

Meeting ADB(M)043

Minutes

ADB(M)043- MoM

Date of the Meeting..... : 3 May 2018

Time : 10:00-14:00

Place..... : SJU, av. de Cortenbergh, 100 - 1000 Brussels

Board Members and other participants

SJU Members	Representative		
European Union represented by the European Commission (EC)	Mr Henrik Hololei	Member	
	Ms Gaelle Michelier	Observer	
	Mr Marco de Sciscio	Observer	
	Mr Octavian Vasile	Observer	
Eurocontrol	Mr Philippe Merlo	Alternate	
Airbus	Mr Bruno Ley	Alternate	
AT-ONE	Mr Dirk Kügler	Member	
B4 Consortium	Mr Maciej Rodak	Member	<i>excused</i>
COOPANS	Ms Susanne Isaksen	Member	
Dassault	Ms Christine Champagne	Alternate	
DFS	Mr Gerhard Tauss	Observer	
DSNA	Mr Maurice Georges	Member	
	Mr Philippe Barnola	Alternate	
ENAIRE	Mr Ángel Luis Arias	Member	
	Ms Mariluz de Mateo	Alternate	
ENAV	Mr Cristiano Cantoni	Alternate	
Frequentis SESAR Partners	Mr Michael Holzbauer	Alternate	
Honeywell	Mr Sander Roosendaal	Alternate	
INDRA	Mr Rafael Gallego	Member	
Leonardo	Mr Stefano Porfiri	Member	
NATMIG	Mr Trond Bakken	Alternate	
NATS	Mr Dave Curtis	Alternate	
SEAC	Mr Gérard Batistella	Member	
Skyguide	Mr Thomas Buchanan	Member	
Thales Air System SAS	Mr Luc Lallouette	Member	
Thales Avionics SAS	Mr Philippe Benquet	Member	

Stakeholder representatives	Representative		
Military / European Defence Agency (EDA)	Mr Chris Lorraine	Member	
	Mr Roland Van Reybroek	Alternate	
Civil users of airspace (AU)	Mr Giancarlo Buono	Alternate	
Air Navigation Service Providers (ANSP)	Mr Eduardo García González	Alternate	<i>excused</i>

Equipment manufacturers (EM)	Mr Vincent de Vroey	Member	
Airports (APT)	Mr Panos Spiliotis	Alternate	
Staff in the ATM sector (STAFF)	Mr Michele Altieri	Member	<i>excused</i>
Scientific community (SC)	Mr Peter Hecker	Member	

Permanent representatives	Representative		
SJU Executive Director	Mr Florian Guillermet		
SJU Deputy Executive Director	Mr Peter Hotham		
SJU Chief Administration Affairs	Mr José Calvo Fresno		
SJU Internal Audit Capability	Mrs Véronique Haarsma		
Secretary of the Board	Mrs Ilaria Vazzoler		

Item 1 Introduction

The Chairperson, Mr Hololei, welcomed the Board Members to the 43rd Ordinary Meeting of the SJU Administrative Board, the first ordinary meeting of 2018.

He welcomed Mr Angel Luis Arias, Enaire's CEO who attended the Board for the first time. As neither of the two representatives of DFS could be present, DFS was represented by Mr Gerhard Tauss, attending as observer, and entrusted Mr Maurice George of DSNA to represent their interests during the voting.

B4 Consortium representatives were also unable to attend and were represented by the COOPANS representative.

Verification of the voting quorum

- ▷ The quorum was verified under item 2.

Adoption of the agenda

No Board Members proposed additional changes to the Agenda.

- ▷ The Board adopted the Agenda.

Disclosure of conflicts of interests

The Chairperson reminded the participants of their obligation to declare any real or potential conflict of interest on any agenda item. Board Members and participants were required to fill in and sign the relevant declaration in accordance with Article 2.4 of the Board decision on conflict of interest ADB(D)-10-2008 as modified by Decision ADB(D)-03-2012. Copies of the complete text of the decision were available in the meeting room in order to allow participants to better understand their obligations in terms of declaration of conflict of interest.

- ▷ The Chairperson noted that no conflict of interest was declared on any agenda item and that all participants had completed the declarations on conflict of interest.

Chairperson's Briefing

Mr Hololei provided a summary of the progress of several Aviation Strategy initiatives.

On comprehensive air transport agreements, he specified that the EC is involved in the following negotiations:

- ASEAN: preparing for a 6th round on 31 May-1 June in Brussels;
- Qatar: a 4th round of negotiations took place on 18-19 April in Doha with some

encouraging progress made notably in isolating the outstanding issues. A 5th round is planned for September;

- Turkey: a 4th round of negotiations took place in March, we should now focus on the main outstanding issues including Turkey's alignment with EU legislative acquis;
- Azerbaijan: continue to work with the Azeri authorities with a view to finalising negotiations this year;
- Brazil: negotiations have been suspended due to the political situation
- China: requests for authorisation to launch negotiations are still on the table at the Council.

Regarding future mandates, the EC has already shown interest for Mexico and Oman and first exploratory discussions in the Council Aviation WG were constructive (March 2018). The EC is also considering the opportunity to start a dialogue with Saudi Arabia.

A 3rd round of negotiations on a possible EU-Japan BASA was held on 16-17 April in Tokyo. Next round is scheduled for June in Brussels. With China, the BASA Agreement is planned to be signed during the EU-China Summit in July in Beijing.

On the revision of safety regulation (EASA Regulation), the vote of the European Parliament is expected in May, which will be followed by the Council adoption and entry into force this year.

On the revision of Regulation 868/2004 (safeguarding competition), the EP has adopted its report and the Council shall adopt its general Approach in June.

Preparatory work on other files, like airport charges, revision 1008, CRS etc is ongoing, but no new legislative proposals under the current Commission can be made.

Regarding Network Functions, an ad hoc Single Sky Committee meeting was held on 25 April to discuss the draft Commission proposal for the revision of the ATM Network Functions, with the intention to vote on the final text and to nominate Eurocontrol as Network Manager at the June Single Sky Committee.

On the European Court of Auditors Performance Audit on SES, Mr Hololei recalled the presentations made during the December Board meeting and informed the Members that the Council of the European Union has also issued its Conclusions, endorsing the course of action for addressing those recommendations.

With regard to SESAR, the Council underlined some considerations that should be integrated into the on-going work on the revision of the ATM Master plan:

1. the need to target fragmentation through the use of new technology resulting from comprehensive innovation cycle;
2. the importance of ATM Research and Development for ensuring the availability of innovative and cost-effective technological and operational solutions for the future ATM environment;
3. Public private partnerships should continue to be instrumental in fostering the development, validation and timely deployment of these solutions;
4. Union financial support to R&D should aim at encouraging the development of new solutions and their implementation through common projects;
5. Global and regional interoperability should be main objectives;
6. Automation and digitalisation should be explored as possible means of making the European ATM system more efficient, while taking into account the human dimension;
7. SESAR aims to offer opportunities for consolidation and rationalisation of the existing ATM infrastructure, as well as further modernisation and harmonisation of the ATM system based on digital and satellite technologies.

Finally, the Council invited the Commission to reflect on the analysis of the achievements of the SESAR project and to enhance its deployment process.

The European Court of Auditors is also carrying out a dedicated audit on the SESAR

deployment framework, and their findings should be available by the end of Q1 2019.

The Chairperson informed the Board about the renewed interest of the European Parliament in rebooting the SES2+ file, which has been blocked in the Council for several years. Although the main aspects of the SES2+ proposal remain valid, the aviation context has evolved (Europe being last year the region of the world with the highest growth rate in aviation). DG MOVE is currently assessing if the text remains fit for purpose. The potential evolution of SES will also be addressed in the study on the European airspace architecture that is being carried out by the SJU on the Commission behalf. Thus, before the end of the year, the Commission should therefore be in a position to identify the best way forward to ensure that the airspace users benefit from a modernised and adapted framework.

He continued speaking about the recent progress in the preparation of the Multiannual Financial Framework and informing that on the 2nd of May the Commission presented the Proposal for the Union Budget over the next seven years (January 2021 - December 2027).

The proposed Union budget acknowledges the strategic role that research and innovation should play in the future of Europe. The funding allocated to the next “Horizon Europe Programme” was increased to over EUR 90 billion (compared to the current EUR 62 billion spent with Horizon 2020). This should allow the Union to compete with other developed and emerging economies, ensure a prosperous future for our citizens and preserve our unique social model.

In early June, the Commission will present its Proposal for the next Framework Programme for Research (FP9) and its Rules for Participation.

In parallel, the Commission has started to work with the Council on rationalising the future of partnerships in research under the next MFF. The intention is to streamline the existing research partnerships (over 60), reinforcing their link to the EU priorities and ensuring that they have a better potential to have a higher impact on the lives of the European citizens. Future partnerships will be selected and implemented to respect the guiding principles proposed by the Council, in particular concerning openness and transparency of the initiatives.

Mr Hololei stressed that SESAR, with its achievements, has a strong case to make, but should focus on what difference it can make for the future, concentrating on those solutions that can bring a positive impact by delivering real performance benefits. The ongoing revision campaign for the ATM Master Plan thus plays a strategic role.

He confirmed DG MOVE's intention to continue the support for the full innovation cycle of SESAR, i.e. definition and development coordinated by the SESAR JU and the deployment coordinated by the SESAR Deployment Manager.

The objective is to continue and enhance the innovation cycle approach, to improve the interfaces between R&D and deployment, to make the transfer from development to deployment as seamless as possible. This requires enhanced focus on common objectives, good planning, efficient implementation mechanisms and leaner harmonised procedures.

Lastly, he mentioned the H2020 evaluation follow-up, whose conclusions and the recommendations have been addressed by the EC and the SJU and an action plan has been put in place.

Ms Haarsma, the SJU Internal Audit Capability, was then invited to present the details of the Action Plan.

The recommendations stemming from the two Evaluation Reports (Final evaluation of the SJU operating under SESAR 1 and the Interim Evaluation of the SJU operating under H2020) published in October 2017 have been addressed by the SJU in cooperation with DG MOVE and can be summarized as follows.

1. Rec. 1: Strengthen the partnership approach: The SJU aims to strengthen the partnership approach through leveraging to a greater extent the Administrative Board, an enhanced use of the existing agreements, through the Master Planning Committee and through the support the SJU is providing to the EC with regards to SES implementation covered by specific mandates. All lines of action are in

progress and planned to be completed in 2018.

2. Rec. 2: Strengthen the architecture of the Master Plan: As the three levels of the ATM MP currently use different languages, the main action will consist of reorganising Level 2 and 3 around the principles of Solutions. Furthermore, the Level 3 Report will be complemented to provide a more comprehensive view of SESAR as a whole. All lines of action are in progress and planned to be completed in 2018.
3. Rec. 3: Strengthen the links with Academia: the SJU aims to widen its link with Academia by signing an agreement with ASDA (Association for the Scientific Development of ATM in Europe). Additionally, the SJU is an active participant at all levels of ACARE and currently chairs the Eurocontrol Agency Research Team (ART).
4. Rec. 4: Resolve issues with application of H2020: The SJU will propose ways for simplification both for the SESAR 2020 implementation under Horizon 2020 and for the preparation of the next Framework Programme.
5. Rec. 5: Take steps to further close the industrialisation gap: While the SESAR2020 programme already aims at closing this gap, further implementation of actions related to this recommendation are currently on hold as these are subject to the next MFF.

Mr Merlo (Eurocontrol), stressed the importance of the recommendation related to strengthening the architecture of the Master Plan, to be able to better track the SESAR Solutions in the deployment phase.

In replying to Ms de Mateo (ENAIRE), Mr Hololei informed that the CP2 proposal is intended to be published as soon as possible.

▷ Conclusions on item 1

- The Board took note of the information provided by the Chairperson and of the Action Plan (main lines of action per recommendation and the status of implementation), and entrusts the SJU to carry out the follow up.

Item 2 Voting rights allocation

Mr Hotham reminded the Board that, being the first meeting of the year, a decision on voting rights needed to be adopted to modify or confirm the voting rights of each Board Member. The draft decision on the allocation of voting rights was circulated to the Board Members and did not contain changes compared to the allocation adopted in October with ADB(D)14-2016.

Mr Hotham informed that the voting rights allocation is currently based upon the Membership Agreement and the first update is expected subsequent to the award of grants to Members for the implementation of Wave 2 of the SESAR 2020 Programme.

The European Commission and Eurocontrol expressed support for the proposal.

▷ Conclusions on item 2 Decision ADB(D)09-2018

- The Board took note of the information and adopted the Decision ADB(D)09-2018 on the allocation of voting rights to Board Members. The quorum was verified and the Chairperson noted that the meeting had established the required voting quorum.

Item 3 Appointment of the Board's Vice-Chairperson

The Chairperson stated that in line with the Statutes and the Rules of Procedure of the Administrative Board, the EC proposed, as previous years, to appoint the Eurocontrol

representative as Vice-Chairperson of the SJU Administrative Board.



Conclusions on item 3

Decision ADB(D)10-2018

- The Board took note of the information provided and adopted Decision ADB(D)10-2018 on the appointment of the Board's Vice Chairperson.

Item 4 EU ATM Master Plan Activities

The SJU Executive Director reported to the Members the activities performed recently in the area of the EU Master Plan campaign, the CP2 proposal and the Airspace architecture study.

He recalled the Members about the elements at stake in the EU Master Plan campaign, launched in Tallin at the end of 2017:

- Reflect state of SESAR implementation, including through CPs, showing progress towards the Vision and Performance Ambitions
- Provide the critical path for rolling out SESAR, with particular attention to the CNS roadmaps - already worked out last year and refined this year
- Ensure comprehensive coverage of all needs related to the safe integration of drones
- Drive priorities for future SESAR calls
- Shape the European position to drive the global agenda for ATM modernisation at ICAO level
- Strengthen convergence between Performance Scheme and SESAR
- Reassess impact of SESAR on the EU economy, employment and mobility, including the social impact of changes or costs related to early phasing out of current infrastructure

Mr Guillermet stressed that these items will influence the preparation of Wave 2 of SESAR 2020, which is also ongoing. Despite some difficulties, mutual benefits are deriving from the fact of having these activities running in parallel.

He also stressed that work is ongoing to ensure traceability of different Levels of the Master Plan according to the Solutions, in particular in relation to the restructuring of Level 2.

The Main theme of this edition is the digital transformation of aviation, explaining the enablers and the information services that will contribute to the digital transformation.

Mr Guillermet seized the opportunities to thank Members participating in PJ20, led by Eurocontrol, for the preparatory work done with the Master Planning Committee. The opening of the consultation process is planned for October 2018.

He continued talking about the CP2 proposal, delivered to the EC at the end of January, after an extensive work with all stakeholders.

Mr Guillermet summarized that today about 40% of first R&D results are in deployment, the content of CP2 covers another 25% of solutions:

- Proposal towards lean and efficient use of ANS infrastructure
- Proposal on safety related solutions (runaway operations)
- Proposal on new services to leverage satellite based capabilities
- Proposals on conditions for successful roll-out to encourage early adopters

Mr Guillermet continued by presenting the "Airspace study" that was kicked-off mid-March and covers 3 core objectives:

1. Describe the current European airspace for en-route services & operation
2. Propose scenarios for the roll-out of a service-oriented airspace architecture relying on digital technologies
3. Identify transition plan options addressing amongst other infrastructure

requirements (primarily on CNS), service model organisation, link to current and planned airspace enhancement initiatives (such as FRA), interoperability issues/requirements, link to future SESAR roll-out, incentives.

Extensive preparatory work was done in collaboration with the Network Manager; bilateral discussion with different stakeholders will start in May and June with an open workshop planned in July to share first ideas and collect feedback from a wider audience.

The Chairperson congratulated the SJU as well as all stakeholders involved for the good progress so far and encouraged all to keep up the momentum to deliver the draft MP according to schedule.

He stressed the importance of the following ideas:

- being ambitious and focusing on concrete operational priorities and constraints, such as increasing ATM Capacity in the short and medium run;
- building on digitalisation opportunities to enhance ATM productivity, foster safety and reduce costs;
- being service oriented, thinking cross-border and globally, as SESAR is a key enabler of the ICAO Global Air Navigation Plan, allowing us to boost European competitiveness in aviation;
- including all categories of drones, considering that this new type of airspace users has huge expectations in terms of new services and economic growth. The ATM MP must recognise that this is a real priority and that drones insertion in non-segregated airspace is essential.
- continuing to cooperate and coordinate with the military: as airspace management becomes more complex, close civil-military collaboration from early stages has great potential.

On the airspace architecture study, Mr Hololei said that the SJU has put in place a solid, ambitious and transparent process and the EC has full trust in the cooperation between the SJU and NM and all the other stakeholders involved in this initiative to deliver the results expected by the European Parliament.

Mr Merlo (Eurocontrol) reinforced the key importance of the airspace architecture study. He commented that in the past 10 years the “capacity” dimension has been neglected, but last summer traffic increased by 4% (of the 2008 peak), leading to some congestion issues and it is anticipated that for the next summer the situation is likely to become more critical.

Eurocontrol’s forecast for the traffic is an increase of 27% over the 2016 figures by 2024 and a potential doubling of delay for each 4% increase in traffic.

The architecture study is the opportunity to connect SESAR improvements with the reality of airspace, with necessary improvements in order to overcome current bottlenecks.

He lastly expressed Eurocontrol’s commitment to support the study.

Mr Porfiri (LEONARDO) underlined that the client service attitude is important.

Mr Buono (Airspace Users) supported the idea that passengers’ satisfaction should be considered central in the Airspace restructuring that should start from services rather than functionalities. The latter are enablers to achieve a certain level of services.

▷ Conclusions on item 4

- The Board took note of the information provided on the EU ATM Master Plan related activities.

Item 5 Report on the progress of the Programme and other on-going key activities

Item 5a Programme overview

Mr Hotham provided an update on Working Groups activities since the last ADB meeting.

The Master Plan Committee, had 2 Meetings and the key points for discussion included:

- CP2: Final CP2 proposal;
- Master Plan campaign: Steer the vision, overall supervision;
- Next Wave of SESAR R&D: Wave 2 prioritisation process.

The key recommendations resulting from those meetings are:

- Keep Master Plan ambition level high, with a strong focus on digitalisation, materialising the “Tallinn spirit and guidelines”;
- Support the gradual development of an exhaustive “state of SESAR implementation” document (first at synthetic level in the 2018 Master Plan Executive view, to become detailed and periodical in the next years);
- feedback on the Wave 2 selection process, with a focus on de-risking the delivery of the overall SESAR Vision and addressing the overall digitalisation agenda.

The Programme Committee met once in 2018 and the key points for discussion and endorsement included:

- Endorsement R8 plan addressing 25 SESAR solutions;
- Monitoring IOP development according to roadmap;
- Report on the Wave 2 content definition (potential scope and indicative budget) with PC members recommendation to SJU ED to have a 3-year duration for the Wave 2 and to set the Grant Closure in 2022.

The Scientific Committee met once in 2018 and the key points for discussion:

- Review of ER-4 Call scoping and draft topics, drafting the Scientific Committee Annual Report, launch of Engage Knowledge Transfer Network and Performance work forum.

Key recommendations resulting from those meetings are:

- Exploitation of Engage KTN activities to improve the innovation pipeline between research and main programme;
- Need for review the projects timing (24-month duration) and rules (buffer at the end of the Project for dissemination and exploitation events) for the next wave of ER Projects;
- Recommendation for the update of the SESAR Performance framework and alignment with SES framework.

Mr Hotham then provided the latest status of the overall Programme:

Exploratory Research

- 1st Call for 20.4M EUR: 18 Grants in execution, 10 Grants closed;
- 2nd Call (RPAS) for 9.0M EUR: 9 Grants in execution;
- 3rd Call for 10.0M EUR: 8 Grants in execution;
- 4th Call under preparation; target date for launching: end Q1 2019.

Very Large Scale Demonstration (Open calls)

- 1st Call for 18.0M EUR: 6 Grants in execution, 2 in the GAP (Reserve list);
- Geo-fencing call using 500K EUR: 1 Grant to be signed;
- U-Space call for 10.0M EUR ongoing, deadline for submission mid-May and Evaluation scheduled in June, Grants signature expected in Nov.;
- 2nd Call is under preparation; target date for launching: Q3 2019

Regarding the IR & VLDs (Membership), Mr Hotham underlined that for the Wave 1 Call awarded :

- 24 Grants in execution (PJ27 is terminated);
- Projects review and reporting & payment process ongoing;
- Specific Budget Grant Amendment process for the last budget instalment

will follow.

For Wave 2, Call content definition is under preparation (consultation phase) and currently shows a good balance between continuation and innovative elements. The Budget definition is also currently being worked upon.

Concerning the first Reporting Period:

- 100% of reports submitted by members in due time;
- Projects review ongoing: 80% (19/24) done on 16/04;
- 6 Projects could ask for a grant duration extension in 2020 to complete the solutions validation;
- A few deviations to the Wave 1 Solutions delivery as defined in SPD are under investigation.

Mr Hotham then continued providing a Release 7 High level View on Validations:

- 11 Solutions validated up to V1/TRL2 maturity levels;
- 2 Solutions related to Virtual Centre postponed into Release 8 (2018) to ensure better consideration of the operational use cases and systems development;
- All Demonstration activities completed :
 - Airbus Test Flight to download ADS-C data to MUAC;
 - Fine tuning of ATFCM measures between NM, DSNA & ENAIRE ACCs;
 - Collaborative ARR sequence between Orly, CDG and Paris ACC.

The example selected to present the achievements is Solution PJ.03b-06, Safety support tools for avoiding runway excursions, whose scope is merging airborne and ground data to assess runway conditions by defining a Runway Condition Code, which, once taken into account by on-board systems or flight crew, will help to avoid runway excursion. V1 Maturity Gate was achieved, confirming the feasibility of the concept. The main expected benefits are increased safety, increased awareness of ATCOs and pilots on the RWY conditions, increased RWY throughput.

Moving to Release 8, Mr Hotham informed that the Release 8 Plan was adopted by the PC and that the execution of validation activities will run up to February 2019.

Release 8 SESAR Solutions cover: 11 V1/TRL2 SESAR Solutions, 14 V2/TRL4 SESAR Solutions, 2 VLD projects will perform demonstration activities.

In terms of Release 8, key elements are as follows:

- a. Validation activities :
 - Flight Centred ATC (sectorless concept)
 - Virtual centre
 - IFR RPAS integration
 - Airborne Collision Avoidance Systems for RPAS and for General Aviation & Rotorcraft
 - Civil - Military G2G SWIM
 - Remote ATS for multiple airports
- b. Demonstration activities
 - AOP-NOP integration (possibly in Madrid, Barcelona, Palma de Mallorca and London Heathrow)
 - Fine tuning of ATFCM measures between NM, MUAC, NATS, DFS, DSNA ACCs;
 - Extended AMAN in Gatwick Airport
 - Collaborative method between ATC and AUs to optimise the arrival sequence in Paris area
 - Collaborative tool between Airspace Users, ATC and Network Manager (UDPP) for Zurich arrivals.

Mr Hotham reminded the projects related to U-space:

- 9 U-space Exploratory Research projects, including CORUS (operational concept);
- 4 Demonstration projects
- 5-10 Demonstration projects to be awarded from the CEF call, closing 15 May;

All beneficiaries are required to “cooperate, under coordination of the SJU, with the

beneficiaries of actions awarded by the SJU” and to include close coordination with EASA.

The need of further support to the coordination activities of the SJU is planned to be addressed by a request for support from Eurocontrol, under Schedule 5 of the SJU-Eurocontrol Agreement. The overall coordination performed by the SJU (supported by Eurocontrol) will be performed in alignment with a European Commission coordination initiative named “EU Demonstrators Network”.

This activity will not have an impact on the planning and budgetary documents as the SJU supervision of U-space is already covered in the SPD and the contribution from Eurocontrol will be within the existing overall In-Kind contribution commitment to the SJU.

Mr Hololei confirmed that the EC welcomes the initiative to enhance the coordination across all projects and activities concerning U-space and welcomes the initiative to further engage Eurocontrol in this task. In particular, he expressed the EC’s appreciation about the SJU’s commitment towards the ‘EU Demonstrators Network’ along with the engagement of EASA in preparation for rapid deployment of U-space in Europe from 2021.

Mr Buchanan (Skyguide) expressed satisfaction about the fact that Eurocontrol is involved in this programme.

▷ Conclusions on item 5a

- The Board took note of the information provided by the SJU.

Item 5b IOP

Mr Hotham reported to the Board Members that work is ongoing according to the agreed roadmap as committed by all contributing members in the letter sent to DG MOVE (DFS, DSNA, ENAIRE, ENAV, NATS, Eurocontrol, Thales Air Systems SAS, Leonardo, Indra, B4, COOPANS), in line with the complementary letter from Eurocontrol confirming the NM contribution. More specifically as regards IOP Exercise 1: INTEROP deliverable is available, iterative verification activities (technical dry runs) are ongoing; showcase between DSNA platform (Toulouse), DFS platform (Langen) and ENAV platform (Rome), interconnected through IOP on the PENS network (26th of April); He added that NM Use Cases specifications are under definition.

A short video was displayed representing IOP activities during the exercises.

Mr Hololei stated that the EC is encouraged by these first positive results and by the fact that the SESAR partners have put new energy into this project, but remains, nevertheless, concerned about the timeline for the full integration of IOP throughout the network and about the impact that any further delay will have on other main functionalities of SESAR.

IOP represents one of the foundation blocks of the paradigm shift in ATM that everyone is expecting from SESAR.

The Commission appreciates that it is a very complex task to deploy IOP into the operational environment, mainly because of the fragmentation of ATM systems of the European network. This shows that fragmentation is still largely the major obstacle to the modernisation and harmonisation of ATM in Europe.

Understanding each other’s constraints is the starting point to develop common solutions.

The EC is convinced that fragmentation can be overcome through SESAR, its partnerships and the ATM innovation cycle. The framework has all the necessary tools for success. It is based on a common roadmap, well working and evolving partnerships, governance mechanisms, financial incentives and it enjoys political support and international recognition.

Mr Hololei exhorted the Members to keep up the effort and deploy all the necessary efforts and resources to bring IOP into operations within the planned deadlines. Considering the positive results of recent demonstration and the need to align IOP deployment with AF5 of the PCP and the ICAO ASBU, Mr Hololei expressed the wish that deadlines can be anticipated and be more ambitious and that it will not be necessary to consider a "go/no-go" option in spring next year.

He added that the stake is very high as the future programmes of the Union and their budget for the next multi-annual financial framework are currently being defined. Policy makers, the Union's budgetary authority and the Court of Auditors are closely scrutinising all programmes and their implementing instruments, in particular Joint Undertakings.

The main questions to which clear answers are to be provided are: Are these instruments delivering tangible results? Are Union funds being invested effectively? It was stressed once again that the SESAR project and its partnerships need to show tangible results, and in case of delays the opportunity of applying sanctions within grant Agreement could be considered.

Mr Hololei informed that the Commission's support is available and asked the Executive Director to report to the Board regularly on the progress of the IOP implementation plan and on any problems or risk of delays, as the Board is the forum where open discussions should take place to decide on the appropriate mitigation measures when necessary.

The potential of the SESAR partnership should be exploited and all the necessary players - including SDM and Eurocae - should be involved in planning the steps for deploying IOP.

Considering the essential nature of IOP Mr Hololei concluded by calling upon all members to keep up the good work and to enhance your efforts, as necessary.

Mr Gallego (INDRA) thanked the European Commission for the availability and informed that Operational Agreements, set out in the Use Cases, were reached between iTEC, CF and MUAC. These UCs have been the basis for the technical requirements implemented in prototypes and integrated into the Industrial Platforms for the evaluations.

He continued by saying that a step forward has been made at the WAC, where a strategic agreement with MUAC to jointly develop SW FO packages was announced. In addition a Deployment Plan has been developed with the ANSP. Next action is the development, jointly with the NM, of the operational concepts derived from the Use Cases affecting the NM and the ACCs. He concluded commenting that good progress has been made, although important actions are still pending.

▷ Conclusions on item 5b

- The Board took note of the information provided by the SJU.

Item 5c External Relations and communication

Mr Guillermet provided a feedback from the WAC, where the new idea of "walking tours" proved to be successful to provide a better understanding of the technical and operational aspects and to involve the partners.

WAC also provided many opportunities for communication, for example for the "Women in aviation" session, in support of the EC Women in Transport initiative.

Regarding the key strategic events for 2018, Mr Guillermet highlighted the possibility of the SESAR Solutions Workshop in coordination with the SDM (planned for September/October); the ICAO ANC 13 in October in Montreal; the 2018 SESAR Innovation Days in December in Salzburg. The latter will be very important to prepare the next wave of Exploratory Research projects.

In terms of Publications, Mr Guillermet mentioned that the SJU is compiling the scientific papers for the SESAR Innovation Days and preparing the NextGen/SESAR State

of Harmonisation.

Concerning International Affairs, the suspension of the relationship with Brazil and with UAE was underlined; the technical cooperation project with ASEAN, in the context of EASA.

Mr Guillermet concluded explaining that the ICAO ANC/13 is in preparation and that the SJU is participating to the coordination activities led by the EC together with EASA and ECAC and is also involved in the preparation of three Working Papers on CNS, UAS and GANP.

Mr Porfiri (LEONARDO) took the opportunity to the need to ensure that the SESAR Solution delivered by the SJU are being deployed in the most effective and efficient manner to secure future investments of the private sector in R&D.

▷ Conclusions on item 5c

- The Board took note of the information provided by the SJU.

Item 5d Annual work programme objective's implementation

Regarding the Annual Work Programme implementation in the period 2018 Q1, Mr Guillermet underlined those elements where the timescale is challenging: regarding the IR-VLD call, the grant budget amendment process is postponed to Q2 in agreement with the Members; for the Geo-fencing call, the signature of 1 grant agreement is delayed but progressing towards completion; in relation to the administrative area, the SESAR 1 archiving is postponed to Q2 for contractual reasons.

Mr Guillermet underlined that the implementation of the Annual Work Programme is progressing well, stressing that important milestones are to be achieved in Q3 and Q4.

Mr Hololei commented that the year has started well, but acknowledged that the pressure will increase in particular as regard the preparation for the future of SESAR with the strategic discussion on the future of R&I Partnerships. Considering the critics to these industrial partnerships, the best way to address their concerns is to deliver timely concrete results.

▷ Conclusions on item 5d

- The Board took note of the information provided by Mr Guillermet.

Item 6 Planning and Reporting documents

Item 6a Consolidated Annual Activity Report 2017

Mr Hotham recalled the Board Members that the CAAR 2017 initial draft was submitted during the time 28/03/2018 - 16/04/2018 and communicated that the submission of the final draft to ADB for complete review is planned for the period 07-25/05/2018 with the objective of preparing the adoption of the 'Administrative Board's analysis and assessment' (page 12 of the CAAR).

The Written procedure for adoption will be launched in the period 04-22/06/2018 and the submission to the Budgetary Authority is planned for the 29/06/2018.

The Chairperson reminded the Board that the AAR is a formal requirement stemming from the financial rules, but also an opportunity to show results and increase the awareness of SJU among politicians and stakeholders. He then encouraged the Members to make

comments and suggestions and to provide an opinion on the report.

▷ Conclusions on item 6a

- The Board took note of the information provided by the SJU.

Item 6b SPD 2019-2021

Mr Hotham continued informing the Board that the SPD 2019-2021 is organized in 6 Strategic Areas of Operation, will contain the calls conditions for 2019 calls for proposals, an early draft of the 2019 Budget, the Procurement Plan, the Staff Establishment Plan, the Corporate risks and mitigation plan. The Final Draft will be developed to include further information on the 2019 Calls and call conditions and submitted to the ADB in the second part of October 2018 for review; the final version will be submitted to ADB in November 2018 in view of its adoption in December 2018.

Mr Hotham concluded on the SPD 2019-2021 anticipating that the first amendment will have to be planned for January 2019 in order to authorise the unused 2018 appropriations transfer to 2019.

He continued presenting the structure of Single Programming Document 2020-2022, where the multi-annual and annual work programmes will again be organised using the six Strategic Areas of Operation. As regards the timeline, the initial draft will be submitted to the ADB on 12/12/2018 for review, the second draft will be submitted to the Budgetary Authority by 31/01/2019 and the final version will be submitted to ADB in November 2019 in view of adoption in December 2019.

The Chairperson reminded the Board that regarding the SPD, the Commission has started the assessment process and once the Commission Proposal for the 2019 EU Budget will be adopted and the exact amount allocated to SJU next year known, DG MOVE will launch the formal Commission inter-service consultation.

Ms de Mateo (ENAIRE) commented that in the SPD 2019-2021 the budget for Wave 2 could be less than the amount required. Considering the difficulties experienced in the performance of the VLDs and to avoid that budget allocated to VLDs remain unused, she suggested considering revising the split between industrial research and VLD, in favour of an increase of the budget allocated to industrial research.

Mr Guillermet recognised the importance of the topic and added that one of the rationales for the extension of the SJU was the opportunity to perform VLD. This is also linked to the issue, underlined by the European Court of Auditors in one of their recommendations, to bridge the gap between research and development. He suggested analysing the situation with the EC to find the right balance.

Mr Ley (Airbus) stressed that deployment is fundamental and VLD are instrumental to arrive to deployment. He therefore encouraged allocating more budget to VLD activities.

Mr Lallouette (Thales) stated that Ground industry is in disagreement with the position of airborne industry.

Mr Hololei concluded confirming that the right balance needs to be struck, as all Members are working for the achievements of the SESAR Project.

▷ Conclusions on item 6b

- The Board took note of the information provided by the SJU.

Item 7 General Administrative and financial items

Item 7a SESAR 1 Closure

Mr Calvo confirmed that the financial closure of SESAR 1 is coming to an end with a 92,6 % of the operational budget and around 67% of the running costs used.

According to SESAR1 ex-post audit strategy (ADB-12-2015), 8 Members will be audited in Q3/Q4 2018.

Regarding the excess of revenues from industrial members for SJU running costs, the estimated amount (pending ex-post audit closure) is approximately 2.500.000 EUR.

The SJU contacted the EC/DG BUDGET to explore the possibility to reinject this amount in the budget for SESAR 2020 running costs, deducting it from Members payment obligations (only to SESAR 1 members).

The Chairperson informed that the Commission made a last transfer of payment credits for EUR 37M in 2017 to address any needs resulting from some of these late invoices and confirmed that the Commission has not reserved any further payment appropriations for SESAR 1 in 2018. The remaining unspent EUR 65M cash that remains with DG MOVE will then be returned to the EU Budget.

In reply to Mr Lallouette's question, Mr Calvo stated that, subject to any possibility identified with DG BUDG, cash contribution would be returned to the Members once the ex-post audits are finalized, possibly in 2019 Q1.



Conclusions on item 7a

- The Board took note of the information provided by the SJU.

Item 7b Accounting: Final Accounts 2017 and Discharge on 2016 Accounts

Mr Calvo informed that the 2016 Accounts obtained the discharge from the Court of Auditors on 18/04/2018.

Concerning the 2017 Accounts, the Provisional Accounts were already submitted by DG BUDG to the Budgetary Authorities; once the ECA has sent their observations (by 01/06/2018), a Written Procedure will be launched to seek the ADB opinion, before submitting to the Budgetary Authorities by the 01/07/2018 at the latest.



Conclusions on item 7b

- The Board took note of the information provided by the SJU.

Item 7c Budget execution overview

Mr Calvo presented the budget execution for SESAR 2020 that has arrived to 1/3 of its lifetime and 1/3 of the commitments, whereas payments are at 11% as many payments are likely to occur in 2018 Q3 and Q4.

The in-kind contributions do not currently present issues and will be reported to the ADB once the Members' reporting is completed and validated. Regarding the running costs budget execution has been slow but should increase during the year; the operational costs budget execution will increase in the second half of the year.

▷ Conclusions on item 7c

- The Board took note of the information provided by Mr Calvo.

Item 7d Audit standards

Mr Calvo continued informing that the “Guidance on IKOP-B for Members and auditors” as reported to the ADB in December was based on standard ISA 805.

Following the experience and best practices in other JUs/JTIs, and in order to facilitate certification process, the certification will be based on two standards: ISA 805 or ISAE3000.

▷ Conclusions on item 7d

- The Board thanked Mr Calvo for the information provided.

Item 7e Membership reporting

Mr Calvo referred that at the day of the meeting all reports due in January were submitted. For the first reporting period for the IR-VLD grants, the submission was completed and analysis process ongoing. For Members Report, 50% has been received.

He confirmed that the EUR 100K limit for the obligation of LTPs to provide a certificate has been accepted and is applicable.

▷ Conclusions on item 7e

- The Board took note of the information provided by the SJU.

Item 7f HR matters

Mr Calvo explained that, after the ADB decisions on Opt-out of COM decision on contract agents and on Application mutatis mutandis of the Commission decision “Mission guide”, adopted in 2018 by written procedure, other HR related decisions will be submitted to the Board (Staff Committee - new rules, Whistleblowing, Learning and Development, Temporary occupation of management staff, Others - Advisors, Middle management...).

He continued by saying that in order to secure technical expertise and at the same time reinforce the legal and financial resources, the SJU plans to increase the secondments from the Members for the technical profiles, with 3 additional staff seconded from the Members. The costs for secondment is approximately EUR 140K/(seconded x year).

He concluded reminding that during the secondment, a secondee works in the interest of the SJU (not as a representative of its company).

Mr Hololei reported that DG MOVE Internal Control Board discussed the performance of Agencies and JUs associated with our DG.

Given the current HR challenges faced by SJU, in particular regarding the legal and financial staff, the Internal Control Board had identified a potential risk that the lack of HR resources may result in difficulties to manage efficiently the complex set of rules derived from different legal frameworks that the SJU has to apply as to a Union body.

DG MOVE advanced that it will follow closely the situation of the SJU and proposed also to organise specific bilateral meetings on financial and HR matters when needed.

The SJU will discuss the conclusions of DG MOVE's Internal Control Board and in particular the mitigation actions related to HR resources as well as, if required, any additional audit recommendations that can be specifically identified by the SJU's Internal Audit Capability on that matter.

In reply to Mr Buchanan (Skyguide) on how a secondment is remunerated, Mr Calvo explained that there are specific Terms of Reference for secondments.

▷ Conclusions on item 7f

- The Board took note of the information provided by the SJU.

Item 8 AOB

Data Protection

Mr Guillermet informed the Board about the SJU work related to Data Protection.

The SJU has the obligation to protect privacy and as EU body SJU applies EU Data Protection Regulation (reporting to EDPS); has to take into account the DP reform 2018 (GDPR, *applicable as from 08/2018*) which introduces stricter rules.

The SJU has thus appointed a Controller (the Executive Director) and a DP Officer (a Legal Officer, working part-time on DP matters) and has set up an action plan to cope with Data Protection obligations.

Mr Guillermet referred to the SPD for more detailed information and stressed the importance of DP and its significant impacts on the SJU resources.

Proposal for revision of the Administrative Board Rules of procedure

The Chairperson explained that following consultations between different Airspace Users' representatives there is no agreement on appointing only two representatives in the Board (one Member and one Alternate).

Given the variety of the Airspace Users' landscape, there is no objection, in principle, to allowing a third representative of the airspace users to sit on the Board as a "permanent expert" of a stakeholder group for a defined period, but the Board has to be consulted and the Rules of procedure adapted accordingly.

A Written Procedure will then be launched to this end.

▷ Conclusions on item 8 AOB

- The Board took note of the information provided.

The dates of the Administrative Board meetings in 2018:

- Thursday 18 October 2018
- Wednesday 12 December 2018

Annexes

Annex 1	Board Members attendance list
Annex 2	Declarations on conflicts of interest

Done in Brussels, 03/05/2018

Chairperson
Mr Henrik Hololei

A handwritten signature in black ink, consisting of stylized initials 'H' and 'H' followed by a long horizontal stroke.

Secretary
Ms Ilaria Vazzoler

A handwritten signature in black ink, appearing to read 'Ilaria Vazzoler' in a cursive script.

Annex 1
Attendance list

Annex 2
Declarations on conflicts of interest

