

Meeting ADB(M)049

Minutes ADB(M)049- MoM

Date of the Meeting : 7 May 2020
 Time : 10:00-12:00
 Place : WebEx

Board Members and other participants

SJU Members	Representative		
European Union represented by the European Commission (EC)	Mr Henrik Hololei	Member	
	Ms Christine Berg	Observer	
	Mr Marco de Sciscio	Observer	
	Mr Octavian Vasile	Observer	
EUROCONTROL	Mr Eamonn Brennan	Member	
	Mr Philippe Merlo	Alternate	
Airbus	Mr Hugues de Beco	Alternate	
AT-ONE	Mr Dirk Kügler	Member	
B4 Consortium	Mr Maciej Rodak	Member	
COOPANS	Mr Mikael Ericssen	Member	
	Ms Miriam le Fevre	Alternate	
Dassault	Mr Alain Boucher	Member	
DFS	Mr Gerhard Tauss	Alternate	
DSNA	Mr Maurice Georges	Member	
	Mr Philippe Barnola	Alternate	
ENAIRE	Ms Mariluz de Mateo	Member	
ENAV	Mr Cristiano Cantoni	Alternate	
Frequentis SESAR Partners	Mr Michael Holzbauer	Member	
Honeywell	Mr George Papageorgiou	Alternate	
INDRA	Mr Rafael Gallego	Member	
Leonardo	Mr Luigi Iacometta	Member	
	Mr Fabio Ruta	Alternate	
NATMIG	Mr Trond Bakken	Alternate	
NATS	Mr Dave Curtis	Member	<i>excused</i>
SEAC	Mr Fredrik Nygaard	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	Alternate	
	Mr Emilio Fajardo	Alternate	
Civil users of airspace (AU)	Mr Giancarlo Buono	Member	
	Mr Robert Baltus	Alternate	
	Ms Sylviane Lust	Permanent Observer	
Air Navigation Service Providers (ANSP)	Mr Eduardo García González	Alternate	
Equipment manufacturers (EM)	Mr Vincent de Vroey	Member	
	Mr Benjamyn Scott	Alternate	
Airports (APT)	Mr Aidan Flanagan	Alternate	<i>excused</i>
Staff in the ATM sector (STAFF)	Mr Theodore Kiritsis	Member	
	Mr Michele Altieri	Alternate	
Scientific community (SC)	Mr Peter Hecker	Member	
	Mr Jacco Hoekstra	Alternate	

Permanent Observers

European Commission - Directorate General for Research and Innovation	Sebastiano Fumero	Member	
	<i>tbd</i>	Alternate	

Permanent representatives

Permanent representatives	Representative		
SJU Executive Director	Mr Florian Guillermet		
SJU Deputy Executive Director	Mr Peter Hotham		
Chief Financial Officer	Mr Richard Frizon		
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 49th Ordinary Meeting of the SJU Administrative Board, the first ordinary meeting of 2020. Given the shorter duration of the WebEx meeting, he informed that only the key items (1, 2, 3, 6a) would be fully addressed and for the remaining items he would ask the Members to indicate any questions or comments on the information provided before the meeting.

Verification of the voting quorum

- ▷ The quorum was verified, on the basis of the distribution of voting rights reported in the decision ADB(D)05-2020 adopted by Written Procedure on 6 May 2020.

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 inform the Secretary of the Board in advance of the meeting about any conflict of interests.

- ▷ The Chairperson noted that no conflict of interest was declared on any agenda item.

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

General Covid-19 context

He stated that the transport sector is both one of the most affected by the crisis and one of the most able to contribute to the relaunch of the economy. The EC is working on guidelines to re-launch tourism and aviation.

Europe's investment backlog and ageing networks combined with the need to transform the transport sector to achieve carbon neutrality represent at the same time a major investment challenge and an opportunity for a swift economic push. The same applies to SESAR.

Mr Hololei reported that many stakeholders have contacted the European Commission in March and April 2020 to share their concerns regarding the impact of COVID-19 on their activities.

He assured the Members that the Commission is following very closely the evolution of the crisis in cooperation with its partners. He underlined that Eurocontrol provides a daily update of the evolution of network traffic and thanked Eurocontrol's Director General for the support data input and relief to the sector.

He informed that Mr Guillermet has shared with the DG MOVE an overview of the situation concerning the SJU partners and the impact on the research, development and validation activities and has proposed different possibilities to ensure that partners can continue their work.

The future of the Single European Sky policy

The Chairperson underlined that the structural reform of the Single European Sky remains a priority to make the sector more resilient and the service provision scalable to better respond to demand variations that could occur also in extreme situations like the current pandemic.

He commented that the European Union is suffering from a 7,5% drop in the GDP; the expectation is that economy will grow again, but it will take time to reach the former level.

He informed that the SES2+ amended proposal is currently being finalised, and should be tabled during the German presidency. The aim is to allow for more flexible provisions of air navigation services, in particular through the provision of air traffic data services, to strengthen the role of NSAs and the PRB, to improve the performance and charging scheme and the role of the Network Manager. The SES+ proposal will also include provisions on Common Information Services (CIS) that are needed to enable safe air traffic management of unmanned traffic, to address provisions related to pricing and data. The latter was not included in the EASA opinion on U-space services that was circulated for comments.

He concluded by specifying that to ensure that the new SES regulation and related derived legislation come into effect in time for the start of RP4 in 2025, the amended proposal would need to be adopted by the co-legislators by the end of 2021.

Impact on Performance

Measures taken by Member States and third countries to contain the COVID-19 pandemic have resulted in a sharp reduction of air traffic throughout the EU. There is a

need to introduce exceptional measures for RP3 in response to the COVID-19 pandemic, considering the severe impact on air navigation service provision, the current high degree of uncertainty on future air traffic evolution, and the importance of supporting the future recovery of the air transport sector.

The Chairperson referred that the EC is currently considering to halt ongoing performance planning and target setting procedures for RP3 (by freezing the targets for 2020 and 2021) and to reset the planning in 2021 in light of the changed operational and economic circumstances for air navigation service provision for the remainder of RP3.

He added that the Commission would soon suggest concrete proposals to mitigate the financial impact of the COVID-19 crisis on airspace users, which will be discussed with Member States in the Single Sky Committee.

Preparations for the future ATM R&I partnership

Mr Hololei stated that the work started in 2019 Q1 to establish the new research partnerships under Horizon Europe continued intensively during the whole year and a number of important steps are planned for 2020.

He recalled that during the workshop held in December 2019, current and potential future partners showed a strong commitment for establishing a new partnership, which materialised with the drafting of a partnership proposal laying out the main future challenges, priorities and activities, building on the vision of the ATM Master Plan.

He informed the Board that on 8 May, the EC would submit the impact assessment analysing the pros and cons of establishing the future partnership, indicating that DG MOVE preferred option is to re-establish the Joint Undertaking. In fact, this option still appears as the most appropriate instrument to deliver faster and better results for a small additional administrative cost.

He added that the work on the new basic Regulation is still in progress, as discussions on a stronger role for Member States and regarding the cap on funding for partnerships (currently 50% of the total Cluster 5 budget) are ongoing.

The Chairman commented that it is anyway necessary to make a very strong case on why this particular partnership is essential. Although the SJU can rely on the Master Plan for the objectives to be achieved by 2035, it is necessary to be more specific about the focus for research in the timeframe of the next long-term Union budget.

To this end, a draft Strategic Research and Innovation Agenda (SRIA) should be ready by September in order to accompany the Commission Proposal for a Regulation establishing the new JU, which will be presented to the Member States in October.

He informed the Members that Mr Cornelis has sent a letter to Florian on 5 May, inviting him to put in place a working arrangement for both current and potential future Members to develop this document under the coordination of the JU.

Despite the difficult circumstances, Mr Hololei expressed optimism about the prospects of the future partnership, continuing to deliver the critical research needed to make the European sky the most efficient sky to fly in the world.

Revision of the Pilot Common Project / CP1

Mr Hololei communicated that a webinar to explain the Commission's plan to move "From the PCP to CP1" was held on 28 April.

The main takeaways from the event, which had over 400 virtual attendees, were:

- The stakeholders' commitment to implementing the PCP functionalities remains high, despite some issues with maturity and delays.
- Two new ideas introduced in the CP1: a) the industrialisation maturity gate concept and b) the further integration between the Performance Scheme and Common Projects were supported by a vast majority of participants;
- The need to ensure a faster deployment of the CP1 through more effective enforcement mechanisms, including potential changes to the legal framework of the Common Projects and/or Performance Scheme.

The European Commission intends to delay certain PCP deadlines in line with maturity and market availability realities, to discontinue the obligatory nature of 4 ATM sub-functionalities and to aim for an overall deadline to deliver the whole project by the end of 2027 (which coincides with the end of RP4).

The EC will also scrutinise the other deadlines to make sure that they remain realistic, but would refuse a systemic deferral of deadlines.

The draft legal proposal will be published on the Better Regulation Portal for the public consultation and the discussion in the Single Sky Committee will take place in June.

The vote of the SSC is expected in November and the College adoption of the new Regulation by the end of the year.

▷ Conclusions on item 1

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

Item 2 Appointment of Board 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 re-elect the EUROCONTROL representative as Vice-Chairperson of the SJU Administrative Board.

▷ Conclusions on item 2 Decision ADB(D)06-2020

- The Board took note of the information provided and adopted Decision ADB(D)06-2020 on the re-election of the Board's Vice Chairperson.

Item 3 COVID-19

The Chairperson said that the Commission is fully aware of the difficulties that the aviation industry, at large, is currently facing and of the seriousness of the mid and long term consequences of the COVID-19 crisis on the economy of the sector.

It is extremely encouraging that notwithstanding these dire times, the majority of stakeholders remains committed to continuing the work on SESAR R&D and deployment.

Mr Hololei stated that the EC recognises the need to ensure the right conditions to support these efforts and is working intensely to identify a series of regulatory, financial, administrative measure to bring relief.

The EC is trying to keep financial means in the ATM sector as much as possible, both immediately through a successful operation with Eurocontrol and in the coming months through a number of Implementing Regulations, including an adaptation of the performance scheme to the new traffic and financial reality.

He informed that the EC continues to monitor what is happening in relation to COVID measures outside of Europe, to be aware of international partners' actions, and intervene in case obstacles should be removed, e.g. for air cargo operations.

He underlined the importance of a global action and thus the work done under ICAO umbrella.

He added that the EC is working on an impressive package of implementing regulations and delegated acts, with the aim to postpone the applicability of recently adopted acts, to give breathing space to the industry and the safety and security oversight

authorities.

Furthermore a collective exercise to design the approach to resuming flights, the “exit strategy” is currently taking place.

He reassured the Members that the EC is closely working with the SJU, the SDM, INEA and DG RTD on interventions directly targeting support to projects.

These measures will aim to provide additional cash flow to beneficiaries, more time to conclude their projects and reduce as much as possible the administrative burden linked to the grants.

He commented that several actions have been put in place in a short time and solutions need some time to be implemented.

He then passed the floor to Mr Brennan who presented Eurocontrol analysis.

Eurocontrol DG explained that in April 2020 the number of European flights reduced by 88%, with 1.3 million less flights in the period from the 1 March to May 2020 (compared to the same period in 2019) with a major impact on charter and business aviation. All larger air operator groups are suffering from a decrease close to 100%, with direct heavy consequences on airports business.

He then presented Eurocontrol forecasts for the air traffic re-start, in the scenario where coordinated measures would be put in place and in the scenario without coordinated measures (see slides).

He then presented the main activities Eurocontrol is implementing to support European Aviation: deferring charges for airline, seeking facility to support ANSPs, providing data, putting in place a Network recovery plan, maintaining the essential services, supporting a civil-military cooperation.

He concluded by stressing that the major issues to support recovery consist of coordinated measures, immediate cash flows for airlines and ANSP and costs containment, by selecting priority activities.

Mr Guillermet started by informing that the SJU has implemented for the SJU organisation the same arrangements as the EC, putting in place mandatory teleworking as of Monday 16 March. The SJU continues to work in a way close to normal operations, and, although facing some delays, continues to offer a similar level of service as in the standard situation.

Mr Guillermet continued by summarizing the COVID 19 impact on the SESAR programme:

- Wave 1 execution : for the running projects, remaining validation (V3) and demonstrations are postponed and new options assessed
- Wave 2 ramp-up: most of the activities are in the preparatory stage and can continue. In particular:
 - R&I activities are on-going with re-configuration of contributions and delays from 3 to 6 months on the overall execution. The situation is currently not critical but to be monitored within the partnership
 - Demonstration activities: 2 VLDs at risk
 - Window of opportunity to re-configure contributions ahead of specific budget amendment : specific coordination between now and September will occur between the SJU and the Members
- Exploratory Research 4 ramp-up: on-going, with some delay

As regards the impact of the COVID-19 crisis on the Members and beneficiaries, the ED mentioned the lack of liquidity across the entire value chain and the fact that cost saving measures are affecting all investments and R&D.

Priorities for the future are different across the Membership: on the one hand, some wish and work to go back to business as usual, on the other hand, others consider that moving forward through innovative solutions would be more appropriate. These positions are highly influenced by national measures and individual situations.

He praised the EC effort to evaluate means to provide support to the projects, that might however be considered insufficient given the magnitude of the crisis. Among items that are currently being evaluated by the EC, and as such outside the SJU remit, are co-financing possibilities, complementarity with national measures, recovery / restart plan

for aviation with financial measures securing investments to prepare the “future world”.

He then presented the mitigation measures proposed by the SJU:

- For upcoming 2020 calls the closing dates are postponed by 2 months to 16th of June
- Programme management actions to fast re-configure projects and avoid a systemic domino effect while maintaining scope and level of ambition in a consistent way
- Basket of budgetary measures: delays for invoicing and discount on cash contribution, cost-cuttings to change SJU budget trajectory as of 2020, re-inject unused budget into Wave 3 and ER4, and increase of pre-financing levels.

Concerning the budgetary measures to increase the financial support to Members and beneficiaries (related to Title III of the Budget), Mr Guillermet explained that the SJU proposes:

- To increase pre-financing rates representing an additional amount close to €20 million for
 - *Open calls:* VLD2 20% + 20 pts = 40%
 - *Restricted calls:* Wave 2, 2nd instalment 60% + 20 pts = 80%
Wave 3, 60% + 20 pts = 80%
- To increase the amount of the ER4 call of 40% (from €38.56 million to €53.96 million), by selecting additional proposals in the reserve list with the objective of signing additional grant agreements in Q4 2020.

As for the Members contributions to the running costs, given the extremely difficult situation the Members are facing now, it is proposed:

- To postpone the issuance of the debit notes for the 2020 cash contribution from April to October 2020 for a payment by December 2020
- To reduce by 50% in 2020 and by 20% in 2021 the annual amount to be paid as cash contribution by the Members
- To re-assess the situation for the following years in 2021.

Concerning Eurocontrol, given that within SESAR2020 Eurocontrol has already paid more than 50% of its contribution to the running-costs of the SJU, the SJU proposed to proceed with an adjustment of the next invoicing corresponding to a reduction of 20% over the remaining period, while keeping the “quasi cash contribution” to the IT to a similar level.

Besides that, the SJU proposed to apply cost-savings measures in running costs (Title I&II of the Budget), through a combination of costs savings and the usage of previous year unspent appropriations. These savings of about €2.5 million on the running costs represent a cut of around 23% of the Titles I & II and they mainly consist in: freezing new recruitments, reducing by around 42% external personnel, cutting by around 63% missions, by around 24% expenses related to building and by around 30% those related to Communication.

The ED explained that, upon ADB agreement, the SJU, in close coordination with the EC, would prepare an amended SPD 2020-2022 to modify the budget figures and launch a Written Procedure for its adoption.

Mr Guillermet concluded by sharing some reflections on the future European Airspace System, beyond the immediate response to the crisis.

Starting from the analysis performed in the context of the AAS, he observed that the critical characteristics of the future European Airspace System might be:

- **Scalable** - the capacity of the ATM system need to be able to adapt quickly and flexibly to traffic demand variations in volume without generating negative externalities (cost, delay, emissions...). The crisis has shown that traffic volumes can decrease by a magnitude bigger than ever expected.
- **Economically sustainable** - ATM fixed costs need to be reduced to the minimum, so that unit costs of the service are less dependent on the volume of traffic handled.

- **Environmentally efficient** - building on low traffic levels, optimal trajectories should be the new norm.
- **Resilient** - building system resilience is urgently needed to reduce the risk that a progressive return to operations over the course of the summer is subject to unforeseen airspace closures or capacity disruptions - already in place in the recovery plan of the Network manager.
- **Predictable** - the new sanitisation measures will increase complexity and inter-dependencies, a safe and reliable passenger journey will require the elimination of any uncertainty whether airborne or at airport.

He added that, based on the Roadmap in the AAS and the MP, the critical technology enablers are: automation, as the only way forward to provide scalability at a sustainable cost; virtualisation techniques, which are an urgent must-have for resilience and predictability; trajectory-based air traffic management and eventually flight centric, that could position Europe as the most environmentally friendly and advanced sky to fly in the world.

The Chairperson thanked Mr Brennan and Mr Guillermet for their valuable contributions and opened the floor to the ADB Members and stakeholders to collect their feedback on the current crisis.

Airspace Users - Mr. Buono (IATA)

Impact on airlines is massive; the crisis will remain for a while. Efforts are necessary, on the one hand, to invest in technology that could provide short-term benefits in terms of efficiency and environmental impact and, on the other hand, to support technology viable in the long term. Crisis could be an opportunity to invest in the most advanced technology to equip new/better aircraft.

Airspace Users - R. Baltus (EBAA)

Business aviation is highly impacted, but will be the first sector to re-start its operations. Important to invest in technologies to support flight efficiency, to reduce environmental impact in the short term, when traffic will start again, and medium-long term solutions. Important to stress that new users (drones) will have to pay their fair share for using the airspace.

Airports - Mr. Nygaard (SEAC)

Airports are suffering from resources reductions and face very significant cash flow problems. Many airports are simply fighting now for their survival.

ANSP - Mr. Garcia (CANSO)

Very difficult situation for ANSP, in line with the presentation of Eurocontrol, very significant cash flow issues and many actors fighting for their survival as well with a time horizon of two to three months maximum - will provide inputs in writing

DSNA - Mr Georges

The situation is critical for ANSP due to the dramatic traffic reduction that affects airlines, but DSNA is positive about the fact that that travellers are waiting to go back flying as soon as possible.

DSNA approach is to find the proper balance between staff health and maintaining critical operations, avoiding closure of the airspace; to look for solutions to face cash issues; to deal with technical maintenance; prepare the future, maintaining investments on technologies that will be most valuable for the future; stressed the need to prepare a revision of RP3 frame.

PANSA - Mr Rodak

It is important to invest in new technology and at the same time to secure the maintenance of the current infrastructure. A reflection is needed on the way to approach the 5 elements identified by Mr Guillermet' presentation to face possible future crises. This is an approach to follow with Wave 2.

ENAIRE - Ms de Mateo expressed its support to the mitigation measures presented by the SJU to accommodate current constraints caused by the COVID-19 crisis.

ENAIRES short term priorities are: maintain operations, protect staff, and come out of the crisis.

In terms of future investments, the demand for enhanced virtualization and digitalisation remain high; the resilience up/down of the system should also be increased; the reduction on environmental impact should be looked at.

The AAS and the MP are currently based on the need to support more capacity in the short term, but the crisis revealed that other KPIs are important. AAS and MP long-term view remain valid but priorities should be re-assessed. Focus and resources are to be put on the current SESAR 2020 activities and in particular Wave 2.

It is fundamental to accelerate the market uptake and to maintain cooperation of all actors to come out of the crisis. ENAIRES confirmed its commitment to the SESAR partnership.

ASD - Mr de Vroey

Manufacturing industry is facing an unprecedented difficult situation, also in respect of the supply chain (small suppliers, SMEs..). Acknowledged the effort made by the Commission to deal with the immediate effect of the crisis and prepare for the restart of the aviation system.

It is essential to maintain investments and prepare for the future deploying the most useful solutions and continue research activities supported by public funding that will be essential in the recovery phase; stressed the need to consider higher funding rates to keep European industry competitive.

INDRA - Mr Gallego

In order to minimise a domino effects, INDRA has put in place practical arrangements to continue working close to a normal situation.

IOP activities are suffering from some delays and exercises will be conducted and finalised possibly in June.

Expressed concerns in respect of Wave 2, in case partners are not able to start the activities as planned.

Suggested to focus on critical activities that will allow to be prepared when the traffic comes back as highlighted in the SJU presentation.

LEONARDO - Mr Iacometta

Leonardo's priorities are staff health and business continuity. The company is currently suffering both from current limitations and from a budget reduction coming from ANSPs.

Measures proposed for the SJU are essential to possibly continuing being part of the SESAR partnership.

It is necessary to accommodate a number of flying objects (helicopters, drones...) in the airspace so the focus on drone integration should be kept. Resources available for R&D will be under pressure so the work on Wave 2 activities will be essential for this year.

THALES - Mr Lallouette

The company is concentrating its activities on critical projects and SESAR is not among these. All activities in SESAR have been suspended, this having an impact on IOP activities, W2 ramp up and W3 preparation. No new activities can be planned at this stage.

Thales forecasts that the crisis will last long and the impact will be heavy. Strongly recommends revisiting W2 projects. Thales will reassess its commitment and contribution to W2, considering increasing or decreasing its involvement according to the project. This will be the priority of the next coming months.

Suggested to further increase H2020 flexibility rules including on co-financing levels, to be adapted to different types of projects. Should public funding not grow in the future, Thales contribution will decrease, as its R&D investments are directly proportionate to turnover.

AIRBUS - Mr de Beco

Airbus is strongly affected and is implementing severe measures to reduce its expenditure. Despite the uncertainties for the future, expressed commitment to SESAR

partnership but resources have to be focused on delivering current programme results according to the new priorities.

The financial support from the public sector should be increased including in terms of co-financing and coordinated measures at EU and global level are essential to go back flying.

STAFF associations - Mr Altieri

All aviation professional are severely impacted, as an example ATCO staff are in a difficult situation: Eastern countries staff is suffering from a 70% cut in wages whereas in other areas the working hours have been reduced. Staff training and investment in new technologies should be maintained.

Scientific Community - Mr Hecker and Mr Hoekstra

The Scientific Community is committed both to deliver training and knowledge to future researchers, to meet students' demand, and to contribute to the research activities. The latter is however dependent on industrial partners and other participants.

Consider resilience as a fundamental aspect to get out of the crisis.

Welcomed the measures proposed by the SJU in particular on ER4.

EDA - Mr Fajardo

Military aviation is affected by cuts in the defence budget.

Military has proven to be key in providing medical supply using civil infrastructure. The crisis is an opportunity to re-think the cooperation civil-military, to re-prioritise activities, to make the system more resilient, taking into account safety aspects but also environmental impacts.

In summary:

- Members and Stakeholders are highly impacted by the crisis
- All welcome mitigation measures presented by the SJU to accommodate current constraints
- Call for an increase of public funding
- Consider necessary more flexibility in H2020 financing
- Consider important to focus on critical activities and to re-prioritise allocation of investments for the short term and long term. Priority will be to execute the Wave 2 with a need to review/refocus the activities.
- Several industry players call for a review of the current programme priorities and the need to adjust Wave 2 activities. One industry has currently suspended the activities in SESAR with potential major impact on the on-going activities of SESAR2020 and the need to concentrate effort and resources on mitigating this risk in particular for Wave 2.

The Chairperson commented that it is necessary to keep a coherent approach across the programme in order to preserve the overall scope and level of ambition of SESAR. He stressed that the role of the SJU is not just to manage projects but also to support its partners. This is the true sense and the strength of the partnership, established since 2007, which has delivered a series of success stories.

It is fundamental to preserve the ability to invest and prepare the future through the cooperation established under the SJU while providing the necessary flexibility and coping with the crisis situation in the short term.

He exhorted the Board to proceed with the basket of measures as proposed and agreed to proceed with a dedicated decision on the SPD amendment by written procedure.

▷ **Conclusions on item 3**

- The Board took note of the information provided by the SJU and agreed to proceed with the implementation of the proposed budgetary measures.

Item 4 Report on the progress of the Programme and other on-going key activities

Item 4a Programme overview

Item 4b External Relations and communication

Item 4c Annual work programme objective's implementation

These items have not been presented, but full information has been made available in the slides. No question has been raised by the Members.

Item 5 Planning and Reporting documents

Item 5a Consolidated Annual Activity Report 2019

Item 5b SPD and update on SESAR Multiannual planning until 2024

These items have not been presented, but full information has been made available in the slides. No question has been raised by the Members.

Item 6 General Administrative and financial items

Item 6a Closure of SESAR 1 accounts and reimbursement of excess of cash to the Members

Mr Guillermet presented to the ADB the procedure to close SESAR 1 accounts and to reimburse the excess of cash to the Members.

He explained that the European Commission and the European Court of Auditors requested the repayment of the contributions from the SESAR 1 Members received in excess by the SESAR JU ahead of the dissolution of the SESAR JU. Besides that, the EC recognises that the COVID-19 crisis presents significant economic challenges for private parties and public authorities in particular in the ATM sector, and support the immediate repayment to the SESAR 1 Members of the contributions received in excess by the SESAR JU ahead of the dissolution of the SESAR JU.

For these reasons, the SJU would like to launch a Written Procedure to approve the procedure to calculate the cash excess, the amounts to be reimbursed to every Member and the template of bilateral agreements. The SJU would then conclude any transaction that would be necessary to complete the repayment.

Thus payments by some Members of any cash contributions still due under SESAR 1 and subsequent repayment of the SESAR 1 excess revenue over expenditure to the Members would complete the financial closure process of SESAR 1 and no further transaction would be possible afterwards.

▷ **Conclusions on item 6a**

- The Board took note of the information provided by the SJU and agreed with the proposed action.

Item 6b. Accounting: Accounts 2019 and Discharge on 2018

Item 6c. Budget execution overview

Item 6d. HR matters

These items have not been presented, but full information has been made available in the slides. No question has been raised by the Members.

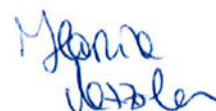
The next meetings will be
ADB(M) 050 Thursday 8 October
ADB(M) 051 Tuesday 15 December

Done in Brussels, 7/05/2020.

Chairperson
Mr Henrik Hololei



Secretary
Ms Ilaria Vazzoler



Attendance list

Annex 1

Annex 2
Declarations on conflicts of interest