

EUROPEAN AND INTERNATIONAL DEVELOPMENTS QUARTERLY UPDATE 1 JANUARY TO 31 MARCH 2014



GENERAL EUROPEAN DEVELOPMENTS

EUROPEAN NEWS

Presidency of Council of the EU

Lithuania handed over the Presidency of the Council of the EU to Greece on 1 January 2014.



Logo of Greek Presidency of Council of EU

On aviation-related matters the Regulation on air passenger rights is a priority for the Greek presidency and they are aiming to reach a general approach at the June Council. The Presidency is also aiming to make good progress on discussions on the Directive on Package Travel and Assisted Travel Arrangements and to reach an agreement with Council and Parliament on the Regulation on noise-related operating restrictions at airports.

EU LEGISLATION/POLICY DEVELOPMENTS

EU Transport Council: March

Robert Goodwill MP attended the Transport Council in Brussels on 14 March. In aviation the Council reached a political agreement on a proposal for a Regulation on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports (see over for further detail).

Under any other business, France supported by Germany and Czech Republic, urged Member States to commence discussions on how best to prepare for and exploit the benefits of using the European Galileo system in civil aviation by 2025.

Changes in European Commission

From 1 May João Machado, currently deputy Director General for Trade will replace Matthias Ruete as Director General in DG MOVE. Matthias Ruete will become Director General for Home Affairs.

Occurrence Reporting Regulation

The European Parliament vote on the text for the Occurrence Reporting Regulation took place in Plenary on 26 February 2014. The Parliament's position reflects what had been agreed during the trilogue discussions between the institutions. We are now awaiting publication of the new Regulation in the Official Journal of the EU.

The new Regulation is expected to enter into force in May 2014. It will apply in full 18 months later. Material will soon be published on the CAA website detailing the main implications of the new regulation. This will likely be in the form of Frequently Asked Questions and an Information Notice. European wide guidance material will also be developed in support of this Regulation.

Airport Package

In November last year a decision was made to 'de-couple' the Airport Package. Negotiations on proposals for a Regulation on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports were reopened in the Council's Aviation Working Group. The Greek Presidency led the trilogue discussions between the Council and European Parliament in early 2014 and a political agreement was reached at the Council. A vote in the Parliament's Plenary is scheduled for April.

Noise was the first political agreement reached on the Airport Package under the Greek Presidency. Negotiations on the other two dossiers in the Airport Package - ground handling and slots - could possibly be re-energised later this year, under the Italian Presidency.

[State Aid guidelines for Airports and Airlines](#)

On 20 February, as part of a wider programme of State Aid modernisation, the Commission (DG COMP) adopted new guidelines on State Aid for airports and airlines, replacing guidelines from 1994 and 2005. In general, the ability to grant aid tends to favour smaller airports and where the aid promotes better connections. Subject to meeting certain conditions, operating aid to regional airports with fewer than 3 million passengers a year is provided for, but such aid has to be phased out over the next 10 years. This follows a succession of State Aid cases brought in respect of regional airports as no-frills airlines have expanded in this area. The guidelines also modify the existing arrangements that allow aid to airlines to kick-start new routes.

[EU-Brazil Air Transport Agreement Talks](#)

Officials from the EU and Brazil met on 30-31 January 2014 in Brazil to resume talks on an ambitious air transport agreement to open up the EU–Brazil air transport market.

The agreement will aim at opening market access for airlines, achieving a high level of regulatory convergence in areas such as security, safety, environment, consumer protection and fair competition, and resolving "doing business" issues for airlines. It will also be an important cornerstone in the EU's external aviation policy adopted in 2012.

[Innovation and Networks Executive Agency](#)

On 1 January the European Commission announced the official opening of the new Innovation and Networks Executive Agency (INEA) which will manage several of its major funding programmes. INEA is the successor of the TEN-T EA (Trans-European Transport Network Executive Agency) which was created to manage the technical and financial implementation of its TEN-T Programme.

INEA will manage parts of the new Connecting Europe Facility (CEF) and two parts of Horizon 2020, the EU's main financial instrument for the research area.

[EU-ASEAN Aviation Summit](#)

The first EU-ASEAN Aviation Summit was held in Singapore on 11-12 February 2014. The summit, jointly organised by the European Commission and the Association of Southeast Asian Nations (ASEAN), aimed to enhance the strategic dialogue between the EU and ASEAN, and discuss the benefits of promoting and building closer EU-ASEAN aviation relations.

In a Joint Declaration adopted on the final day of the Summit, the European Commission and ASEAN proposed to take aviation cooperation to a new level by negotiating a comprehensive air transport agreement between the EU and ASEAN.

Siim Kallas, the EU Transport Commissioner said "We are following with great interest ASEAN's discussions and progress towards a single regional aviation market by 2015. And it goes without saying that we are ready to share with you our experiences in integrating and liberalising a regional aviation market. I am pleased that the EU is able to support ASEAN in the creation of the ASEAN single aviation market through the "ASEAN Air Transport Integration Project".



The CAA is part of the consortium set up by EASA to deliver the ASEAN Air Transport Integration Project. In January colleagues from the CAA's Policy Programmes Team, in collaboration with DGCA France, delivered workshops in Hanoi and Jakarta on the EU Experience of Aviation Liberalisation.

[INTERNATIONAL VISITS TO CAA](#)

[Japanese Official Visit UK](#)

On 25 March representatives from the Japanese Government visited UK stakeholders, including the CAA, to discuss the EU regulatory framework for airport slots. They were particularly interested in how the trading of slots between airlines functioned in the UK.

[LOOKING AHEAD](#)

[ECAC/EU Dialogue with European Air Transport Industry](#)

The ECAC/EU Dialogue with the European air transport industry, "European air transport competitiveness: The way forward in a global environment" will be held in Vienna on 3-4 July 2014.

SAFETY

GENERAL DEVELOPMENTS

EASA Committee

The EASA Committee met on 29-30 January. The agenda covered discussions on a number of Opinions regarding continuing airworthiness and approval of organisations and personnel, the transfer of JAA cabin safety tasks, sterile flight deck procedures, flight test and additional airworthiness and operations requirements (as transposed from JAR 26). The UK's derogation authorising the UK (and other Member States) to convert existing national certificates issued by the British Gliding Association for sailplane pilots, was successfully voted in. Separately, the Commission advised its intention not to permit two UK exemptions as they did not strictly meet the exemption criteria. The UK has since revoked these two exemptions, replacing one with a new exemption which should now meet the criteria in Article 14(4).

Additional presentations were made on the EASA rulemaking programme 2014-2015, noting that the UK contributes the highest proportion of rulemaking activity (23% of total contribution by Member States), and a paper from the Commission about how Europe can engage with ICAO and better influence the ICAO SARPs process.

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

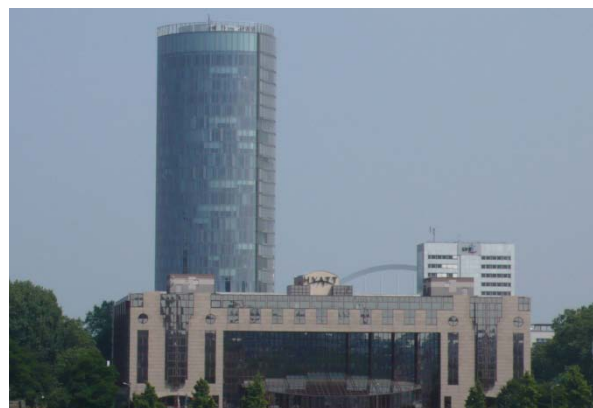
EASA

Patrick Ky Visit to UK

On 30-31 January Patrick Ky (EASA's Executive Director) visited the UK. He started his visit on the first day meeting the DfT and then MP Grant Shapps. The second day was spent with the CAA in Gatwick meeting members of the ExCo and SARG Leadership team, along with officials from the DfT. This visit was Patrick's first in his planned two year tour of EASA Member States.

EASA Management Board

The EASA Management Board met on 11 March. The agenda covered items on the European Central Question Bank, the adoption of the TCO authorisation procedures; and the new EASA risk-based Continuous Monitoring Approach being proposed by the EASA Standardisation team. The Board also reviewed a number of budget and planning documents.



EASA, Cologne

New Regulations Published

The revised Regulation on Flight Time Limitations, Commission [Regulation \(EU\) No 83/2014 amending Regulation \(EU\) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation \(EC\) No 216/2008](#) was published in the Official Journal of the European Union on 31 January 2014

The new Commission [Regulation \(EU\) No 139/2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation \(EC\) No 216/2008](#) was published in the Official Journal of the European Union on 14 February and entered into force on 6 March 2014. The Regulation ensures continuity with international aviation safety standards set by ICAO. With its coming into force, EASA has issued a package of accompanying material to the Regulation which will assist Member States in their application of the rules and provide for harmonised implementation across the EU.

The revised EASA fees and charges regulation - Commission [Regulation \(EU\) No 319/2014 on the fees and charges levied by the European Aviation Safety Agency, and repealing Regulation \(EC\) No 593/2007](#) was published in the Official Journal of the European Union in March.

European Panel on 'Pilots and ATCOs with Insulin-Treated Diabetes'

The CAA's Medical Department co-hosted, with EASA, a European Panel on 'Pilots and ATCOs with Insulin-Treated Diabetes' on 27-28 February. The CAA has been assessing insulin treated individuals for fitness to fly or control since August 2012 and has developed a state of the art approach to medical certification for applicants with this condition.

There was strong international representation at the meeting and speakers included ICAO, EASA, FAA, Transport Canada, NATS, DGAC France and the European Society of Aerospace Medicine as well as the UK CAA. Eight European NAAs attended along with representatives of several operators and several aviation authorities outside Europe.

EASA concluded that it will recommend that the Commission accepts the UK approach by way of derogation, pending further research and experience in this area.

AIR TRAFFIC MANAGEMENT

SESAR

At the end of February the SESAR Joint Undertaking (SJU) announced that Florian Guillermet had been selected for the position of Executive Director of the SJU. Florian was previously the SJU's Deputy Executive Director.

SESAR Deployment Pilot Common Projects

The SESAR Joint Undertaking Pilot Common Project (PCP) proposal contains six ATM Functionalities (AFs). The Commission has consulted on an initial PCP proposal based on the four 'mature' AFs:

- AF1: Extended AMAN and PBN in High Density TMAs.
- AF2: Airport Integration and Throughput Functionalities.
- AF3: Flexible Airspace Management and Free Route.
- AF4: Network Collaborative Management (Flow and NOP).

There is the potential for the other two AFs to be included at a later stage, subject to their maturity and readiness for implementation.

- AF5: iSWIM Functionality.
- AF6: Initial Trajectory Information Sharing.

The CAA/Future Airspace Strategy Industry Implementation Group (FASIIG) has submitted a response to the consultation encompassing mainly technical and operational issues. DfT submitted a separate response on the Implementation Regulation which also incorporated MOD comments.

The Commission intends that the final PCP proposal is adopted as an Implementing Regulation, subject to completion of the consultation process, at an ad hoc Single Sky Committee meeting on 13 May 2014.

SINGLE SKY

Single Sky Committee: February

An Ad Hoc Single Sky Committee (SSC) meeting was held in February. The meeting focused primarily on the setting of EU-wide Performance targets for Reference Period 2 (RP2).

Performance Scheme

The EU-wide Performance targets for RP2: [Commission Implementing Decision setting the Union-wide performance targets for the air traffic management network and alert thresholds for the second reference period 2015-19](#) have been agreed and were published in the Official Journal of the EU in March.



Functional Airspace Blocks (FABS)

Functional Airspace Block (FAB) Performance Plans

A draft UK-Ireland Performance Plan was published for [consultation](#) on 19 February. This was supported by a stakeholder consultation meeting on 14 March. The deadline for written comments on the draft Plan is 4 April 2014. The Plan will be updated in light of the consultation responses and submitted to the UK and Irish Governments in mid May. The Plan must then be formally adopted and submitted to the European Commission by 30 June.

SES 2+

The Commission's proposal for an [interim update of the SES rules, Single European Sky 2+](#) has made fast progress in the European Parliament. The Parliament's TRAN Committee approved the proposal on 30 January. The vote in Plenary took place on 12 March and endorsed the TRAN Committee report.

There has been no discussion in the Council on the SES2+ proposal. The Greek Presidency stated that, depending on available time, they will consider initial discussions on the SES2+ proposal but this now looks unlikely. Early indications are that the Italian Presidency might table the proposal during its tenure.

Functional Airspace Blocks

The UK-Ireland FAB Implementation Plan has been submitted to the Commission in response to its Pilot letter received in 2013. The FAB Plan describes a number of practical steps which the FAB will deliver over the coming months. A key part is the implementation of a Dynamic Sectors Operational Trial (DSOT). Dynamic Sectorisation is the process of tactically switching the provision of ATM services between the service providers to best utilise the available resources.

The goal of the DSOT is to prove the concept (a key SESAR concept) and gather evidence and information in terms of interoperability, regulatory processes and data on potential cost and operational efficiencies. The DSOT commenced on 9 January 2014 and will be implemented in three phases; currently DSOT is operating in the Rathlin airspace environment, but will progress during 2014 to the Dublin and Lands End airspace environments.

Following direction from the FAB Supervisory Committee, the FAB National Supervisory Authorities (NSA) have agreed to move forward with the adoption and practical implementation of regulatory principles contained in the CAA Enhancing Safety Programme (ESP). A workshop of NSA staff, supported by CAA ESP representation, held in Dublin on the 7 February commenced work to build a 'risk picture' for the FAB using the Risk Tool developed in the ESP. Work on this and the implementation of other ESP processes will continue in 2014 within the portfolio of the regulatory FAB Harmonisation Working Group.

The long term future vision and development of options for the FAB is being explored by the FAB Supervisory Committee, with similar work being undertaken by the ANSP FAB

Management Board. All options and proposals resulting from this work will be set out jointly and submitted to the FAB State Level meeting for consideration in June 2014.

Centralised Services

Centralised Services are defined by Eurocontrol as: 'an Air Navigation Service or related function exercised at the central European or network level bringing significant benefits in cost-effectiveness and harmonisation'. The proposed Centralised Services are as follows:

1. Flight Plan and Airport Slot Consistency Service (FAS).
2. 4D Trajectory Calculation Service for Planning Purpose (4DDP).
3. European Tracker Service (ETKR).
4. Advanced FUA Support Service (AFUAS).
5. European ATM Information Management Service (EAIMS).
6. Management of Common Network Resources Service (CNR).
7. Network Infrastructure Performance Monitoring and Analysis Service (NIPS).
8. Pan-European Network Services (PENS).
9. Data Communication Service (DCS).

In February, Eurocontrol announced a positive State vote by the 'approval by correspondence' process on the 9 Centralised Services.

Information on the next steps is expected in the near future.



Awaiting take-off

Standardised European Rules of the Air
EASA published NPA 2014-05, SERA Part C, for consultation on 18 February 2014. The consultation ends on 19 May 2014.

Progress on SES activities is covered in the [CAAINformationNotices2014](#) published periodically on the CAA website.

ENVIRONMENTAL MATTERS

Emissions Trading System

On 3 April the European Parliament voted in favour on a compromise agreement made with the Council stating that the Emissions Trading System will cover flights within the European Economic Area (EEA) up until 2017.

EU legislation on aviation emission allowances will cover only intra-EEA flights until the start of 2017, but will apply to all flights to or from the EEA thereafter. This will depend upon the progress of developing a global Market Based Measure (MBM) at the next ICAO assembly in 2016.

European Coordination for Implementation of ICAO Resolution A38-18 Climate Change

In January three ECAC/EU groups for the co-ordination of European input to ICAO work on the implementation of ICAO Resolution A38-18 on climate change were reactivated. The groups cover the development of the global Market Based Measures (MBMCG), alternative fuels (ECAFA), and Action Plans for emissions reductions (ACCAPEG).

MBM-Coordination Group

The MBM Co-ordination Group was involved in preparations for the CAEP ad-hoc Steering Group meeting on MBMs, which took place on 23-24 January in Montreal. The MBM-CG contributed to European preparations for the Information Session of the ICAO Council on 31 January. It reviewed the nominations of European experts on the Global Market-based Measure Task Force (GMTF), and started preparations for the kick-off meeting on 4-7 March in Washington, DC. GMTF now counts thirty three European members. There were also two meetings of the Environment Advisory Group (EAG). The MBM Co-ordination Group met three times (one face-to-face meeting and two conference calls). The group provided advice and support to the thirty-three European members of the GMTF, and to the three European members of the EAG.

Aviation Climate Change Action Plans Expert Group (ACCAPEG)

The ACCAPEG met in Brussels on 27 March. The seventeen participants made proposals for

a European strategy for update and submission to ICAO, by the end of June 2015, of the action plans for CO₂ emissions reductions. The meeting considered the revised ICAO guidance material for the action plans for emissions reductions, and made recommendations on how to better address the material.

ACCAPEG's recommendations will be proposed to ECAC Directors General for their consideration.

ANCAT/Aircraft Noise Modelling Task Group (AIRMOD)

The AIRMOD Task Group met on 18-19 March under the Chairmanship of Darren Rhodes, UK CAA. Twenty-three members attended the meeting including, two representatives of the FAA as observers. The meeting made significant progress towards the review of ECAC Doc 29, third edition. The group was able to provide the European Commission with a complete revision of Doc 29 (3rd edition), Volume 2, at the end of March, for incorporation into Annex II of the Environmental Noise Directive. This incorporates new guidance on the calculation of noise for general aviation and helicopter operations.



Noise monitoring

CONSUMER PROTECTION

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 is continuing in Council's Aviation Working Group. There has been progress under the Greek Presidency and they are aiming for a General Approach at the Transport Council in June.

On 5 February the European Parliament voted on the proposal to revise Regulation 261/2004. The Parliament gave strong backing to many of the Commission proposals but there are three important areas where the Parliament's proposals differ from that of the Commission:

- Compensation for delays (short & medium flights): Parliament proposes a threshold for delays compensation at 3 hours.
- Extraordinary circumstances: Parliament backs the Commission proposal to clearly define extraordinary circumstances which are outside the airline's control, so the carrier is not required to pay compensation. On the issue of technical faults, however, Parliament proposes that technical faults can almost never be exempt. In addition, Parliament proposes an exhaustive list for extraordinary circumstances.
- The Parliament proposes to impose on airlines an obligation to take insurance in case of bankruptcy (insolvency). The aim is to ensure that passengers would be reimbursed the cost of their tickets and stranded passengers would be repatriated.

The [Commission has noted its concerns](#) with these proposals and put forward in an earlier [Communication](#) a number of alternative measures that it had committed itself to monitoring.

Given the slower progress with discussions in the Council, the negotiations between Parliament, Council and Commission on the details of the proposals will not commence until after the elections to the European Parliament and possibly following the appointment of the new Commission.

Review of Package Travel Directive

The discussions in the Council on [package travel and assisted travel arrangements, amending Regulation \(EC\) No 2006/2004, Directive 2011/83/EU and repealing Council](#)

[Directive 90/314/EEC](#), have continued under the Greek Presidency. It is likely there will be further discussions under the Italian Presidency.

Progress in the Parliament has been faster with a vote on the rapporteur's draft report on 11 February in the IMCO Committee. This was followed on 12 March by a favourable vote in the European Parliament's plenary.

The amendments supported by the Parliament which are of most interest to CAA cover:

- Introduction of a statement that more strongly tends towards harmonization.
- An exclusion where the business concerned is selling holidays for no financial gain.
- The option for consumers to be offered a continuation of their holiday where the organiser becomes insolvent when this possible.

For the proposal to become law, the European Parliament and the Council will have to agree on the final text of the Directive in the "ordinary legislative procedure" (co-decision). We currently expect this to happen during 2015.



Airlines have a legal obligation to inform you about
YOUR RIGHTS

ECAC Sub-Group on PRMs

The Facilitation Sub-Group on the transport of Persons with Reduced Mobility (PRMs) took place on 13 February. The Sub-Group considered several issues including amendments to the Doc 30 Annex on training, and the responses received from Member States, National Enforcement Bodies and stakeholders on the complaints received during the first six months of 2013. This information should help to develop a more comprehensive understanding of the practical experience of PRMs when travelling by air, and identify possible gaps in the quality of service being provided to them. The Sub-Group also reviewed the preparations for a workshop on the quality of assistance provided to PRMs, to be organised in September 2014.

INTERNATIONAL CIVIL AVIATION ORGANISATION (ICAO)



ICAO GENERAL

Dr. Assad Kotaite dies at age 89

Recognised as one of the most prominent and respected figures in the world of civil aviation, ICAO Council President Emeritus, Dr. Assad Kotaite, died on 27 February. A highly regarded leader who devoted his life to the safe and orderly growth of international civil aviation throughout the world, Kotaite's career mirrored the evolution of ICAO for over half a century from 1953 till his retirement in 2006.

Action by ICAO following disappearance of Malaysian flight MAS370

On 25 March, ICAO convened a meeting to determine what was known of the accident, what role ICAO should play and if there are lessons learned for future ICAO work.

A list of issues has been drawn up where priorities in the work program need to be changed, including: flight tracking; search and rescue and related civil/military coordination; emergency locator transmitters; underwater locator beacons and new means of expediting the location of accident sites including deployable flight recorders; and the triggered transmission of flight data. In addition, implications for work relating to aviation security, travel documents and identity management, and requirements for the transport of lithium batteries will be reviewed.

ICAO Launches New Runway Safety iKit

ICAO has released a new [Runway Safety Implementation Kit \(iKit\)](#) which consolidates resources developed by ICAO and its Runway Safety Programme partners, and includes latest guidance updates. This is in line with ICAO's ongoing cooperative efforts to resolve this priority for global aviation safety experts.

LOOKING AHEAD

Air Transport Symposium

ICAO and Air Transport Research Society will convene the second Air Transport symposium entitled "Development of Air Transport: Setting the course" in Montreal from 7-8 May. Speakers will include high-level representatives from airlines, airports, States, air navigation service providers, aircraft manufacturers, financing institutions and international organisations.

Loss of Control In-Flight (Loc-I) Symposium

The [LOCI Symposium](#) will take place in Montreal from 20-22 May. It will provide an information sharing experience to disseminate new provisions related to upset prevention and recovery training. It will also examine new regulatory and operational activities, training approaches, human factors research and technological developments to address LOC-I. The aim is to develop a global work programme to coordinate efforts for future work.

Global Aviation Cooperation Symposium

From 30 September to 3 October, ICAO will convene its first ever [Global Aviation Cooperation Symposium](#) focussing on "Building Cooperation for the Future of Civil Aviation: Innovation, Growth, and Technical Co-operation". The event is being organised to facilitate greater awareness of the civil aviation challenges faced by Member States in order to improve their compliance with ICAO Standards and Recommended Practices.

International Aviation and Environment and States Action Plans Seminars

With a view to supporting its member States in their efforts to take action on aviation and climate change, ICAO has launched a series of ["International Aviation and Environment" and "States' Action Plans" Seminars](#). The two-day International Aviation and Environment Seminar will provide an overview of the work of the Committee on Aviation and Environmental Protection (CAEP), ICAO policies and guidance material. The subsequent two-day States' Action Plans Seminar is a hands-on, practice-based Seminar covering: Update of the ICAO Guidance on State Action Plans; Action Plan Emissions Reduction Website, Supporting Documents and ICAO Tools; Review of the Action Plan and Assistance with Implementation of the Action Plan.

ICAO MEETING REPORTS

Further reports from ICAO meetings are available on the CAA intranet: European&Int'l Strategy Current Work pages – [ICAO News](#).

AIS to AIM Study Group (AIMSG)

This meeting took place in Brussels from 4-6 February and focussed on Chapter 5 and 6 of Annex 15, part of the next significant amendment to Annex 15. Good progress was made though a conflict has arisen with EASA Rule Making Taskforce (RMT) 0477/0478 as much of the new EASA regulation will be based on the current Amendment 37 to Annex 15 and will not take account of the changes proposed for Amendment 38. The risk is that the EASA Regulation, once adopted, will be out of sync with Annex 15.

International Airways Volcano Watch Operations Group (IAVWOPSG)

The meeting took place on 17 February. It discussed: Review of ICAO provisions related to the IAVW; Operation and Development of the IAVW; Improved notification concerning the release of radioactive material into the atmosphere; and matters related to the assessment of the need to provide information on solar radiation storms and other bio hazards.

Multi Disciplinary Working Group on implementation of Aviation System Block Upgrade (MDWG-ASBU)

The first meeting of this group took place from 18-19 February. There was significant consensus from group members on the barriers to implementation as well as the type of outputs that would be useful and the timescale for delivery. Four sub-groups were established to progress work in the following areas: Identification of best practice for operational and financial incentives; Business Cases and Cost Benefit Analysis; Financing Schemes; and ICAO Policies.

Regional Aviation Safety Group - Europe (RASG-EUR)

The second meeting of RASG-EUR was held in Paris from 28-29 February. Agenda items included: Updates on the Global Aviation Safety Plan (GASP) and RASGs; State of aviation safety in 2012, globally and in the ICAO EUR Region; Creation of the "ICAO EUR Regional Expert Safety Team" (IE-REST); ICAO updates (Annex 19, Safety Indicator Study Group, Safety Information Protection Taskforce, Loss of Control related activities, Runway Safety related activities); and Priorities for the RASG-EUR work programme.

Unmanned Aircraft Systems Study Group (UASSG)

The UASSG is the focal point for all ICAO-related UAS work. The focus of work has been on the production of an ICAO Remotely Piloted Aircraft Systems (RPAS) Manual, the final draft was handed over to the ICAO Secretariat at the last meeting (Nov 13) for editing. The UASSG reviewed the edited version and discussed areas where further clarification was necessary.

Aeronautical Communication Panel Working Group F

This meeting took place in Thailand from 11-19 March. The allocation of spectrum is not within the control of aviation and we therefore need to continually justify and protect current and future access. Of the issues discussed at the meeting, the major systems potentially affected by the availability of spectrum are: en-route Radar (1300-1350 MHz); airport approach radar (2700-2900 MHz); radio altimeter (4200-4400 MHz); Remotely Piloted Aircraft Systems Command (RPAS) and Non-Payload Satellite Communication.

Air Traffic management Requirements and Performance Panel (ATMRPP)

This meeting took place from 10-14 March in Toulouse. The UK is leading the development of FF-ICE/1 communication material and this will extend to the whole of the FF-ICE introduction in due course.

ATM OPS Panel

The meeting took place from 31 March - 4 April in Montreal. The main focus of the meeting was on progressing the SID/STAR procedure and Radio Telephony phraseology development. The following implications for the UK have been identified: a) SID/STAR – the solution developed directly supports long standing UK aspirations but must not be derailed, it is a final opportunity to resolve a significant safety concern. UK to consider whether it becomes an early adopter. b) OPLINK proposed to use FAA's interpretation of "at pilot discretion" which authorises pilot to stop off at an intermediate level without ATC approval for climb/descent clearances. If the proposal progresses, it is suggested that UK strongly opposes. c) Phraseology Review – need for ATM policy to consider degree of direct involvement and support as a means of directly influencing ICAO Radio Telephony phraseology standards.

International Strategy and Engagement
CAA Policy Programmes Team
25 April 2014