

CAA/SES

1 July 2008



SINGLE EUROPEAN SKY CAA INFORMATION BULLETIN

On 25 June, the European Commission published a communication entitled “**Single Sky II Towards more sustainable and better performing aviation**”. The communication was accompanied by legislative proposals for amendments to the four high level SES regulations. A key element of the proposed amendments is the establishment of an EU **performance framework**, with targets set by an independent performance body at EU level and approved by the Commission. NSAs and Member States would be responsible for implementation at a national level based on national or regional performance plans. The proposals also include steps to accelerate the development of **FABs** with a proposed deadline of the end of 2012 for implementation. A new article of the airspace regulation would create a **network management function**, which would include route network design, management of scarce resources, Air Traffic Flow Management and deployment of SESAR technologies. The Commission propose to allocate some of these tasks to Eurocontrol. The proposals must be approved by both the European Parliament and the Council of Ministers through the co-decision process before they can be adopted into EU law. The legislative proposals will therefore be debated in the Council Aviation Working Group through the summer and autumn and the Commission are hoping to get general approval of SES II by the end of year. The communication and proposals are available from the CAA website.

The Commission also published proposals for the **extension of EASA’s competence to the safety of Aerodromes and ATM** on 25 June.

The **Single Sky Committee (SSC)** meeting scheduled for 9 July has been postponed. Instead the Commission will hold a SSC workshop on the SES II Package. The next scheduled meeting of the SSC is on 25 September. A SSC workshop will be held on 8 July to discuss the draft **Aeronautical Data Quality** Implementing Rule (IR) and proposed amendments to the **Interoperability IR on Flight Coordination and Transfer**.

An Implementing Rule establishing a **software assurance system to be implemented by ANSPs** (transposition of ESARR 6) was published in the Official Journal of the European Union on 30 May.

Arrangements for the creation and deployment of the **UK/Ireland Functional Airspace Block (FAB)** have now been finalised. An announcement was made at the Transport Council on 13 June by Ministers from both States. Following a joint press statement, a joint letter of designation of both ANPS for the FAB has been signed by the two Directors General of Civil Aviation, and this will come into effect on 13 July when the FAB becomes fully operational. The agreements, at three levels, between States, NSAs and ANSPs, have also been finalised.

EASA published an NPA on 30 May making proposals for an extension to the Agency’s competence to **Civil Aviation Environmental Protection**, with comments requested by 30 August. CAA is assessing the proposals carefully, but it is clear the scope is wide with a significant impact on EASA’s total responsibilities and clear potential for crossover with the environmental objectives of both SES II and SESAR.

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