

## Meeting ADB(M)017

### Minutes ADB(M)017- MoM

Date of the Meeting .....: 29 March 2011  
 Time .....: 10:00-14:00  
 Place .....: SJU, av. de Cortenbergh, 100 - 1040 Brussels

#### Board members and other participants

SJU Members	Representative	
European Commission (EC)	Mr Matthias Ruete	Chair
	Mr Matthew Baldwin	Alternate
	Mr Marco De Sciscio	Observer
	Ms Katarzyna Gryc	Observer
EUROCONTROL (ECTL)	Mr Bo Redeborn	Deputy Chair
AENA	Ms Mariluz de Mateo	Alternate
Airbus	Mr Pierre Bachelier	Alternate
ALENIA Aeronautica (Alenia)	Mr Maurizio Fornaiolo	Alternate
DFS	Mr Georg Dickhaut	Alternate
DSNA	Mr Maurice Georges	
ENAV	Mr Iacopo Prissinotti	
Frequentis	Mr Johannes Prinz	Alternate
Honeywell	Mr Jean-Luc Derouineau	Excused
INDRA	Mr Ramon Tarrech Masdeu	Alternate
NATMIG	Mr Aage Thunem	
NATS	Mr Alastair Muir	Observer
NORACON	Mr Kurt Andreasen	Observer
SEAC	Mr Giovanni Russo	
SELEX S.I. (SELEX)	Mr Stefano Porfiri	Alternate
Thales	Mr Luc Lallouette	Alternate

Stakeholder representatives	Representative	
Military (MIL)	Gp. Capt. John Clark	
Civil users of airspace (CUA)	Mr Vincent de Vroey	
	Mr Pedro Vicente Azua	Alternate
Air Navigation Service Providers (ANSP)	Mr Guenter Martis	
Equipment manufacturers (EM)	Mr François Gayet	
Airports (APT)	Mr Philippe Ahrens	
Staff in the ATM sector (STAFF)	Mr Jean-Pierre Etienne	
	Mr Joël Cariou	Alternate
Scientific community (SC)	Prof. Peter Hecker	

Other participants		
SJU Executive Director	Mr Patrick Ky (PKY)	
SJU Director Admin & Finance	Mr Carlo M. Borghini (CMB)	
SJU Internal audit	Mr Ross Walton (RW)	
Secretary of the Board	Mrs Servane Woff-Lhuissier	

### Distributed meeting documents

SJU-AB-017-11-DOC-01	Draft decision on voting rights	Item 2
SJU-AB-017-11-DOC-02	<i>Agenda item deleted</i>	
SJU-AB-017-11-DOC-03	Annual report to the Administrative Board on internal audit activity in 2010	Item 7
SJU-AB-017-11-DOC-03 bis	Annual report of the Executive Director to the Discharge Authority on internal audits carried out in 2010	Item 7
SJU-AB-017-11-DOC-04	Provisional annual accounts 2010	Item 8
SJU-AB-017-11-DOC-05	Report of the Executive Director on the acceptance of the Boeing company as proposed Associate Partner of SELEX consortium (2 <sup>nd</sup> call)	Item 8
SJU-AB-017-11-DOC-05 bis	Draft decision on the report of the Executive Director to the ADB on the acceptance of the Boeing company as proposed Associate Partner of SELEX consortium (2 <sup>nd</sup> call)	Item 8

### Before the meeting

1. Mr Ky welcomed and introduced Mr Baldwin, new Director of Air Transport in the European Commission and also new Alternate representative of the European Commission in the SJU Administrative Board. PKY explained that due to a loss of voice Mr Baldwin would be formally chairing the meeting but leaving the Deputy Chairman, Mr Redeborn, to organize and ensure the proper execution of the meeting. PKY also indicated that Mr Ruete, the new representative of the European Commission in the SJU Administrative Board and thus its new Chair would join the meeting over the course of the morning.

### Item 1 Introduction

2. Mr Redeborn, on behalf of the Chairman, welcomed the representatives of the SJU members and stakeholders, as well as Mr Rey, representative of the European Defence Agency invited to present the works of the EDA with particular respect of SESAR.

#### Verification of the voting quorum

- ▷ 3. The Chair noted that the meeting had the required voting quorum.

#### Adoption of the agenda

4. The Chair presented the agenda and requested the Board members to present any suggestions for changes. No changes or additions were proposed.

- ▷ 5. The Board adopted the agenda.

#### Disclosure of conflicts of interests

6. The Chair reminded the participants of their obligation to declare any real or potential conflict of interest on any agenda items. Board members and participants were required to fill in and sign the relevant declaration in accordance with Article 2.4 of the Board's decision on conflict of interest ADB(D)-10-2008. The new representatives present at the meeting were also required to sign the declaration of commitment and confidentiality in accordance with Article 2.2 of the same decision.

7. The ANSP representative, Mr Guenter Martis, asked whether he should consider the discussion on the SJU membership to CANSO foreseen under the agenda item 9 “AOB” as a potential point for conflict of interest. The Board clarified that there was no risk of conflict of interest on that item.
  8. In accordance with Article 6 of the Statutes, the representative of SELEX agreed to withdraw from the meeting during the discussion and vote on item 8, as it concerned the decision to lift the reservation on the acceptance of the Associate Partner proposed by this SJU Member in the second call for tender.
- ▷ 9. **The Chair noted that no other participants had declared a conflict of interest on any agenda item and that all participants had completed the declarations on independence, confidentiality, where applicable, and of conflict of interest.**

## Item 2 Voting Rights

- Mr Borghini (CMB) presented the draft decision on voting rights, which has to be adopted every year by the Board in accordance with the MFA. Voting rights allocated to the Members are determined based on the estimated contributions of the Members and taking into account the amounts established in the Membership Agreements. In the draft decision, it is proposed to maintain the voting rights unchanged. CMB indicated that the IBAFO III process might however require an adjustment of voting rights next year.
- No comments were formulated by the participants.

### ▷ Conclusions on item 2

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- The Board agreed to the proposal and adopted the decision ADB(D)-02-2011 on the voting rights.

## Item 3 Intervention of Mr. Patrick REY (European Defence Agency)

- Mr Rey gave a brief overview of the European Defence Agency (EDA). The EDA is an Agency of the Council with an intergovernmental regime. The EDA Steering Board is composed of Defence Ministers and meets twice a year. Baroness Ashton, Vice President of the Commission is also the Head of EDA. The EDA provides support to its 26 Member States (Denmark is not a member), in particular by helping them in their interactions with the EU institutions. Mr Rey stressed that the objective of the EDA is not to be the only organisation carrying the military voice. Each military Community has its favourite “vehicle” and EDA proposes to coordinate them to come up with a single message as much as possible.
- The EDA has been informed and initiated discussions on SESAR for one year now and the Ministers of Defence were informed on SESAR and mandated the EDA to in particular identify risks and issues for the military community. For M. Rey, issues related to security, in particular with SWIM, or to the equipage of aircrafts are of particular interest. EDA has also been involved in the Task Force on SESAR deployment and tried to understand how the Military would be affected considering their longer acquisition cycles.  
Internally, EDA is working on the insertion of Unmanned Aerial Systems in General Air Traffic as well as on the definition of airworthiness certification of military aircrafts in cooperation with EASA.  
Mr Rey finally called for the involvement of the Defence Technological Industrials in the Programme.

- The Airspace Users' Representative stated that the work on military issues, in particular for upgrades of aircraft systems, should not be paid by Air Navigation Fees.
- Reacting to a concern of the Chair on the lack of clear communication channel with the military, the ADB Military Representative and Mr Rey indicated that the MAB (Military ATM Board of Eurocontrol) and the EDA have complementary scopes of activities, and are looking at ways to ensure a consistent approach of the military community in particular in the SESAR Programme. PKY also mentioned that the SJU has a permanent observer seat in the MAB.
- PKY presented a number of activities of the SJU on military matters:
  - a. A cost benefit analysis was done to measure the impact of SESAR. This study identified a number of scenarios for the equipage of aircrafts.
  - b. An adaptation of the SESAR Conops to take into account military needs has been performed
  - c. The SJU will need to get the views of the engineering world of the military. The EDA will help, but there is a need also to develop a relationship with NATO within the necessary EU legal framework.
  - d. The SJU has launched a call for tender for a "military" study, which will have to identify what is feasible or not with the current avionics on board the military aircrafts and will draw a roadmap of the equipage of military fleets. This study will also examine how existing military technologies can support the SESAR operational and performance requirements.
- The ADB Military representative in a final comment indicated that if the 3 major players of the military community (MAB, NATO and EDA) could agree on a regime to work more cooperatively, that would certainly help SESAR being a success.



### Conclusions on item 3

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- The Board thanked Mr Rey for his participation and took note of the presentation.

## Item 4 Report of the Executive Director

- Mr Guillermet, SJU Chief Programme Officer, offered the Board a presentation on the latest progress of the Programme. His presentation was organised in 4 chapters: the content of the programme, its progress, the delivery approach and release 1, and finally risk assessment.
- With regard to the content of the programme: It is getting more mature with a majority of the projects organized to deliver results in 2012-2013. The link between projects and performance targets has still to develop, but structuring activities in WPB should help create this link. The SJU is pushing to have validation exercises as close as possible to real operations (shadow mode operations; live trials...). There are currently three issues in the Programme from a content point of view:
  - a. outside the 2 dedicated Work Packages, SWIM concept is not taken up by other projects and thus is not part of Release 1;
  - b. there is no common view on the Trajectory Definition and finally;
  - c. operational requirements coming from the operational projects are not yet at the right level of detail to allow their use by the technical projects.

Specific mitigation actions have been taken to solve those three issues.

- The results of the Communication Study were presented to the Board. The objective of this study was to assess the different technologies that could be used to support the communications within the context of the SESAR concept of operation.

The consortium responsible for the Oceanic Position Tracking Improvement & Monitoring (OPTIMI) project delivered their report to the SESAR Joint Undertaking with recommendations regarding technical, operational, economic and regulatory changes. These recommendations were presented to the Board.

- Answering to a question of DFS and the Airspace Users representative, PKY explained that the coordination with ICAO on those various issues will be ensured through the working arrangements set up for the preparation of the Air Navigation Conference in 2012 (later point in the agenda).
- The Airspace Users' Representative recalled the importance of the business case when making decisions or choices with regard to communication technologies in SESAR. Different architectures of the cockpit should be avoided as much as possible.
- PKY, ECTL and DSNÁ shared their views on the communication technological solutions, weighing the pros, cons and implications of each option in particular in terms of risks. To conclude, PKY indicated that a positive business case could be allowed by a pragmatic mixture of safety critical and airline operational communications (AOC) applications.
- With regard to the progress of the programme: As of March 2011, 85% of the projects are in full execution mode. The ramp-up phase is now completed. WP 11 procurement process was launched in August 2010 by Eurocontrol on behalf of the SJU. The award of the first lot (SWP11.1) dedicated to flight and wing operations centers was approved by the ECTL PC and the signature of the contract should take place in May. The initiation phase should start as soon as possible to integrate the projects into the rest of the programme. In the framework of WPE on innovative research, 2 research networks have been launched in 2010 and 18 research projects should be launched by May 2011. Overall, the Programme is on-track, but Members' contribution is a bit behind the curve.
- At the request of the Airspace Users' Representative, Mr Guillermet gave an update on the situation with regard to the maintenance of the concept of operation within WPB. A new approach was approved by the PC at the end of 2010. This approach defines how WPB works with the rest of the Programme and is also based on the introduction of "Operational Focus Area".
- With regard to the delivery approach and release 1: The delivery approach is now structured at programme level by Releases, in line with the Master Plan targets. Release 1 was defined at the end of 2010 and will present a number of solutions at the pre-industrialisation stage touching upon important topics such as the mission and business trajectory. Validation sites have been identified and live trials have already begun in Southampton for instance.
- Answering to a question of ECTL, Mr Guillermet indicated that the work on the content of Release 2 should start beginning of April based on the V&V roadmap and the information coming from the future validation activities. Discussions with Members should take place as of Mid-April. The objective is to have a first draft Release 2 before the summer.
- With regard to risk assessment: The management of the risks is done within the projects and programme components. Some of the risks are escalated to the SJU. 25 Top risks were identified and are constantly monitored by the SJU. They were allocated to 3 categories (11 Corporate risks, 2 SESAR Wide Scope risks, 12 R&D Programme risks).  
In the coming months, we can expect the delivery of Release 2 definition and the next update of the ATM Master Plan in March 2012.

AENA drew the attention of the Board on the big percentage of the risks not related to R&D activities and asked how this would be managed. PKY indicated that not much could be done by the SJU with regard to those external risks, excepted to monitor the situation and report to the Board.



#### Conclusions on item 4

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- The Board thanked Mr Guillermet for his valuable report and took note of the extensive presentation.

#### Item 5 SESAR deployment

- Having arrived in the meantime, Mr Ruede (MR) took the floor as Chairman of the meeting and made an update on the work of the Task Force on SESAR deployment. This Task Force composed of the EC, EASA, the SJU and ECTL represented at senior management level has met already several times and should be able to conclude its work Mid-April.
- Following the Task Force work, the results are unlikely to be a simple choice between the 3 initial options presented in the Commission Staff Working Paper published end of 2010, as the need for a different approach had been identified. In terms of governance, the members of the Task Force are now converging and identified three governance levels: a political and regulatory level (in particular with the SSC); a programme management level and a project level.
- The programme manager was crucial, needed to be strong but controlled by stakeholders. The project level structure was not yet defined but would need to take into account the various layers relevant for SESAR deployment (local, regional, national, FAB, European, beyond Europe).
- It had proved difficult for the Task Force to work on the financial aspects of SESAR deployment, as the amount of public funding that could be allocated to the SESAR Programme in the new Financial Perspectives is not yet known. The EC should have a clearer view on prospects for the next Financial Perspectives in June 2011. The Task Force will also take into account the work made by the Expert group in its conclusions. In addition, the Task Force will have to draw lessons from the IP1 experience.
- To complement this presentation, PKY pointed out that the role of the industry in the governance of SESAR deployment needs to be properly addressed. ECTL added that, depending on the way projects will be funded, their nature will be very different. In some cases, projects can require a lot of coordination, others are implemented locally. The governance structure at project level will have to take these differences into account.
- SELEX supported by INDRA indicated that the manufacturing industry would very much like to be involved in the definition of the governance solution for SESAR deployment.
- INDRA stated that SESAR deployment had to be looked at from a broader perspective of European industry competitiveness. The ground industry, who are fierce competitors, agreed to work together in the development phase in order to get technological advantage. SESAR is more of an innovation programme, where deployment should come as a logical consequence of R&D.
- ENAV welcomed the 3 layer approach but stressed the need to have a stable mechanism in order to successfully manage the transition phase. AENA added that the governance should be among those who are investing in the deployment of the technologies.

- MR agreed that the manufacturing industry should play a clear role in deployment governance but it cannot be the same as in development. Competition needs to be preserved but there is also a need to work together for common specifications. The Galileo experience has shown that it is not always easy to have the industry really committed. Even if the situation is not quite comparable, the final decision on governance will also depend on how much public money is put on the table. We also needed to draw lessons from the problems in IP1 deployment.
- DSNA wondered how the governance of SESAR deployment could be defined when what needs to be deployed is not yet known in detail.
- MR reacted to other comments formulated by some Board Members. PKY noted that all the preceding questions had also been raised when the negotiation on the Programme started. Experience has shown, like in the case of the SJU, that if the industry is willing to work together, it can succeed with a positive multiplier effect.



#### Conclusions on item 5

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- The Board took note of the information provided by the European Commission on the work of the Task Force on SESAR deployment.

#### **Item 6 EU-USA Memorandum of Cooperation - SESAR-NextGen Cooperation for global Interoperability ICAO Initiative for Aviation System Block Upgrades**

- The Chair reminded the Board that the Memorandum of cooperation (MoC) between the EU and the USA and its Annex I on SESAR-NextGen cooperation for global interoperability was signed in Budapest on the 3<sup>rd</sup> of March. The MoC forges cooperation in terms of aviation with the FAA that goes well beyond SESAR. The European industry should have a strong lead in the cooperation activities between SESAR and NextGen.
- PKY presented the management structure of the MoC and its Annex I. At the higher level, the Joint Committee, governing the MoC, will be jointly chaired by the FAA for the US and Mr Baldwin for the EU. Its first meeting should take place in June. The High Level Committee, governing Annex I, will be jointly chaired by the FAA and Mr Baldwin for the EU. Its first meeting will take place on 11 April. At technical level, a Coordination Committee for Annex I, co-chaired by the FAA (Ms Fagan) and the SJU (Mr Hotham) will monitor the technical progress of the cooperation and will report to the High Level Committee using information coming from Working Group leaders themselves collecting information from the Coordination Plans leaders. Mid-February, the SJU proposed to the PC a number of names to be nominated as Coordination Plan leaders. Once the Points of Contact will be agreed, the technical level will be able to start the work. The 5 Appendices to the Annex I of the MoC describing in more details the areas of cooperation between SESAR and NextGen have been drafted by the SJU and sent to the EC and the FAA for their review.
- PKY informed the Board that the creation of an SJU position in the EU delegation in Washington is making progress. As the recruited person will work in the EU delegation, he/she will have to be a SJU staff under the EU Staff Regulations. The Chair added that there were administrative issues, but this should not delay too much the overall process.
- ECTL informed the Board as well about the on-going selection of a person from ECTL to be sent to ICAO for 24 months to prepare the ANC 2012. This person will be seconded to the Air navigation bureau and will work in close cooperation with the

EU offices in Montreal.

- Mr Standar, SJU Chief Air Traffic Management made a short update on the ICAO initiative for Aviation System Blocks Upgrades. ICAO set up a standardization roundtable in 2009 and now in view of the ANC 2012, it organised discussions with programmes similar to SESAR to reach a harmonised view of the future systems. A Technical Team was created to define Global/International Operational Improvement Groupings (aviation System Block Upgrades) common for both NextGen and SESAR and that can be easily understood internationally and supported by the global community. The Technical Team will also define possible Global Operational Trials for operational solutions available today to enable expedited global implementation. This work will be a major input to the European coordination group (EC, Eurocontrol, SJU, EASA and EUROCAE) responsible for the preparation of the European Papers for ANC 2012. The results of the work of the Technical Team will be presented to the Global Air Navigation Industry Symposium in September. Then several workshops will be organised all around the world to explain the approach and share the results of this activity before the ANC 2012.



#### Conclusions on item 6

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- The Board took note of the information provided on SESAR-NextGen Cooperation, in particular of the 5 draft Appendices planned to be concluded, as well as on the ICAO initiative for Aviation System Blocks Upgrades. Obligated to leave, Mr Ruete kindly asked Messrs Baldwin and Redeborn to take over from him.

#### **Item 7 Audit matters - Annual Activity Report of the SJU Internal Audit Capability**

- Mr Walton (RW) presented the Annual Activity Report of the SJU Internal Audit Capability. This report is based on the SJU internal audit work finalised in 2010. RW reminded the Board that in the last meeting, the Internal Audit Service (IAS) of the European Commission was formally recognised at the SJU Internal auditor. The IAS reports to the Board and the SJU Internal Audit Capability reports to the SJU Executive Director. But, as foreseen in the Charter of the SJU Internal Audit Capability, RW has to present his annual activity report for the information of the ADB. In the future, this report should be consolidated with the report of IAS.
- In summary, the 6 Audit reports to the Executive Director for 2010 are covering the following subjects: mission expenditure, IT system network security, Internal audit annual activity report 2009, opinion on the 2009 Annual Activity Report of the Authorising Officer, Audit inspection to observe the evaluation of WP E proposals and finally Report on significant changes to the internal audit capability.
- RW reacted to a written question of the EC asking how an internal audit capability report could be provided for 2010, when the internal audit capability was only created end of 2010. RW clarified that the IAS was considered as having always been the internal audit service of the SJU. His activities should thus be considered from the beginning as the ones of the Internal Audit Capability. At the request of the EC, RW will also classify his recommendations in the future.



#### Conclusions on item 7

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- The Board formally received and took note of the Annual Activity Report of the SJU Internal Audit Capability.



## 8 General Administrative and budget issues

### 8a Call for “Associate Partners of the SJU” and progress of the procedure with the selected “Associate Partners of SJU Members”

- CMB indicated that following the ADB decision (ADB(D)-18-2010) on 14 December, 2 draft proposals from SELEX were received and assessed by the SJU Programme Managers in all the projects where Boeing was proposed to work with SELEX. SELEX is now proposing an Associate Partner’s contribution on 8 projects for a total amount of 2.841.000 EUR. As indicated in the draft decision sent to the Board, the SJU now considers that the proposal is aligned with the recommendations made by the ADB in its last meeting and it is proposed to lift the reservation so that SELEX and Boeing can conclude the Associate Partner Agreement.
- Airbus said it had no concern on the new SELEX proposal, but regretted not to have been better involved in the assessment process.
- CMB presented the situation with regard to the approval process of the subcontracts for research assistance related to the first call for Associate Partner of an SJU Member of the subcontracts for research assistance (first and second call). Most of the contracts with regard to the first call were received and treated with a maximum delay of 27 days. It is expected that soon most of those Associate Partners will be involved in the operational activities.

#### ▷ Conclusions on item 8a

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- The Board agreed to lift its reservation and adopted the decision ADB(D)-03-2011.
- The Board took note of the information provided by CMB on the progress made by the approval process of the subcontracts for research assistance related to the first and second call for Associate Partner of an SJU Member.

### 8b Information on the Third Amendment to the MFA

- As most of the projects finished their initiation phase and some of them are already in their final phase, CMB informed the Board about the discussion to take place in the afternoon’s PC about IBAFO III. In the Board meeting of next October, the SJU will propose a revised schedule 14 (matrix of the contribution of the Members), which will be the results of the preparation for IBAFO III. The SJU will also formalise an amendment to the MFA which will take into account the results of the initiation phase as well as all the contractual changes that need an endorsement of the Board, which are already agreed at Project level. CMB informed the Board that it will be a long process requiring the involvement of the Member’s financial and legal staff. The Board will get more detailed information on IBAFO III in its June meeting.

#### ▷ Conclusions on item 8a

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- The Board took note of the information provided by CMB on the Third Amendment to the MFA.

## 8c Submission of the provisional annual accounts 2010

- CMB presented the provisional accounts for the year 2010 and recalled that these accounts will be presented as final annual accounts by the Executive Director at the end of the year, once the report of the European Court of Auditor (ECA) is received (expected in November 2011). The ECA was in the SJU two weeks ago to audit the accounts. It was positively impressed by the quality of the accounts considering the complexity of the membership and the SJU financial system.  
CMB drew the attention of the Board on the positive evolution of the cash balance: of 87 million euros last year, it went down to 57 million euros this year. It would have been possible to do better if the SJU had received payment requests for the pre-financing and for the adjustments of the pre-financing. It is expected that the important amount of cash balance at year end will be reported to the Budget Authority by the ECA in its report and it will probably require again an explanation from the SJU.

In October, the SJU will come back to the Board to report on the cash-balance situation and will propose the appropriate corrective actions if needed.

- ENAV asked whether the end of the financial period creates a real risk for the funding of the Programme. CMB explained that the cash amount committed by the EU is established by the Regulation, but the SJU has to demonstrate every year that it is able to absorb, through its payments, in a correct manner the amount of cash received. It is thus necessary to have all the Members aligned to have common plans on the use of the resources.
- DFS asked a clarification on the amounts of ECTL's contribution indicated in the accounts. AENA indicated it would send in writing requests for clarifications and questions.



### Conclusions on item 8c

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- The Board took note of the provisional annual accounts 2010.

## 8d Draft decisions on Staff evaluation, reclassification, leave and part time work

- CMB explained that the SJU has the obligation to take a decision to set up a proper evaluation process of the staff. It has also to adopt a decision creating a verification process corresponding to the career evolution of the staff, and finally a decision with regard to leave and part time work to ensure alignment with the recent changes made by the EC in its own decisions. These 3 draft decisions will be sent in the coming days to the Board Members for their information.  
The adoption of those 3 decisions will take some time, because they need the approval of the EC College under the procedure Article 110 of the EU Staff Regulations before being formally submitted to the Board for final approval.



### Conclusions on item 8d

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- The Board took note of the information provided by CMB on the draft decisions on Staff Evaluation, Reclassification, Leave and part time work, which will be submitted to the EC for agreement under the procedure Article 110 of the Staff Regulations.

**9 AOB****9a SJU Membership to CANSO**

- PKY indicated that Mr. Graham Lake, Director General of CANSO (Civil Air Navigation Services Organisation) had sent him a letter to ask if the SJU would be interested in becoming an associate member of CANSO, which represents a cost of 5500 euro per year (minimum quota). PKY added that he had no strong feeling with regard to this request and would be happy to hear the opinion of the Board Members. At the request of some of them, he also added that this membership would allow the SJU to have access and receive information from a number of CANSO working groups, e.g. on interoperability.
- Several participants pointed out that it was important to weigh the pros and cons of such a decision as it would create a precedent for future requests for the SJU to join other similar associations.
- The Airspace Users Representatives asked that the SJU membership to CANSO be for free to preserve its independence. DSN and ENAV were strongly opposed to this proposal. PKY remarked that the cost was not really decisive considering it is not expensive.
- ENAV supported by ALLENIA stressed that the SJU membership to CANSO should be considered as an opportunity, as the SJU could really bring an added value, mentioning that the FAA is also very active in CANSO.
- Finally, the two founding members were asked their opinion. ECTL indicated that it had a good relation with CANSO, although ECTL was not member of CANSO because CANSO did not want it. The EC said it was not against this proposal but would like to understand better the added-value of such a membership. It would help define criteria for future membership to other associations.
- At the request of the Chair, PKY agreed to come back to the next ADB with further simple explanations and elements to help the Board take a decision.

**Conclusions on item 9a**

- The Chair concluded that the ADB decision on SJU membership to CANSO was postponed to the next ADB meeting and would be based on the elements that will be provided by the SJU.

**9b Letter from the Airspace Users to the SJU Chairman on SPI IR**

- The Airspace Users' Representatives expressed their concerns with the current draft European Commission Surveillance Performance and Interoperability Implementing Rule (SPI IR). This mandate would impose equipage requirements on airspace users not synchronised with the requirements imposed on the Air Navigation Service Providers and not consistent with the SESAR definition phase outcome. They asked the EC to stop this mandate and this request was supported as well by a letter of ICB. They would like the EC to entrust the SJU with this matter.
- The EC indicated that it had taken note of the letter and would bring the issue for discussion in the SSC on 6 and 7 April. It will wait for the outcome of the discussion before coming back to the Airspace Users and ICB on this issue.
- ENAV pointed out that this letter illustrated the urgency of having a decision on the governance of SESAR deployment.

**Conclusions on item 9b**

- The Board took note of the view of the Airspace Users on the SPI IR. The Chair remarked that the SJU ADB had no competence on that matter and emphasized that it was the responsibility of the SSC to decide on such a regulatory issue. He also indicated that this comment came at a late stage of the process, considering that

the mandate was submitted to a large consultation.

#### 9c Information on SJU Communication activities

PKY thanked all the SJU Members for their efforts, which contributed to make a success of the ATC event. He highlighted in particular the large participation of all Members in the SESAR workshops and forums. The cooperation worked very well and PKY wished that next year event would be a similar success.

#### Closing of the meeting

The Military stakeholder representative asked if it would be possible to avoid changing the agreed dates of the ADB meetings on short notice. The Chair took note of this request.

One of the participants remarked that the date of the 21<sup>st</sup> of June initially foreseen for the next ADB was concomitant to the Paris Air Show. The Chair took note of this information and will shortly propose another date for the next meeting of the Board, which will be at CEOs/DGs level.

The Chair finally thanked the Board members for their active participation and their contribution to the meeting.

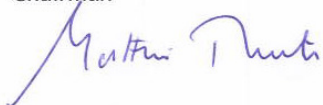
#### Annexes

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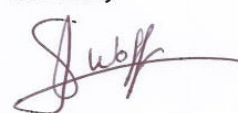
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|---------|---------------------------------------|
| Annex 1 | Board members attendance list         |
| Annex 2 | Declarations on conflicts of interest |

Done in Brussels, 29/03/2011

Chairman



Secretary



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

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