

DECISION
ADB(D)-05-2012

**Mandate to the SJU to carry out an assessment
on the extension of the operations of the SJU**

THE ADMINISTRATIVE BOARD OF THE SESAR JOINT UNDERTAKING (SJU),

Having regard to:

- Article 1.4 of Council Regulation (EC) No 219/2007 of 27 February 2007 on the establishment of a Joint Undertaking to develop the new generation of the European air traffic management system (SESAR) as modified by Council Regulation No 1361/2008 of 16 December 2008¹, hereinafter the "SJU Regulation";
- Article 5.1(k) of the SJU Statutes annexed to the SJU Regulation;

Whereas:

- following the Administrative Board discussions at its 21st meeting, the consultation of the Administrative Board on the draft mandate to the SJU to carry out an assessment on its extension launched on 4 April 2012 did not lead to any substantial comments;
- the written procedure launched on 24 April 2012 for the approval of the mandate to the SJU to carry out an assessment on its extension was closed with a positive result on 1st May 2012;

¹ Council Regulation (EC) n° 219/2007 of 27 February 2007, OJ L 64, 02/09/2007, p.1 - 11, modified by Council Regulation (EC) n° 1361/2008 of 16 December 2008, OJ L 352, 31/12/2008, p.12.

HAS DECIDED AS FOLLOWS:


Article 1

The mandate to the SJU to carry out an assessment on the extension of its operations beyond 2016, annexed to this decision, is hereby adopted.

This decision shall enter into force on the date of its adoption.

Done in Brussels, 1st May 2012

For the Administrative Board



Matthias Ruete
The Chairperson

ANNEX

Extension of the SJU beyond 2016

Mandate to the SJU to carry out an assessment on the extension of the operations of the SJU

In its Communication (COM(2011)923 of 22.12.2011) on SESAR deployment governance and incentives, the Commission stated that it will be necessary to address the longer term need for technological innovation to support evolving performance requirements in ATM. It also announced that it would carry out the necessary evaluation and consultations with a view to submitting a proposal to the Council and European Parliament before 2013 on the possible extension of the SJU.

1. Reasons for considering an extension of the SJU

- to realise longer term continuity of the SESAR programme and to reinforce its contribution to SES performance and competitiveness as the technological pillar of the SES policy
- to refine and extend the SJU's mandate, taking into account lessons learned and the need to address new emerging and future challenges including support to SESAR deployment
- to use and further develop the SJU as an efficient external management structure in the context of the planned externalisation of Horizon 2020 programme implementation
- to make most efficient and effective use of new funding opportunities in the Horizon 2020 programme (2014-2020), which highlights ATM as a specific priority area
- to develop the SJU as a single programme management structure for a holistic approach to research and innovation for the management of air traffic, infrastructure and services, boosting capacity building and skills in Europe and foster the competitiveness of European players on global markets

2. Preliminary considerations on the possible extension of the scope of the SJU

- The identification of the scope and objectives should take into account the objectives of Horizon 2020 and the transport Challenge, the SES policy and its evolution, the Transport White Paper, and the structure and priorities identified in the Strategic Research and Innovation Agenda of ACARE (under preparation).
- The European ATM Master Plan should remain the overarching reference for ATM development and deployment. It should also deal with transition aspects of the different phases of the RD Lifecycle and interoperability requirements.
- The SJU's longer-term ATM research scope could be extended to establish a strategic approach to support and coordinate the evolution from "ideas" to "pre-industrial deployment" (addressing exploratory research - applied research and development - pre-industrial development including demonstration and validation/verification).
- Integration of emerging and related areas, which are now outside SESAR, in a systems approach in aviation and its performance within a single programme management structure (e.g. communication, security, UAS/UAV, airport management).
- Inclusion of elements of intermodality could be considered, as developed under "Societal and market needs" in the ACARE Strategic Research and Innovation Agenda, and in line with the Transport White Paper and in the Horizon 2020 programme.
- The SJU will play an important role in international cooperation on aviation research and innovation, including standardisation.
- Enhance closer cooperation with other relevant initiatives such as Clean Sky.

3. Preparing a legislative proposal

The Commission will carry out the following actions:

- Broad consultation of stakeholders in the ATM Industry and research on the envisaged scope and objectives of an SJU extension and on their commitment to participate in and contribute to the management structure and research & innovation activities
- Impact assessment on the extension of the operations of the SJU
- Drafting a Commission proposal to the Council for a revision of the SJU Regulation(EC) 219/2007, supported by the results of the stakeholder consultation and impact Assessment

4. Task for the SJU

In this context, the Commission proposes to task the SJU to carry out a consultation of its Administrative Board's members and an impact assessment on the extension of the operations of the SJU beyond 2016 including an evolution of its current scope. The objective is to provide the Commission with a view from inside the SJU that will serve as an input for its own impact assessment and consultation process in view of establishing a future legislative proposal. The assessment will also provide input for the second triennial evaluation of the SJU due in 2013.

On the basis of the above mentioned considerations the assessment should address the following issues:

1. Current and future Mission of the SJU

- including the future management of the ATM Master plan and support to SESAR deployment

2. Duration

- connected with the next MFF and the ATM Master plan roadmap

3. Membership and other forms participation

- Ensure the widest and most effective involvement and buy-in of stakeholders

4. Governance

5. Resources

- Estimation of project funding and management needs (% of EU funding?) including an indicative breakdown for exploratory, applied and pre-industrial R&D
- Possibilities for leveraging other public and private sources of funding to maximize effect
- Estimated number of required staff

6. Working methods

In performing this assessment the SJU should:

- ensure that all members of the Administrative Board are duly consulted
- build on the common position established between the SJU and EUROCONTROL in particular on future scope and roles
- identify and analyse the lessons learnt so far in setting up and managing this particular European PPP, highlighting strengths and weakness of the SJU's working methods, controls, risk management, independence of SJU product validation processes
- take due account of the on-going EU orientations and processes relating to: MFF; EU externalisation policy; new EU financial regulation and instruments; orientations of the ACARE Strategic Research and Innovation Agenda for European Aviation; Flightpath 2050.
- address the specific issue of military cooperation and coordination
- assess what needs to be done after 2016 in terms of ATM R&D and related costs and the potential impact of the SJU closedown
- inform on the decisions/provisions that will have to be made and at what time between now and 2016 in both a closedown or an extension scenario.

The results should be approved by the Board and presented to the Commission by end June 2012.