

**DECISION**  
**ADB(D) 18-2015**

**Approval of the modification of the European ATM Master Plan**

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

**Having regard to:**

- Council Regulation (EC) n°219/2007 of 27 February 2007 on the establishment of a Joint Undertaking to develop the new generation of the European air traffic management system (SESAR) as modified by Council Regulation n°1361/2008 of 16 December 2008 and amended by Council regulation (EU) n°721/2014 of 16 June 2015, hereafter the “SJU Regulation”;
- Articles 4(6) and 5.1(a) of the SJU Statutes;
- Article 8 of the Administrative Board's Rules of procedure;
- The SJU’s proposal for the modification of the European ATM Master Plan of 11 November 2015;

**Whereas:**

- The proposal to modify the European ATM Master Plan was submitted to the Administrative Board on 10 July 2015;
- The European Commission confirmed in writing on 25 November 2015 the EU’s positive opinion on the SJU’s proposal for the modification of the European ATM Master Plan 2015, as reflected in the Commission’s Implementing Decision C(2015)9057;
- Eurocontrol confirmed its positive opinion, adopted by the Provisional Council on 8 December 2015;
- The opinion of the members of the Administrative Board has been taken into account in the final version of the European ATM Master Plan 2015.
- The Planning view (Level 2 - Dataset 15) and the Implementation view (Level 3 - ESSIP Plan 2015) of the European ATM Master Plan are aligned to its Executive view (Level 1).
- The coordination that took place with the SESAR Deployment Manager throughout the European ATM Master Plan update campaign, aiming at ensuring consistency between the Master Plan content and the SESAR Deployment Programme ;

At its meeting of 15 December 2015, HAS DECIDED AS FOLLOWS:

### Article 1

The European ATM Master Plan (Master Plan) 2015 (Level 1 - Executive view) annexed to this decision is hereby approved.

### Article 2

For the maintenance of the Master Plan, the SESAR Joint Undertaking shall:

- 1) coordinate with the SESAR Deployment Manager, through the SJU's Master Plan maintenance process, the future updates of the Master Plan's Level 3, avoiding duplication or overlapping of their work and ensuring complementarity with the SESAR Deployment Programme;
- 2) perform a periodical consistency check between the SESAR Deployment Programme and the technology roadmaps contained in the Master Plan, compared to current status with the support of the SESAR Deployment Manager, the Network Manager and EASA.
- 3) enhance coordination with the SESAR Deployment Manager, EASA and EU Standardisation Bodies to identify more precisely in the Master Plan the means allowing to achieve the safety performance ambition. This requires enhanced preparation and collaboration from the SESAR development to the deployment phase. This also requires assessing the need to further evolve safety standards and Safety Management Systems.

### Article 3

For the future updates of the Master Plan, the SJU shall:

- 1) consider the social impact of changes or costs related to early phasing out of current infrastructure, to assess potential impact on the EU economy, employment and mobility;
- 2) continue the harmonisation effort between the Master Plan KPIs and the Performance Scheme KPIs;
- 3) revise the performance figures and business view based on the Reference Period assessment reports;
- 4) strengthen the performance-driven approach to address the relationship between the performance ambition and the performance needed in a given operating environment, as well as how these ambitions position with regard to the Single European Sky Performance Scheme;
- 5) consider establishing a key performance indicator (KPI) for monitoring ;
- 6) ensure the timely availability of suitable comparable validation information on performance in order to reduce the reliance on expert judgement in identifying Essential Operational Changes;
- 7) ensure that the interrelations between the technological roadmaps contained in the Master Plan are duly identified and assessed to highlight the critical path in terms of dependencies and timeline for the deployment of SESAR solutions;

- 8) refine the deployment view to provide in the Master Plan a more integrated air-ground roadmap for enabling aviation infrastructure;
- 9) further develop the integration of the Remotely Piloted Aircraft System (RPAS) in the Master Plan based on the assessment of their impact on the network traffic and performance;
- 10) develop, in coordination with NextGen, specific system architecture and essential operational tools in the areas of cyber security and remotely piloted aerial systems (RPAS) to manage and minimise the risks;
- 11) refine the current “scheduled users” airspace user categories to allow better identification of technological requirements, e.g. through a breakdown into operating region based on the traffic complexity and congestion;
- 12) consider developing and including a timeline for milestones for decision-making on the operational and technical changes included in the Master Plan;
- 13) provide more mature proposals on CNS Rationalisation and Common Support Services.

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

Done in Brussels, 15 December 2015.

For the Administrative Board

*The Chairperson*  
Henrik Hololei

