

**Summary Report of the 54th meeting of the Single Sky Committee (SSC)  
Held in Brussels, on 1 and 2 July 2014**

On 1 and 2 July 2014, the 54th meeting of the Single Sky Committee (SSC 54) was held in Brussels. The meeting was chaired by the Commission.

Representatives of EU Member States were present. The meeting was also attended by representatives of States without voting rights as well as observers.

The outcome of the meeting was as follows:

**Item 1 and 2: Adoption of the Agenda and approval of minutes**

The Members of the Committee adopted the agenda. The draft minutes of Ad-Hoc SSC of 13 May 2014 were approved

**Item 3: Performance Scheme**

The Chairman of the Performance Review Body (PRB) provided a comprehensive overview on first results of performance monitoring for the January to May 2014 period. There is a notable improvement on flight efficiency but unlikely that the 2014 target is met. The capacity target may be met unless there is more industrial action pursued. On cost-efficiency, there is a positive development insofar air navigation service providers were able to reduce costs in two consecutive years (2012 and 2013) in a context of lower traffic. This is important information for the setting of targets for the second reference period (RP2, 2015-2019). The PRB Chairman also informed the process for the assessment of RP2 performance plans.

The SSC further discussed the Commission Implementing Decision on the extension of the designation of the Performance Review Body of the Single European Sky. The Commission proposed to extend the current designation by 18 months from July 2015 until the end of 2016. The SSC provided a positive opinion with only one Member State abstaining. Regarding the future set-up of the PRB after 2016 a dedicated ad-hoc SSC will be organised in the autumn of this year.

**Item 4: Interoperability**

The Commission presented the status of implementation of the SPI Regulation and the two-step approach to be undertaken in view of the evolution of the Regulation. Building on the discussion and Member States comments received during and after the SSC53 meeting, the Commission presented, as a first step, for discussion and formal opinion, a draft Implementing Regulation amending Commission Implementing Regulation (EU) No 1207/2011. All Member States voted in favour. As a second step, the Commission will now start the work for an in-depth revision of this Regulation.

The Commission also presented the status of implementation of the ADQ Regulation (Quality of aeronautical data and aeronautical information) and summarised the outcome of the 23th June 2014 stakeholder workshop on this subject. The Commission presented for formal opinion a draft Commission Implementing Regulation amending Implementing Regulation (EU) No 73/2010 (ADQ Regulation). Considering some additional suggested technical modification, and subject to the validation by the Commission Legal service, all Member States voted in favour of the modified Implementing Regulation.

The SSC further discussed the status of implementation of Commission Regulation (EC) No 29/2009 on data link services (DLS Regulation). EASA presented its report on technical issues in the implementation of the DLS Regulation. The Commission reported on the stakeholder workshop held on 17 June 2014, highlighting that the SESAR JU had been tasked to address and include the EASA Recommendation in the SESAR work plan. The Commission announced a follow-up stakeholder workshop in the autumn to discuss the possibility to postpone implementation dates and allowing for validation of technical solutions, that ultimately may lead to a new regulatory framework. The Commission intends to present during SSC 55 in November a draft Commission Implementing Regulation amending the DLS Regulation to postpone implementation dates.

#### **Item 5: SESAR**

The Commission informed the Committee of the launching of the call for proposals in order to establish "the SESAR Deployment Framework Partnership" which includes the SESAR Deployment Manager and the Implementation level of SESAR deployment governance. The call represents yet another important milestone in the process of putting in place the SESAR deployment governance that started with the publication of the Commission Implementing Regulation (EU) No 409/2013 in May of last year.

The SESAR JU provided a presentation on the programme status.

#### **Item 6: Common requirements and safety oversight for air navigation services**

A presentation was made by EASA describing the state of work on the update to Commission Implementing Regulations (EU) Nos 1034/2011 and 1035/2011. These rules are scheduled for first content discussion in the next session of the Committee. A short discussion ensued focusing especially on the need for a robust maintenance process to incorporate changes stemming from ICAO, as well as the scoping with regard to military service providers.

#### **Item 7: Network Functions**

The Commission presented a consolidated proposal for amending Commission Implementing Regulation (EU) No 677/2011 on network functions, taking note of few comments from Member States; the United Kingdom explained the rationale for their last minute request as submitted in a working paper focusing on the budget of the Network Manager (NM) and its relations with third countries. After a short discussion, a final draft amendment of that Regulation was submitted to the vote of the Committee (positive opinion with three Member States abstaining).

The NM updated the Committee on the state of play of the network, including the consequences of the new situation in Crimea. It also reported on the occurrence of recent radar interferences in area control centres in Central Europe, highlighting the close cooperation with the European Aviation Safety Agency.

The Commission informed the Committee that the NM Board endorsed the 2014 budget of the Network Manager subject to a positive opinion of the Committee. On this occasion, the Commission also confirmed that there is now a common understanding on the process for budget adoption between the Board of the NM and the NM (Eurocontrol). The Committee gave its positive opinion on the 2014 budget.

**Item 8: Information items (without presentation)**

A number of working papers were distributed prior to the meeting for information. A few clarifications were provided during the meeting.

On agenda items 8.3 and 8.4 considering development of aeronautical information portal and certification of the EAD service, Commission presented two information paper, followed by a discussion on the format, content and financing of such an information portal. Additionally the role of a task force to discuss practical aspects of certification was discussed and States were requested to send in nominations as well as describe in writing their main concerns.

**Item 10: Any other business:** None

## Annex 1

### List of participants in the 54<sup>th</sup> meeting of the SSC

#### EU MEMBER STATES

<u>AUSTRIA</u>	Ministry of Transport
<u>BELGIUM</u>	Belgium Civil Aviation Authority
<u>BULGARIA</u>	Civil Aviation Authority
<u>CROATIA</u>	Ministry of Defence/Military Aviation Authority (MAA/MOD)
	Ministry of Maritime, Transport and Infrastructure, DGCA
<u>CYPRUS</u>	NSA, dept. Of Civil Aviation, Ministry of Communication and works
<u>CZECH REPUBLIC</u>	Ministry of Transport
<u>DENMARK</u>	Danish Transport Authority
	Tactical Air Command Denmark
<u>ESTONIA</u>	Ministry of Economic Affairs and Communications
<u>FINLAND</u>	Ministry of Transport and Communications
	Finnish Transport Safety Agency

	Air Force Command Finland
<u>FRANCE</u>	DGAC/DTA (Direction Générale de l'Aviation Civile/Direction du Transport Aérien)
	DSAE FRANCE (Direction de la Sécurité Aéronautique d'Etat)
<u>GERMANY</u>	Federal Supervisory Authority for Air Navigation Services (NSA)
	Ministry of Defence
<u>GREECE</u>	Hellenic Air Force
<u>HUNGARY</u>	Ministry of National Development
	Aviation Authority of Hungary
<u>IRELAND</u>	Department of Transport
	Irish Aviation Authority
<u>ITALY</u>	ENAC (Italian Civil Aviation Authority),
	ITAF (Italian Air Force)
<u>LATVIA</u>	Civil Aviation Agency of Latvia
<u>LITHUANIA</u>	Ministry of Transport and Communications
	Civil Aviation Administration
<u>LUXEMBOURG</u>	Direction de l'Aviation Civile
	Ministère du développement durable et des infrastructures au Luxembourg

<u>MALTA</u>	Civil Aviation Authority
<u>THE NETHERLANDS</u>	Ministry of Transport
	Ministry of Defence
<u>POLAND</u>	Ministry of Transport, Construction and Maritime Economy
	Polish Air Force
<u>PORTUGAL</u>	Civil Aviation Authority
	Portuguese Air Force
<u>ROMANIA</u>	Not represented
<u>SLOVAK REPUBLIC</u>	Civil Aviation Authority of the Slovak Republic
<u>SLOVENIA</u>	Civil Aviation Authority of Slovenia
	Permanent Representation of Slovenia
<u>SPAIN</u>	Ministerio de Fomento
	Ministry of Defence
<u>SWEDEN</u>	Civil Aviation Authority
<u>UNITED KINGDOM</u>	Department for Transport
	Civil Aviation Authority

## **MEMBERS WITHOUT VOTING RIGHT**

<u>NORWAY</u>	Civil Aviation Authority
	Ministry of Defence
<u>SWITZERLAND</u>	Federal Office of Civil Aviation (FOCA)
	Swiss Air Force
<u>MOROCCO</u>	Civil Aviation Authority of Morocco
<u>MOLDOVA</u>	Ministry of transport and road infrastructure

## **OBSERVERS**

<u>EASA</u>	European Aviation Safety Agency
<u>EDA</u>	European Defence Agency
<u>EFTA</u>	The European Free Trade Association
<u>EUROCONTROL</u>	European Organisation for the Safety of Air Navigation
<u>SESAR JU</u>	Single European Sky ATM Research (SESAR) Joint Undertaking
<u>PRB</u>	Performance Review Body