modelling, (viii) helicopter noise, and (ix) cumulative CO₂ emissions. EuroCAEP met on 3-4 September to prepare final briefings and coordination for the Steering Group.

MBM: Monitoring, Reporting & Verification

The members of the Market-Based Measure (MBM) Co-ordination Group participated in a meeting on 11 September organised by the European Commission, to further explore the options and recommendations regarding a Monitoring, Reporting and Verification (MRV) for a Global MBM for international aviation. Experts from Member States, EUROCONTROL and ECAC participated and the main recommendations will be fed into the next MBM Co-ordination Group.

ECAC/AIRMOD Aircraft Noise Modelling Technical Working Group

The 20th AIRMOD meeting was held on 25-26 September. Work continues to update the European noise modelling standard methodology (ECAC.CEAC Doc29 3rd Edition Volume 2). Work has also begun on a third volume which is to set out reference cases to assist noise model software developers, and a validation framework against which models can be tested for equivalence in their outputs with those of Doc29-compliant models (such as ANCON, as developed and maintained on behalf of DfT by the CAA). The International noise modelling methodology standard (ICAO Doc9911) will consequently be updated to reflect Doc29.

The European Commission is developing guidelines for noise modelling under the Environmental Noise Directive. It has been pushing for inclusion of military and helicopter noise exposure in mapping, which to date has been excluded from UK strategic noise mapping but has been included by some other European countries.

CONSUMER PROTECTION

Review of Package Travel Directive

Council negotiations on the proposal on [package travel and assisted travel arrangements, amending Regulation \(EC\) No2006/2004, Directive 2011/83/EU and repealing Council Directive 90/314/EEC](#)

continue under the Italian Presidency. The Presidency has stated that they intend to make the proposal a priority and wish to reach agreement in Council by December.

Council working groups have identified and begun detailed discussion around three of the

most contentious areas within the proposal: scope, insolvency provisions and extent of harmonisation. Discussions have started on scope and the Presidency has also started leading discussions around options. Meetings have recently moved from monthly to fortnightly and this is providing welcome impetus. However, the Presidency's aim to reach agreement in Council by December looks ambitious.

Assistance Provided to Persons with Disabilities and Reduced Mobility

On 10 September a workshop was held in Rome on the quality of assistance given to Persons with Disabilities and Reduced Mobility (PRMs). The workshop was jointly hosted by the ECAC Facilitation sub-group on transport of PRMs and Airports Council International Europe.

The CAA moderated a session on responsibilities of national authorities in monitoring assistance given to PRMs. The workshop was part of the ongoing review of ECAC Doc 30 section 5 on Facilitation of the transport of PRMs.



Passenger Rights poster

The bi-annual meeting of the ECAC Facilitation PRMs sub group was held the following day. The main agenda items involved further discussions on the revision of Doc 30 and the creation of a database of PRM passenger complaints from all ECAC Member States to be used for monitoring purposes.

Revision of Regulation 261/2004

Discussions on the proposal for an amending Regulation (EC) No 261/2004 establishing common [rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights](#) and

Regulation (EC) No 2027/97 on air carrier liability in respect of the carriage of passengers and their baggage stalled in Council's Aviation Working Group in May 2014 as the Greek Presidency was unable to reach agreement amongst Member States. The Italian Presidency has not chosen to progress the dossier to date

Court Case: *Germanwings v Henning*

In September the European courts issued a decision in the *Germanwings v Henning* case. This case looked at the concept of delay on arrival and at what point the arrival time should be calculated. The court found that arrival time should be considered as the time that at least one door on the aircraft was opened. The judgment is likely to impact on cases where the delay is very close to 3 hours and a delay in delivery of aircraft steps or an airbridge takes it over the 3 hour time. The CAA has updated its website and provided airlines with information about this judgment.

Court Case: *Vueling Airlines v Instituto Galego de Consumo de la Xunta de Galicia*

The European courts also issued a decision in the *Vueling Airlines SA v Instituto Galego de Consumo de la Xunta de Galicia* case. This considered whether a national law in Spain was compatible with EU laws on price transparency (Regulation 1008/2008). The Spanish law required airlines to carry hold luggage without charging an additional fee.

The court found that the EU legislation allowed airlines to charge an additional fee as long as it was transparent and was not pre-selected by the airline. They did not consider that the charge for luggage had to be included in the headline price as it could be avoided by passengers travelling with just hand luggage. It decided that the Spanish law was therefore incompatible with EU law

Court Case: *Jet2 v Huzar & Dawson v Thomson Airways*

We understand that the Supreme Court will make a decision in early November on whether it will hear appeals on *Jet2 v Huzar* (extraordinary circumstances) and *Dawson v Thomson Airways* (time limit for taking a claim to court).

INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO)



ICAO GENERAL

Loss of Malaysia Airlines MH17

The loss of Malaysia Airlines MH17 in eastern Ukraine, and events elsewhere, prompted many questions about the handling of circumstances in which a *security-related* scenario might present collateral risks to the *safety* of civil air transport. Such questions have to be considered by range of parties, ICAO amongst them.

ICAO, IATA, Airports Council International (ACI) and the Civil Air Navigation Services Organisation (CANSO) issued a [joint statement](#) expressing their strong condemnation of the use of weapons against civil aviation. All parties to the discussion agreed that ICAO has an important role to play in working with its Member States, industry and other United Nations bodies, to ensure the right information reaches the right people at the right time.

As a result ICAO has established a senior-level *Task Force on Risks to Civil Aviation arising from Conflict Zones*, composed of State and industry experts. This Task Force is addressing the civil aviation and national security aspects of the issues raised by the loss of MH17, in particular how information can be collected and disseminated effectively. The CAA (AvSec and SARG), working closely with the DfT is contributing to this work in ICAO.

The Task Force's preliminary findings will be submitted to a Special Meeting of the ICAO Council in October for action while the Task Force is due to meet again in December.

In September, the Dutch Safety Board submitted its MH17 accident investigation [Preliminary Report](#) to ICAO, in accordance with the provisions contained in Annex 13 (Aircraft Accident and Incident Investigation). Australia, Malaysia, the Russian Federation, Ukraine, the UK and the United States are participating in the Netherlands-led MH17 Annex 13 accident

investigation, through accredited representatives.

ICAO Meteorological Meeting Delivers Important Recommendations Supporting Future 'SWIM' Environment

Some 300 experts from ICAO Member States, the World Meteorological Organization (WMO), the aeronautical meteorology community and other industry professionals attended a two-week meeting in July that set key recommendations for enhancing aeronautical MET service provision.

The 2014 MET Divisional meeting set out recommendations aligned with the Global Air Navigation Plan's Aviation System Block Upgrade (ASBU) methodology, including the integration of digital meteorological information into the future system-wide information management (SWIM) environment. SWIM is seen as a critical component of the future global air traffic management system. Specific recommendations were made on meteorological services for all phases of flight, including those relating to volcanic ash, radioactive material in the atmosphere and space weather.

LOOKING AHEAD

High Level Safety Conference

The agenda for ICAO's second High-level safety conference to be held in Montreal from 2-6 February 2015 has been issued. The goals of the conference are to bring together DGCA's and strategic decision-makers to build consensus, obtain commitments and formulate recommendations necessary for the effective and efficient progress of key aviation safety activities. In particular, the conference will be invited to discuss and make recommendations to address the issues related to the events surrounding flights MH370 and MH17.

The CAA has been working with DfT and contributing towards the development of European papers for the conference. Europe will be presenting a number of papers over the four days of the conference and there will be significant coordination ahead of meeting to ensure a consistent European view is presented.

International Strategy and Engagement
CAA Policy Programmes Team
27 October 2014