

Workshop on conformity assessment of ATM/ANS systems and constituents

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1. Introduction



Air Transport and economic benefits (2016)

	EU	World
<i>Contribution to GDP</i>	+ €624 billion	+ €2.4 trillion (equivalent to GDP of Switzerland)
<i>Jobs</i>	+ 9.4 million jobs	+ 65.5 million jobs

- For every person directly employed in the aviation sector, or in tourism made possible by aviation, another **4.8 jobs** were created elsewhere in the EU.

1. Introduction cont'd

Forecast - traffic

- **Traffic** has proven to be resilient to external shocks and **doubles** every 15 years – growing on average twice as fast as GDP
- Compound annual growth rates up to 2037: Europe 3.3%, Asia-Pacific 5.5%

World annual traffic (trillion RPKs)



2. SES Historic perspective

- Low interoperability, ltd technical or operational compatibility
- Severe inefficiencies and additional costs
- Predominance of national standards
- Fragmentation of the equipment
- Exemptions to the legal requirements
- Sector has escaped the common public procurement discipline
- Difficult implementation of new technology in control centres

Without a dramatic change in this situation, it will be a real challenge to introduce the technologies that are required to increase capacity.

2. SES Historic perspective *cont'd*

Solutions for systems and operations:

- Concentrate resources on common technical and operational solutions to common needs
- Establish technical regulation on the basis of the new approach where rules, operational requirements and standards are complementary and consistent
- Eurocontrol to provide technical support in these activities

3. Current policy developments

- European ATM Masterplan 4th edition
 - Consultation of the SSC & COM Opinion
 - Adoption by SJU
- Airspace Architecture Study
 - Medium/long-term vision 2025-2035
 - Published 5 March 2019
- Wise Persons Group
 - 10 Recommendations published 4 April 2019
 - HL Conference 12 September
 - Policy debate at Transport Council 2 December 2019

3. Current policy developments *cont'd*

Specific issue with Standards

- Interoperability STD, including on operational procedures and training, need to be performance-based rather than technology-based; in some specific cases, e.g. IOP, prescriptive technical STD will be required
- STD development need to be accelerated to reflect innovation lifecycle
- Stakeholders need to engage in a more agile and continuous process for developing STD
- Experience has shown that often the innovative concepts resulting from the R&D activities are not immediately deployable in local or network operational environments.
- SESAR development activities must focus on delivering highly mature ATM concepts that constitute the essential building blocks of the digital SES
- Very large-scale demonstration projects constitute an important pillar of the SJU's work programme
- Facilitate a seamless and timely transition from the industrialization of solutions to their implementation. An effective synchronization and coordination of these processes is instrumental in ensuring the timely transition to implementation. Strong coordination with EUROCAE and EASA.

3. Current policy developments *cont'd*

Harmonised standards and the New Legislative Framework

- Recent case law (J Elliot) established by the ECJ : harmonised standards adopted under the relevant Union acts form part of Union law, even though they are developed by independent private organisations and their use remains voluntary.
- Decisions on the publication of references of harmonised standards are thus legal acts against which an annulment action may be brought.
- The Commission has been entrusted with the responsibility for assessing harmonised standards and ensuring their compatibility with the requirements of the corresponding legislation (“Harmonised standards enhancing transparency and legal certainty for a fully functioning Single Market”)
- Therefore the approach followed in the SES Interoperability Regulation (EC) 552/2004 (based on the “New Approach”) will need to be adjusted to the new circumstances
- The reference to Notified bodies (or Qualified entities) need to consider recent policy developments

4. Repeal of the Interoperability Regulation and transfer to the New Basic Regulation

Need to consider Intervention logic of Reg 552/2004

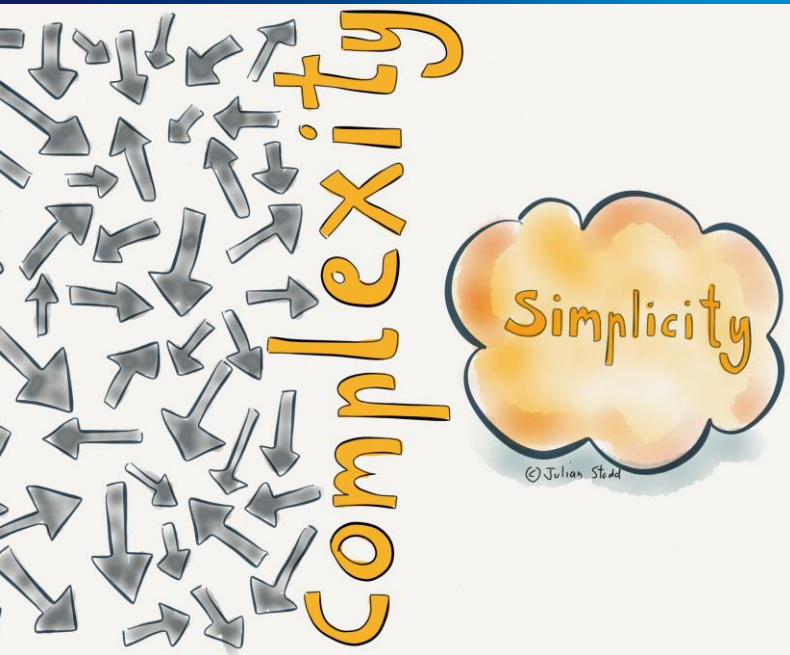
- Deliver additionnal capacity
- Seamless operation of EATMN
 - High level of integration between national ATM Systems
 - Accelerate introduction of new technologies and operational concepts
 - Simpler Internal market for systems and constituents
 - Common specifications for procurement
 - Building on ICAO STD

4. Repeal of the Interoperability Regulation and transfer to the New Basic Regulation *cont'd*

Recommended evaluation (to be delivered in line with Better regulation principles):

- Are the measures still relevant and appropriate?
- How effective has the Regulation been for achieving its objective and in particular to deliver additional capacity?
- Efficiency: are costs proportional to results achieved? Is the distribution of costs over different stakeholders proportional? Are the additional tasks generated under the Regulation proportionnal to the objectives?
- Coherence and consistency of the Regulation with, complementary to, and non-contradictory to the SES Policy and Regulations?
- What additional added-value has been created under this Regulation?

4. Repeal of the Interoperability Regulation and transfer to the New Basic Regulation *cont'd*



- Implementing Rules for IO (Art 3)
- CSs (Art 4)
- EC Declaration of conformity or Suitability for use (Art 5)
- EC Declaration of verification (Art 6)
- Alternative verification of compliance (Art 6a)
- Safeguards (Art 7)
- Guidelines on CA

5. Next steps



- Manage/clarify transitional measures
 - ER under the New Basic Regulation
 - ATM/ANS systems
 - CS compliance with ER
 - Publication of reference of updated CS
 - New DoCs, DoVs, DSUs
- New RMT 0161



Thank you for your attention

Air Transport Portal of the European Commission:
http://ec.europa.eu/transport/modes/air/safety_en

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Directorate-General for Mobility and Transport
E3 - Single European Sky