

## Meeting ADB(M)046

### Minutes

ADB(M)046- MoM

Date of the Meeting..... : 7 May 2019

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 Christine Bergh	Observer	
	Mr Octavian Vasile	Observer	
EUROCONTROL	Mr Eamonn Brennan	Member	<i>excused</i>
	Mr Philippe Merlo	Alternate	<i>excused</i>
	Mr Adriaan Heerbaart	Observer	
Airbus	Mr Bruno Darboux	Member	
AT-ONE	Mr Dirk Kügler	Member	
B4 Consortium	Mr Maciej Rodak	Member	
COOPANS	Ms Susanne Isaksen	Member	<i>excused</i>
Dassault	Mr Frédéric Falchetti	Member	
DFS	Mr Gerhard Tauss	Alternate	
DSNA	Mr Philippe Barnola	Alternate	<i>excused</i>
ENAIRE	Ms Mariluz de Mateo	Alternate	
ENAV	Mr Cristiano Cantoni	Alternate	
Frequentis SESAR Partners	Mr Michael Holzbauer	Member	
Honeywell	Mr George Papageorgiou	Member	
INDRA	Mr Rafael Gallego	Member	
Leonardo	Mr Stefano Porfiri	Member	
NATMIG	Mr Trond Bakken	Alternate	
NATS	Mr Dave Curtis	Alternate	
SEAC	Mr Frank Poetsch	Alternate	
Skyguide	Mr Thomas Buchanan	Member	
Thales Air System SAS	Mr Luc Lallouette	Member	
Thales Avionics SAS	Mr Pascal Combe	Alternate	

#### Stakeholder representatives

#### Representative

Military / European Defence Agency (EDA)	Mr Eric Labourdette	Member	
	Mr Christophe Vivier	Observer	

Civil users of airspace (AU)	Mr Giancarlo Buono	Member	<i>excused</i>
	Mr Robert Baltus	Alternate	
	Ms Sylviane Lust	Permanent Observer	
Air Navigation Service Providers (ANSP)	Ms Tanja Grobotek	Member	
Equipment manufacturers (EM)	Mr Benjamyn Scott	Alternate	
Airports (APT)	Mr Aidan Flanagan	Alternate	
Staff in the ATM sector (STAFF)	Mr Theodore Kiritsis	Member	<i>excused</i>
Scientific community (SC)	Mr Jacco Hoekstra	Alternate	<i>excused</i>

#### Permanent Observers

European Commission - Directorate General for Research and Innovation	Ms Clara de la Torre	Member	<i>excused</i>
	Mr Sebastiano Fumero	Alternate	

#### 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		
DG Budget	Mr Martin Koelher		<i>excused</i>
DG Budget	Mrs Ilona Loeser		<i>excused</i>
DG Budget	Mrs Ivana Filipovska		<i>excused</i>

### Item 1 Introduction

The Chairperson, Mr Hololei, welcomed the Board Members to the 46<sup>th</sup> Ordinary Meeting of the SJU Administrative Board, the first ordinary meeting of 2019.

In particular, he welcomed:

- Mr Heerbaart, Director Central Route Charges Office, Finance & central IT (DCF1) attending as observer for EUROCONTROL because Mr Brennan and Mr Merlo could not attend the meeting;
- Mr Vivier, Head of Single European Sky / SESAR Unit, attending as observer for EDA because the main and the alternate representatives could not attend ;
- MG (ret.) Eric Labourdette recently appointed to represent Military stakeholders;
- Mr Tauss, SESAR Programme Manager, appointed as the new alternate for DFS
- Mr Curtis, previously alternate of NATS and now appointed as NATS main representative

He also informed that EUROCONTROL has delegated the EC to vote on their behalf and COOPANS was represented by PANSA.

Mr Hololei welcomed Ms Christine Berg, the new Head of Unit of the Single European Sky, who has taken over from Maurizio Castelletti.

#### 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.

Mr Hololei provided an update on the most important developments on the Commission's side since the December meeting.

The Wise Persons Group, set up to reflect on the future of SES, has completed its work and produced a series of recommendations to which many stakeholders have already reacted.

On 28 May the EC will carry out a first round of consultations with stakeholders back-to-back with the SES High Level Group meeting; a second round is planned at the beginning of July.

He also informed that the incoming Finnish Presidency will host together with the Commission on 12 September a High Level Conference on the future of SES. This will provide a unique opportunity for stakeholders to subscribe to the main directions of the future reform of the SES and would be an important signal to the incoming EP and the Council to pursue a reform of SES. The Commission will follow up with relevant proposals where needed. He underlined that it is important to show that Aviation is committed to become more sustainable and to deliver services at expected quality level.

Following the adoption of the Network Functions Regulation in November 2018, the Chairperson announced that on the 6<sup>th</sup> of May the Commission has adopted the Decision to reappoint EUROCONTROL as the Network Manager from 2020 until 2029, covering the Reference Periods (RP) 3 and 4. A former SJU Board member, Iacopo Prissinotti will start as Director NM. Furthermore, preparatory work has started on the nominations for the new Network Management Board and European Aviation Crisis Coordination Cell, which should start in their new configurations on 1.1.2020.

The new Performance and Charging scheme Regulation was agreed by the Single Sky Committee on 17 December 2018 and adopted by the College on 11 February 2019. It applies to RP3, which will run from 2020 to 2024.

On 1 April 2019, the SSC gave its opinion on the Union-wide targets for RP3. These targets are suitable to maintain ambition for the network whilst they recognise the current capacity challenge that will most likely remain in 2020 and 2021.

Member States will draft their performance plans, which will set the binding targets at national or Functional Airspace Block level. In this process, Member States will organise national stakeholder consultations (between June and end of August). The Commission considers this a key process, as mirrored by the new regulation and plan to observe those consultations together with PRB and NM members in order to witness whether there is a meaningful dialogue between service providers and their clients.

Performance plans have to be submitted to the Commission by 1 October 2019. The Commission will then assess the consistency of the national targets with Union-wide

targets taking into account local circumstances.

On the progress of the EC aviation strategy implementation and on comprehensive air transport agreements the Chairperson specified that:

- ASEAN: the EC is very close to signing agreement;
- Qatar: the EC is preparing the necessary to sign the agreement that was concluded
- Oman: a first round of negotiations took place end of March and a second round will follow end June;
- Azerbaijan: a technical workshop was held the first week of May in Brussels which should help clear the way for a final round of negotiations in Baku possibly in June
- China: the signing ceremony for both the BASA and the Horizontal Agreement is planned for 20 May 2019 in Brussels
- Japan: a 6th round of negotiations on the BASA will take place in Brussels on 18-19 December
- On CORSIA: the approval of the last remaining CORSIA package element (Eligible fuels) is expected to be tabled at the ICAO Council session end of May. This process would then be completed during the summer, leading to the completion of the CORSIA package, ideally before the 40th ICAO General Assembly in September.

The Chairperson continued by informing the Board that there had been some significant progress since the last meeting on the future of SESAR and ATM research in the EU.

First of all, in the context of negotiations in the Council on the "Horizon Europe" proposal, Member States adopted a common position in April where they agreed to the establishment of European Partnerships in several key areas, including one with the objective to "Accelerate competitiveness, safety and environmental performance of EU air traffic, aviation, transport and rail".

Member States have also agreed to keep Mobility together with Climate and Energy into the same Cluster, but there are strong calls to cap the percentage of the total budget allocated for partnerships to maximum 50% of each Cluster. This means a strong competition for budget between the successors of SESAR, CleanSky, S2R, FCH JUs as well as newly established partnerships in the energy, transport or climate change sectors.

He invited the Members to communicate at national level about the added value created by the SESAR programme.

He continued by saying that DG MOVE has formally launched the internal preparations to re-establish a European partnership on ATM. As next steps, the Commission will publish an inception impact assessment, launch an impact assessment study, as well as a public consultation on this initiative. These preparations will involve the SJU and the Members, to discuss the expectations for the future partnership and to ensure that the future partnership responds to both the SES policy ambitions, including the performance recommendations from the European Court of Auditors, as well as the new Horizon Europe priorities and requirements.

Mr Hololei warmly encouraged the Members to contribute to these consultations, to be available for questionnaires and interviews in the context of the study and to consider their availability for an involvement in the new Partnership, both in terms of content and funding. He also encouraged to help responding to the recommendations from the Court of Auditors, who pointed to the problem that SESAR solutions that should have been ready for deployment have turned out not to be, leading to the absence or late availability of standards.

He added that DG MOVE is not in favour of merging SESAR and Clean Sky partnerships, but considers fundamental a close cooperation between the two entities.

Ms Berg, (DG MOVE), reported that Wise Persons Group work was confronted with several challenges: the environmental/sustainability challenge, the 2035 timeframe, new market elements, lack of scalable capacity, lack of effective regulatory capacity. The guiding principles were: safety and security should be at the forefront; environmental sustainability should be one of the key objective; ATM should be looked

at from a Network centric perspective; the system needs to be scalable, embrace new technologies, respond to market principles; the regulatory framework should be effective and the institutional framework simplified. The Report of the Wise Persons Group resulted in ten recommendations, around four axis:

1. A Network-centric approach. Confirm and strengthen EUROCONTROL's Network Manager, that should cover the role of Airspace management, capacity management and infrastructure management.
2. Implementation of a digital European Sky, building on the Airspace Architecture Study, bringing more automation and decoupling the provisions of data to the provisions of ATM services.
3. Evolving role for people delivering the ATM service, where the ATCO role should develop to a role of ATM system manager
4. Simplifying the regulatory framework and considering the creation of a regulator at European level.

The recommendations have been delivered to the EC that invited stakeholders, including Airports, to jointly reflect and provide common messages on the way to bring things forward and address common challenges for both the citizens and the environment.

Mr Rodak (B4) expressed a comment on the connection between the AAS and the Wise Person Group report results. The AAS is proposing 3 options of the provision of data provisions and ATM services provisions: the first is a decoupling between the provisions of the two services, the second assumes that the same providers can offer the two services, through an appropriate separation of customers and businesses; the third presents a full combination. The recommendations of the WPG seem not to take into account the second and third options. Mr Rodak asked if these two options were still under consideration.

Ms Berg confirmed that all options are still on the table and can be implemented in different ways, nothing is cast in stone and the two reports are not mutually exclusive.

Ms de Mateo referred to the letter from the EC to mandate the SJU and the NM to define a more detailed transition plan toward the AAS, to be presented at the High Level SES conference on 12 December 2019. The letter underlines the importance of involving all stakeholders in the development of the transition plan with a view to ensure their buy-in to the plan, which should ultimately be channelled into the European ATM Master Plan. Ms de Mateo asked how the EC intends to involve the operational stakeholders in the definition of the transition plan and how this can be channelled in the Master Plan, that is planned to be out for consultation before the summer (answer under item 4).

Mr Porfiri (Leonardo) commented on the perception that the manufacturers are responsible for the lack of standardisation. He underlined that a gap was present in the original architecture between the development and deployment phases. He noted that the WPG Report seems not to clearly address how this gap will be filled and stressed the necessity to have a seamless structure. Manufacturers are committed to provide the necessary support, that needs however to be framed in a wider context.



#### Conclusions on item 1

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

#### **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 validate the voting rights of each Board Member.

The draft decision ADB(D)09-2019 on the allocation of voting rights was circulated to the Board Members, based on ADB(D)13-2016 that defines the principles of the calculation:

- Article 2 establishes an ‘initial calculation’
- Article 3 establishes an annual ‘adjustment of voting rights’
- Article 1 establishes the basis for ‘calculation of the voting rights’

The ‘initial calculation’ method, described in Article 2, has been used in previous years. But this year, for the first time since the launch of SESAR2020, validated Members In-Kind Contributions and corresponding financial contributions are available.

The Written procedure ADB(D)07-2019 establishes the validated In-Kind Contributions from Members for the first reporting period 2016-2017. This information can be used to calculate the voting rights using Article 1. These calculations will be updated on an annual basis, as foreseen in the Decision.

In accordance with the SESAR JU Founding Regulation and associated Statutes (Article 4), the voting rights are allocated:

- “in proportion to their contribution to the funds of the Joint Undertaking”, meaning the Total Net Contribution of each Member;
- “the European Union and EUROCONTROL shall each have not less than 25 % of the total number of votes and the airspace users’ representative referred to in point (c) of Article 3(1) shall have at least 10 % of the total number of votes”.

The validated In-Kind Contributions and any associated financial contributions are shown in columns 1 -3 of the decision. The Total net Contribution (sum of columns 1-3) for reporting period 1 is shown in column 4.

The Voting Rights and Number of Votes are calculated taking account of the minimum votes clause from the Statutes, Article 4. See columns 5 and 6.

This decision was proposed to the Administrative Board for adoption.

Mr Hotham, in replying to a question of Mr Herbaart, confirmed that voting rights would continue to be reviewed on an annual basis.

The European Commission and EUROCONTROL expressed support for the proposal.

### ▷ Conclusions on item 2 Decision ADB(D)09-2019

- The Board took note of the information and adopted the Decision ADB(D)09-2019 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)10-2019

- The Board took note of the information provided and adopted Decision ADB(D)10-2019 on the appointment of the Board’s Vice Chairperson.

### **Item 4 European ATM Master Plan Activities**

The SJU Executive Director reported to the Members progress achieved in the area related to the execution of the European ATM Master Plan with respect to the delivery of the Airspace Architecture Study and the proposed Master Plan update.

The Airspace Architecture Study was delivered to the European Commission on 5 February and the full report was made public and presented to the European Parliament on 5 March. Several stakeholders were involved, including SJU Members. The ED underlined the SJU effort in providing transparency and ensuring participation of all stakeholders to secure the buy-in.

Following a successful delivery the EC requested to the SJU, in close cooperation with Eurocontrol and the NM, to develop a transition plan to be presented at the SES High Level conference scheduled to take place 12 September. Building on the good cooperation with Eurocontrol and the NM, the SJU intends to integrate this approach to existing instruments and plans. Tasks are under definition and will be allocated according to the mission of the NM. The SJU will keep oversight of the transition and progress through the MP instruments.

Mr Guillermet gave the floor to Mr Alain Siebert who is responsible for the Master Planning activities.

The European ATM Master Plan campaign was launched at the Digital Transport Days in Tallinn in November 2017. At this occasion, the SJU was asked to explore the potential of digitalisation for the ATM sector building on delivery of the U-space blueprint. The work lasted one year and a half and thanks to the engagement of all stakeholders, the outcome was strongly supported and a positive recommendation was proposed by the Master Planning Committee.

Mr Siebert reminded the Board members about the success criteria defined at the beginning of the campaign, which have been duly respected:

- 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
- Ensure comprehensive coverage of all needs related to the safe integration of drones
- Drive priorities for future SESAR calls so that the next generation of SESAR projects are already oriented towards high level of automation and digitalisation
- Shape the European position to drive the global agenda for ATM modernisation at ICAO level
- Strengthen convergence between Performance Scheme and SESAR, close collaboration with PRB
- 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 Siebert continued explaining that the update was necessary because today's capacity crisis is showing the limits of the current system. Tomorrow's system will see hundreds of thousands of connected flying devices in the sky and more autonomous aircraft. Thus, future traffic and growing environmental concerns call for a more radical transformation of ATM.

He then presented the proposed changes to the core vision of SESAR towards the delivery of a digital European Sky. This vision builds calls for the delivery of a fully scalable ATC system, with strong air-ground integration that relies on a digital ecosystem. Through the delivery of this vision, environmental inefficiencies caused by the aviation infrastructure could be eliminated and the potential offered by the next generation aircraft for cleaner and quieter flights would be fully realised.

Mr Siebert then presented the key milestones towards the delivery of the vision. By 2025, a series of targets (more than those initially envisaged with the PCP) need to be reached: new programmes on airspace re-configuration and operational excellence need to be initiated rapidly to have quick wins delivered; initial U-space services need to be implemented across Europe; SESAR 2020 projects will have delivered results and the future SESAR programme should be initiated to focus on achieving rapid delivery of

remaining aspects of the digital European Sky; the Regulatory framework should have evolved to support the transition ahead.

By 2030, the implementation of the next generation of SESAR technologies, i.e. virtualisation techniques and dynamic airspace configuration with a gradual introduction of higher levels of automation support should be completed; most of the advanced U-space services are expected to be operational across Europe; resources (including data) are shared across the network.

By 2035, the full defragmentation of European skies through virtualisation should be completed; the Network should operate at its optimum capability having fully evolved from a system based on punctuality to a system based on predictability across a network; drones, along with all other aerial vehicles, are efficiently integrated into both controlled and uncontrolled airspace; Europe safely and effectively accommodates 16 million flights (+50% compared to 2017).

Mr Siebert underlined that the vision is consistent with the SESAR high-level phases outlined in last edition of the Master Plan, to provide stability and avoid working on “moving targets”. The core vision is however augmented and more precise to ensure that it is “future proof”. Key milestones, already identified, are also now more clearly presented. The key milestone for SESAR 2020 is the delivery of R&D up to phase C. In addition, there is an acknowledgment for the need for a new architecture, fully consistent with outcome of the AAS, combining airspace design and technological solutions.

Future R&D needs (beyond SESAR 2020) in relation to the implementation of the full SESAR vision are also identified. These are: future operations, air/ground integration and autonomy, virtualisation serving scalability and resilience, hyper-connectivity and machine-to-machine applications, data sharing and data service, new standards for safety and security.

In addition the way of working should also be more agile and open, considering that the overall objective is to reduce innovation lifecycles from ~30 years to ~5-10 years, focusing on disruptive innovations, delivering the next generation standards and the path to certification.

Mr Siebert explained that the ATM Master Plan 2019 also looked at the overall state of SESAR implementation about its two core activities: development and deployment. For development activities 37% of the Solutions needed to deliver the vision have already been delivered as part of SESAR 1. 31% are currently under development and are expected to be delivered in the context of SESAR2020. The remaining 32% should be delivered under a future R&D Programme. Regarding the deployment activities, 70% of the solutions delivered in SESAR 1 have associated deployment decisions, of which 48% are currently implemented in the regulated framework of the Pilot Common Project. There is however a backlog of about 30% of the solutions delivered in SESAR 1 for which there is no deployment decision yet at EU level.

Mr Siebert underlined that, in terms of impact, the value at stake to implement the SESAR vision is estimated at more than EUR 600 billion, which includes not only benefits for the stakeholders but also for the society at large. The benefits will largely depend on the ability of the sector to create the conditions to shorten the innovation life cycle for infrastructure modernization. However, if these conditions are not created, the transformation is likely to be completed only by 2050 with negative implications for the environment, jobs and growth in Europe.

The total investment need for the entire aviation community is estimated in the range of EUR 30 to 40 billion including the new needs related to the safe integration of drones. This represents less than 5% of the value at stake and relatively-speaking little money compared with the EUR trillion investments that will be made by airspace users in the next 20 years to phase-in the next generation aircraft. If innovation cycles are however not shortened, SESAR total investments would be significantly higher reaching EUR 60 billion as legacy and new system components would have to co-exist and be



maintained for a longer transition period. Overall the ATM Master Plan also calls for a stronger re-focusing of the current investment towards SESAR solutions and digital services.

He concluded presenting the planned way forward:

- ✓ **June:** discussion at the SSC (EC) and Agency Advisory Board (ECTRL)
- ✓ **September:** special event to coordinate EUROCONTROL position
- ✓ **November:** adoption decision at the SSC (EC) and Provisional Council (ECTRL)
- ✓ **December:** target for ADB adoption

The ED added that the SJU has carried out the update work according to the mandate received and consulting the widest possible array of stakeholders.

The Chairperson thanked the SJU for the work done.

On the Airspace Architecture Study, the Chairperson stressed that it gathered strong support from the aviation community.

The European Commission stressed the importance of the work of the SJU and the need to continue to work closely with the NM to deliver a more concrete transition plan before the Finnish Presidency event on 12 September.

He added that the work in the Wise Persons Group (WPG), building also on the Airspace Study (AAS) will be instrumental in defining a new vision for the future of ATM in Europe and therefore of the SES and SESAR.

The Commission will assess the legal and regulatory implications, for example in terms of new service delivery models for ANS data providers and related matters of liability cover and ATM data sharing. This is necessary to put the AAS recommendations into reality.

On the ATM Master Plan, the Commission welcomes the proposal, which aims to provide a future proof vision for the delivery of the digital European Sky. DG MOVE is assessing it and will soon launch an inter-service consultation to collect the opinion of other Commission services.

The following step will be to consult the Member States through the Single Sky Committee before the College adopts the position of the European Union.

In this context, the EC has planned a seminar for the Member States back to back with the Single Sky Committee at the end of June to illustrate the main aspects of the new edition of the Master Plan.

The Chairperson acknowledged the complexity of the process that, on the other hand, guarantees the essential political endorsement of the Master Plan as the official European ATM modernisation roadmap.

The document offers a strong response to the industry declaration from the 2017's Digital Transport Days in Tallinn. It incorporates the orientations of the AAS and it will also need to integrate, where necessary, the recommendations that will be retained from the WPG.

The Commission sees this new edition of the Master Plan as an opportunity to launch a reform in the way that SESAR will work in the future, to focus efforts and investments on game-changing solutions that exit the development phase with a higher level of maturity ensuring a rapid and seamless transition into the operational environment.

He then asked some questions to feed a discussion on the ATM MP.

Firstly, regarding the proposed timeframe, there are two milestones: one in 2035 and another in 2040. Mr Hololei asked the SJU and the Board members if the plan was sufficiently ambitious in terms of content and in terms of timing and adding that the EC considers important to focus efforts on 2035.

He then asked what will actually be achieved within this timeframe, because it is important to explain this to decision makers and the budgetary authority to ensure the future of SESAR.

He also enquired if all drones and U-Space aspects are properly addressed for all

stakeholders (both civil and military), knowing the growing importance of drones operations in the future. He also asked if U-space and higher airspace operations are sufficiently integrated and finally he asked about the key elements already identified for SESAR 3 (to fully implement the SESAR vision) and possible remaining red lines in the proposed edition.

Mr Darboux (AIRBUS) congratulated the ATM MP team for the tremendous work. On the question regarding the timeline, he commented that the Airborne Industry should not be in the critical path because several Solutions are available and could be deployed by 2035. He also added that the EU ATM Master Plan update shows great ambitions that would require a dedicated partnership. AIRBUS strongly supports the extension of the SESAR partnership and the Clean Sky partnership, which does not preclude a close cooperation when required, but the two partnerships should remain separate.

Ms de Mateo (ENAIRE) suggested that the work should focus on the 2035 timeline, as this is the time horizon currently set in the SESAR 2020 Programme. She added that ENAIRE has detected few differences between the version submitted to the PC and that submitted to the ADB and asked to be provided more details on the Business view and the companion document, to facilitate the revision of the document.

Mr Buchanan (Skyguide) asked to what extent the ATM MP is acceptable at ICAO level.

Ms Lust (AU) echoed ENAIRE on the transition plan and the implementation of the Architecture Study which strongly relies on the expected outcomes of SESAR 2020. She stressed that AU associations should also be associated in the consultation process, although this appears very tight for the different associations to be able to provide valuable comments on time. The AU hope to have one single Plan including various aspects as the AU will need to implement it. AU also welcomed the integration of Drones in the Airspace, but call for a refined analysis of safety related elements, services and financing.

Mr Hololei stressed that stakeholders' consultation should be open to the widest possible audience and invited the AU to proactively express their positions.

He agreed that two partnerships should be maintained and should work closely to create more synergies that those already existing.

Mr Guillermet informed the Board Members that the SESAR JU is already working with Clean Sky for the preparation of the next phase of research and the two entities are working on joint roadmaps where challenges to be addressed are done so in a cooperative way. He added that the timeframe depicted in the Master Plan is a good compromise because it is both ambitious and reasonable at the same time. The companion document is in preparation and will be provided to the stakeholders as soon as ready.

Thanks to the support of EUROCONTROL, the SJU provided an initial analysis in the AAS showing that there are already elements that are compatible with ICAO.

He specified that the EC is working on regulatory impacts of the AAS and ICAO will be taken into account. He also stated that AU will be consulted but inputs are needed quite rapidly considering the short timeframe.

The issue of the existence of multiple plans emerged also during the discussion of the WPG and led to the recommendation about "simplification of the regulatory framework". On MP, significant efforts to work with EASA, the NM and the SDM were made.

Regarding Drones business models are different and options are fully open to market forces.

Mr Hololei agreed that service providers will bear a lot of the costs; he confirmed that several companies are ready to invest further but the EC needs to have investments ready to support the framework.

## ▷ Conclusions on item 4

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- The Board took note of the information provided on the EU ATM Master Plan related activities and on its formal approval process.

## 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 and on the status of the calls for proposals, including U-space.

The Programme Committee confirmed continuous commitment to deliver W1 SESAR Solutions, agreed on the W3 consultation process and confirmed the commitment to execute the IOP EXE01 run on second week of April.

The Master Plan Committee welcomed the outcome of the Airspace Architecture study, strongly supported the outcome of the ATM Master Plan update campaign and confirmed that is now ready to start the formal adoption process.

The Scientific Committee continued working on the preparation of a joint SC/SJU workshop on Automation planned for June and on the elaboration of a set of recommendations and guidelines for the assessment of emergent behaviour in the early system(s) design phase. It also provided support Pj19-04 in the evolution of the SESAR Performance Framework.

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

Regarding the open calls for proposals, the status was the following:

#### ER - Exploratory Research (H2020)

- 1<sup>st</sup> Call for 20.4M EUR all 28 grants in closure process (H2020 Final Fin & tech reporting)
- 2<sup>nd</sup> Call (RPAS) for 9.0M EUR with 9 Grants in execution
- 3<sup>rd</sup> Call for 10.0M with 8 Grants in execution
- 4<sup>th</sup> Call published 30 April

#### VLD - Very Large-scale Demonstration

- 1st Call for 18.0M EUR with 9 Grants in execution (H2020).
- Geo-fencing call using 500K EUR with 1 Grant into execution (Assigned Revenue).
- U-Space call for 9.5M EUR, with 6 Grants, signed (CEF).
- 2nd Call under preparation; target date for publication: Q1 2020. (H2020).

Regarding the IR & VLDs (Membership), Mr Hotham underlined that:

#### IR & VLD - Industrial Research & VLD, Wave 1 (H2020)

- Wave 1 Call awarded:
  - 24 Grants in execution
  - Specific Budget Grant Amendment process for the last budget instalment completed in December 2018
  - Project Reviews ongoing.
  - Validation of RP1 complete, RP2 in progress.

#### IR & VLD - Industrial Research & VLD, Wave 2 (H2020)

- Wave 2 Call closed.
- Wave 3 Call under development, earliest opening date Q1 2020;
  - Consultation phase start date: mid May 2019
  - Cut-off date: end of September 2019.

Mr Hotham then provided some examples of the transition from Exploratory Research to Industrial Research in the topics of ATM excellent science & outreach and ATM application-oriented research.

Results from Exploratory Research are also flowing to W2 and benefits are expected in the areas of safety, ATCO efficiency, operational efficiency, resilience and capacity.

Mr Hotham then informed the audience that all Release 8 validation activities are completed and all maturity gates performed. Release 8 included: 10 V1/TRL2 SESAR Solutions; 11 V2/TRL4 SESAR Solutions; 3 VLD projects performing demonstration activities.

He then continued by saying that Release 9 plan covers SESAR Solutions validated from May 2019 till the end of Wave 1 and includes: 67 SESAR Solutions (6 V1/TRL2 SESAR Solutions, 38 V2/TRL4 SESAR Solutions, 27 V3/TRL6 SESAR Solution), 4 VLD projects for final demonstration activities (PJ.24 NCM "Network Collaborative Management", PJ.25 XTREAM "Cross Border SESAR Trials for Enhanced Arrival Management", PJ.28 IAO "Integrated Airport Operations", PJ.31 DIGITS "Initial trajectory information sharing").

In terms of R9 SESAR solution exercise planning, the Programme is on track and invited the Members to move forward to a close to reality Plan & Reporting to enable a more proactive approach to maintaining a coordinated portfolio of exercises.

The SESAR Solutions edition 2019 includes 63 Solutions delivered by SESAR 1, 29 V3 Solutions to be delivered by the end of Wave 1, and further 25 potentially to be delivered by Wave 2.

Mr Hotham then listed a series of flagships: Virtual centre operations, flow/flight centric operations, drones integrations, European Network of U-space demonstrators.

Mr Hotham invited the Members to continue to commit resources to secure the delivery of Wave 1 solutions, emphasising that 2019 must be a year of delivery for Wave 1 as this will be the measure of SESAR success.

He underlined that 2019 is a year characterised by the demonstration of results through 11 Demonstration projects (4W1 + 7 Open VLDs) and W1 VLDS complemented with AUs contribution.

He concluded referring to the progress on IOP, underling that the 6<sup>th</sup> June will be taken a go/nogo decision at DT level. He mentioned that Exercise 01 has been performed and Exercise 02 will enlarge and consolidate the IOP ER/ER features.

The Chairman expressed his satisfaction for the fact that the work is progressing and that there is full commitment of SESAR members to secure a "go" decision.

He underlined the importance of IOP for the digital SES and the status of the R&D on IOP has an impact with regard to the PCP review. Based on discussions with the SJU and SDM, the EC is looking for different alternatives for the PCP review which depends on the outcome of IOP research: either we keep the same ambition, but we delay the deadline for implementation or –we keep the same deadline but we lower the ambition (i.e. by removing the exchange of flight information).

Mr Hololei concluded by saying that delaying deadlines is a practice that is not sustainable and has to be stopped. Every effort should be put in place to maintain the maximum possible level of ambition.

On Wave 3, he added that despite the relatively small amount allocated initially, it is a great opportunity to still fill in some remaining gaps, while ensuring that there is optimal budget implementation across existing projects and for SESAR 2020 as a whole. This aspect is particularly important given the current discussions about the future financial resources available for SESAR going forwards.

Mr Gallego (INDRA) confirmed, that according to the commitment made in 2017, IOP activities are progressing according to the plan and we can expecting positive results for

the next steps.

### ▷ Conclusions on item 5a

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

### **Item 5b External Relations and communication**

Mr Guillermet thanked the Board Members for the active participation in the organisation of the SESAR workshop in Qatar.

He also highlighted the excellent cooperation during the WAC in Madrid, where the walking tours were very successful.

Among the upcoming events he mentioned the Aerodays in Bucharest on 27-30 May and the Paris Airshow on 17-21 June and the SESAR Innovation days in Athens on 2-5 December.

Looking at the publications, Mr Guillermet mentioned the new edition of the SESAR catalogue, showing the SESAR Innovation pipeline from Research to delivery. Another key document will be the U-space results brochure as this will collect the different demonstrations related to Drones.

He then provided a brief updated on International Affairs: a 4D TBO workshop will be held in China in May; work is ongoing with Singapore to prepare a “future ATM vision publication”; the first regional symposium with Qatar is under preparation (to be confirmed for Q4 2019).

Mr Hololei congratulated the SJU, but also EUROCONTROL, the SESAR Deployment Manager, EDA, EUROCAE, EASA and INEA and all the SESAR members for the excellent work and the enormous success of the Europe for Aviation stand and various events organised under the European umbrella at this year’s World ATM Congress.

Mr Guillermet added that ultimately the ICAO Global Air Navigation Plan mirrors the structure and the content of the Master Plan, demonstrating the recent influence of the latter on the GANP.

He concluded by saying that the GANP is up for endorsement at the 40<sup>th</sup> ICAO General Assembly.

### ▷ Conclusions on item 5b

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

### **Item 5c Annual work programme objective’s implementation**

Regarding the Annual Work Programme implementation in the period 2019 Q1, Mr Guillermet confirmed that in the Strategic Area of Operation 1 - Provide Strategic Steering to the SESAR Programme the SJU is in line with the objectives set in the SPD. In the Strategic Area of Operation 2, the call ER4 is published and explained that for the objective “Establish the SESAR Academy” although all the material is ready, this is on hold due to long-term sickness of the staff dedicated this activity.

Regarding the Strategic Area of Operation 3 - Deliver Industrial Research and Validation, Release 8 and 9 are on track, the transition from Wave 1 to Wave 2 is ongoing with the objective to have W2 projects signed before the end of 2019.

Regarding Strategic Area of Operation 4 - Deliver Very Large Demonstration Activities, the U-space demonstration call is at full speed and the delivery of the expected results during the summer is on-track.

For the Strategic Area of Operation 5 - Deliver SESAR Outreach activities, the cooperation with FAA is quite active, and the SJU is currently focusing on strengthening the links toward EUROCAE.

Mr Hololei noted that there is good progress in all areas of operation and expressed appreciation about the progress of Wave 1 projects, which are the backbone of the SESAR R&D.

He reiterated the importance of the validation and demonstration exercises, as they are critical to set-up the standardisation and certification processes and thus speeding up the industrialisation of the SESAR solutions. He also added that an effective follow up to the recommendation of the Court of Auditors is a strong argument to maintain access to European funds in the future.



#### Conclusions on item 5c

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

## Item 6 Planning and Reporting documents

### Item 6a Consolidated Annual Activity Report 2018

Mr Hotham recalled the Board Members that the CAAR 2018 is following the same structure of the previous reports. He underlined that it illustrates tangible results achieved in an efficient way and demonstrating value for money. This is particular important especially this year, when the impact assessment on the future of the SJU will be carried out.

He particularly stressed that CAAR illustrates the so-called “leverage effect”. He explained that in relation to the SESAR JU Founding Regulation (2014) the leverage is the sum of EUROCONTROL and the Members balanced contribution with the EU, divided by the total EU contribution. According to DG RTD (following guidance for the CAAR), the leverage to be reported is the “total amount of funds leveraged through Art. 187 initiatives, including additional activities, divided by the EU contribution” (note: The SESAR JU cannot use ‘additional activities’ which are not enabled by its statutes).

Furthermore, the European Commission Interim evaluation (2014-2016) in 2017 used another method: leverage is the total SESAR 2020 contribution from EUROCONTROL + Members as per SESAR 2020 Membership Agreement, divided by the total EU contribution.

In 2018, European Court of Auditors used a variant of the Interim Evaluation approach: leverage is Members contribution (not including EUROCONTROL) divided by total EU contribution.

These methods bring very different results from 0,56 to 2,68. The inevitable consequence is confusion due to different interpretations of the reported SJU leverage effect, including some negative comments from the European Parliament.

The CAAR2018 onwards will consistently report using the method used in the interim evaluation, a method that is a refinement of the Interim Evaluation method but also includes all activities of the SESAR JU, and the method used by Horizon 2020.

Mr Hotham warned that one important leverage view remains missing, the one of the Partnership leverage that is focused on the leverage gained through the implementation of the Membership Agreement (industry vs public funding). This is important for the EC when comparing across partnerships, but for the SESAR JU, if open calls are included in the calculation, the result does not properly reflect the Partnership leverage as it reduces it (i.e. it looks like the Members are contributing less). Consequently, the SJU will also report a specific ‘partnership leverage’ for these purposes.

For each calculation method the CAAR will remind the target figure, as well as the currently achieved figure and a forecast of the leverage at 2022. This will ensure the proper reporting and monitoring of achievements and availability of data towards supervisory authorities and auditors.

Mr Hotham then presented the CAAR timeline in view of the submission to the Budgetary Authority by the 28 June 2019.

The Chairman commented that the CAAR 2018 reflects well the two roles of the SJU, both as coordinator and facilitator of ATM research in the EU (both with the Members and separately towards all stakeholders) as well as the provider of technical support to the Union's Single European Sky policy through the Master Plan.

He added that the CAAR is an important communication tool, which is delivered not only to the Commission but also to the Parliament and serves an important role in raising and improving awareness of the achievements of the SJU.

He recalled that the Board is called up to provide an opinion on the report and, consequently, on the work of the SJU in general. He then encouraged the Members to make comments and suggestions.

He concluded by saying that on the leverage topic, the discussion has been confusing at times, but the principle is to highlight the total amount of funding from the private

sector (and here DG MOVE includes EUROCONTROL as well) leveraged by the Union's investment into the SESAR partnership.

## ▷ Conclusions on item 6a

- The Board took note of the information provided by the SJU on the CAAR 2018.

### **Item 6b SPD and update on SESAR Multiannual planning until 2024**

Mr Hotham recalled the Board Members that the SPD 2019-2021 second amendment was adopted on 24 April, where ER4 call conditions were amended.

He then provided the timeline for the SPD 2020-2022: the first draft was approved by the ADB in January and submitted to budgetary authorities; the draft budget 2020 was submitted to DG BUDG in February; the second draft of the SPD 2020-2022 is planned to be provided to the Commission by end of May; the comments from the Commission are expected in Q3; the final draft version will be submitted to the ADB in the second part of October for review; the final version will be submitted to ADB in November 2019 in view of adoption in December 2019.

The document structure will be unchanged compared to previous versions.

The SPD 2020-2022 will have to consider scenarios for the future of SESAR. According to art.5(1)(k) of SESAR JU Statutes, one of the responsibilities of the ADB is "*deciding on proposals to EC on the extension and the dissolution of the Joint Undertaking*".

Therefore, potential ADB proposals to the Commission are being included in the SESAR JU's draft planning documentation (SPD2020-2022), and with the adoption of the SPD later in 2019 this will be considered as discharging the responsibilities of the ADB.

Currently, there are two potential ADB proposals to the Commission, these are as follows: i. the prospect of a future ATM partnership through a new Council Regulation in Q1 2021 and the transition of SESAR JU activities to an extended or new legal partnership in 2021; ii. the termination of the SESAR JU by the 31/12/2024. In the second scenario the SESAR programme operations under Horizon 2020 will be completed by end of Q4 2022, the SESAR programme reporting and final payments in 2023, the SESAR administration will then progressively close in 2024.

Mr Hotham highlighted that the SPD 2020-2022 must adhere to the existing legal basis (termination in 2024), but will already include proposals to also identify a possible scenario of transition to a future ATM partnership. If confirmed by 2021, this second scenario is likely to lead to a major revision of the appropriate SPD(s).

The Chairperson confirmed that the Commission has started to work on the preparation of the future ATM R&D European Partnership. If the Member States agree to re-establish a JU for ATM research, there should be a smooth transition process from one generation of the JU to the other. DG MOVE considers that an extension of the current SJU would be unlikely, nevertheless, as nothing is certain at this stage and, in line with the current Regulation, the SJU has to prepare for alternative scenarios, including a possible closedown in 2024.

The Chairperson took note of the SJU's assessment, but reinforced that it is a topic that will have to be explored in more detail once there is a clearer idea of how the renewal process develops. The EC will be able to provide clear guidance for early 2021, to allow, in whatever scenario, the completion of the SESAR 2020 programme and the transition towards the future SESAR work programme.



## ▷ Conclusions on item 6b

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

## **Item 7 General Administrative and financial items**

### **Item 7a Accounting: Accounts 2018 and Discharge on 2017 Accounts**

Mr Calvo informed that the Provisional Accounts 2018 were provided by DG BDG to ECA on 1 March 2019 as required by the Financial Regulation.

Final 2018 Annual Accounts due to be submitted by DG BUDG to the Budgetary Authorities by the 01/07/2019 (SJU FR) will be sent for approval to the Board in Q4 2019 together with the ECA report.

The discharge on 2017 Annual Accounts was granted by the EP (26/03).

Mr Calvo also referred to the Members that the EP stressed the vital role of SESAR and noted that the

- SJU operated under 4 different financial frameworks (sources of funding) and acknowledges the consequent high degree of complexity
- The level of error is lower due to increased experience of major beneficiaries
- In order to optimize the leverage, it is necessary to increase, as far as possible, the contributions from EUROCONTROL and the industrial members
- European airspace management remains fragmented and the SES as a concept has not yet been achieved.

## ▷ Conclusions on item 5a

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

### **Item 7b Budget execution overview**

Running costs are around 70%-75% of the planned ones. This percentage will tend to increase when the SJU regularises the payments for IT services among others. For 2019 the SJU will make some savings in the running costs.

Operational costs looks low compared to the planned ones, mainly due to the fact that payments for second reporting period of Wave 1 are planned for the month of May onwards.

RP2 payments have not started yet and are planned to be paid in May - June and the expectation is to end the payment close to the planned distribution.

Mr Calvo then informed the Members that the SJU will launch a WP to adopt the new SJU Financial Rules that will have to be aligned to the new EU Framework Financial Regulation(FR) 2018 Regulation applicable to the decentralized agencies and approved before the summer. At the time of the meeting the derogations requested by the SJU, in line with the recommendation of the SRD Directorate of DG MOVE, were being examined by DG Budget.

## ▷ Conclusions on item 7b

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

### Item 7c HR matters

Mr Calvo explained that model decisions affecting management posts, middle management and function of adviser were approved. A series of other model decisions will have to be adopted and will be shortly submitted to the ADB by WP.

The ED added that, considering the growing complexity in the area of planning operations and the different options for the future transitions, it is important to reinforce the financial and planning capacity with the creation of a new position, for a Chief and Financial Officer. In answering a question raised by Mr Darboux, Mr Guillermet confirmed that there will be no increase in the staff level because this is a position not being currently used.

Mr Hololei expressed support for the creation of the new position.

#### ▷ Conclusions on item 7c

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

### Item 8 AOB

The Chairperson reported to the Board that in December, the Common Support Service of DG RTD has written a note to the JUs explaining the need for some Commission Officials to have full access to the JU's project results and confidential information. This is essential in the sense that it facilitates the Commission's role in developing, monitoring and implementing EU policies.

DG MOVE have subsequently provided a list of EU Officials that should have access to this confidential information. They are strictly represented by the hierarchy of DG MOVE and specifically the official staff of the Single European Sky Unit in MOVE working on the SESAR Project.

He then invited the RTD observer to provide briefly more details about this request.

Mr Fumero stated that several discussions took place in the last three years about the access rights to the results of the JUs.

In 2018, the Common Support Centre had confirmed that, according to the H2020 Regulations, the EC, through its Officials, has full rights to access projects results and confidential information, as stated by the Annotated Model Grant Agreement, art.31.5.

He continued by saying that this approach is validated by most the JUs, was also applicable to former framework programme and that EC officials are bound by the respect of confidentiality governed by the staff regulations.

The Board was invited to comment or react and no intervention were made, acknowledging the approach taken in the presentation of Mr Fumero.

#### ▷ Conclusions on item 8

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- The Board thanked Mr Fumero for the information provided.

**Annexes**

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

Done in Brussels, 6/5/2019.

Chairperson  
Mr Henrik Hololei

A handwritten signature in black ink, consisting of stylized, overlapping letters that appear to be 'H' and 'H' followed by a long horizontal stroke and a curved tail.

Secretary  
Ms Ilaria Vazzoler

A handwritten signature in blue ink, with the name 'Ilaria Vazzoler' written in a cursive, flowing style.

**Annex 1**  
**Attendance list**

**Annex 2**  
**Declarations on conflicts of interest**

