



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate E - Aviation and international transport affairs
E.2 - Single European sky

***Report on the "Targeted stakeholder consultation
on the establishment of the "Pilot Common
Project" supporting the implementation of the
European Air Traffic Management Master Plan"***

1. Methodology

In accordance with Commission Implementing Regulation (EU) N° 409/2013 (the Regulation), the Commission has consulted the stakeholders on its initial proposal for the Pilot Common Project (PCP).

The consultation was open for the period from 12.12.2013 to 28.02.2014 and the Commission received 44 responses through the online questionnaire.

- Airports (1)
- Airspace Users (5)
- Air Navigation Service Provider (ANSP) (18)
- European Standardisation Organisation (ESO) (2)
- Inter-governmental Agency (1)
- Industry (8)
- Network Manager (1)
- National Supervisory Authority (NSA) (5)
- Sectorial social dialogue (3)

It must be noted that some categories of stakeholders provided a single contribution through one or several associations (e.g. Airports) while for others many stakeholders contributed independently (e.g. ANSPs).

During the consultation period, the participants submitted about one hundred questions to the Commission. The Commission consolidated those questions and updated regularly (six times) a list with the questions and answers on the consultation website (copy in Appendix I).

In order to facilitate the consultation process, the Commission organised a dedicated workshop on 3 February 2014, allowing all participants to get detailed information on the subject and answers to their specific additional questions (details in Appendix II).

The Commission assessed and consolidated the stakeholders' comments with the support of the SESAR Joint Undertaking (SJU). The assessment was based on the criteria set out in the Regulation with the objective to determine if, from the stakeholders' perspective, the proposed content of the PCP is clear, feasible and acceptable in terms of: "What" to deploy; "Where" to deploy; "Who" should deploy; and "When" to deploy.

The tool used for the consultation invited the participants to answer a series of closed questions ("yes/no") followed by open questions with the possibility to comment on them. The appendix III provides quantitative description of the main results from the consultation. It should be noted however, that in a number of cases, negative answers given by the participants on a given question in fact resulted from the related comments to be more of a "yes but" or a "yes for this part, no for the other part".

2. Main findings

This section describes the main findings, per Air Traffic Management (ATM) Functionality (AF), resulting from the analysis of the questionnaires filled in by the participants to the PCP consultation.

All AFs During the consultation, many participants identified impacts on categories of stakeholders other than the ones explicitly mentioned in the PCP technical annex (e.g. impact on Airspace Users and Airport in AF1). In order to address this concern and to be coherent with the proposed Cost Benefit Analysis (CBA) referring to the investment identified per category of stakeholders, the term "**Impacted stakeholders**" has been replaced by "Implementing stakeholders". Only one specific correction was required for the AF5 where the Network Manager has been specifically added.

The **target dates** have been re-assessed. Some diverging opinions already identified during the definition of the PCP proposal have been reiterated, in particular on the need to deploy earlier or later some sub-functionalities or the possibility to adopt a step-wise approach in particular in the case of AF5 and AF6. The results of the consultation did not show a consensus to change the proposed target dates. For the AF2 and AF5 in particular, there were two alternative scenarios envisaged: even if many participants indicated doubt about some proposed target dates, most of them did not make any explicit choice between the alternative scenarios proposed, leaving the choice to the Commission.

More than half of the participants expressed doubts on the accuracy of the **Cost Benefits Analysis** (CBA), however the participants themselves indicated that nearly none of them had performed their own analysis at local level. Several participants noted that the "binding orientation" initially given for AF5 and AF6 aroused uncertainties on the corresponding costs and benefits as the implementation of those common projects was not considered as mandatory. The proposed change - both AF5 and AF6 becoming mandatory – downsizes those uncertainties. The result of this consultation confirms the need to closely monitor and re-assess regularly the costs-benefits especially at local level during the deployment to ensure effective delivery of performance benefits at network level. However it is not considered as a showstopper for the PCP.

Similarly, in terms of **maturity**, several participants indicated that, although an initial deployment decision could be taken now, they would need further trials or demonstration of benefits and operational sustainability to mitigate the corresponding identified risk of low maturity. It was noted in particular for AF2 (all sub-functionalities, except for "TBS"), AF4 ("Calculated TOT for TTA/TTO for ATCFM purposes") and AF6 (the "EPP" part). Some participants highlighted the need to strengthen and de-risk the industrialization process and to provide further guidance on the treatment of elements initially included as binding orientations in the PCP text subject to the consultation.

Where possible, the **geographical scope** has been made more specific to avoid any confusion (e.g. with the exact name for the airports and the Air Control Centers).

AF1
eAMAN &
PBN in high
density
TMAs

The maturity of the operational concept for **AMAN into Multiple Airport** is strongly challenged. After consultation with the SJU, this sub-functionality was removed from this PCP proposal. Research and Development (R&D) is presently focusing on extended AMAN solutions which establish a connection with the en-route sectors. In doing that coordination needs and solutions are identified in case of arrival flow management into multiple airports (basis of R&D work on going and performance expectations reflected in the CBA). R&D work in the timeframe of the PCP is not focusing on single extended AMAN functionalities able to manage multiple airports (single investment for e.g. London area). The latter is subject to further R&D and remains candidate for future common project. The impact of this modification in the CBA is on the range of the sensitivity analysis, therefore there is no significant impact on the overall CBA, assuming almost no impact on performance.

Few ANSPs requested to be able to choose implementing either "RNAV" or "**RNP1**" **operations**, based on the local CBA. The PCP refers to the "RNP-Based" operations concept including the required on-board performance monitoring. Airspace Users indicated that a 2012 survey of European based members (covering 1300 aircrafts) revealed RNP1 is available on 86% of the aircrafts. The PCP is designed to maximize benefits and leverage existing Airspace Users investments in Performance Based Navigation (PBN) capabilities. SJU indicated it is not incompatible with RNAV: the procedures to be published should support both RNAV and RNP1 operations. As a result, the technical operational scope has not been modified but a minor clarification has been introduced in the text ensuring also better coherence with the ongoing preparatory from EASA on PBN regulation.

AF2
Airport
integration
and
throughput

On request of the participants to the consultation and without changing the underlying concept, the **description of the five sub-functionalities** has been clarified refining the specific aim of each of them. Some terminology corrections were integrated into the text ("Wake Turbulence" instead of "Vortex" and "ATFM" instead of "CFMU"). In particular, the need to provide **actual glide scope wind conditions** has been made explicit for the system requirements of the Time-Based Separation (TBS) for Final Approach.

The **selection of airports for TBS** is a result of a more granular analysis taking into account Performance Review Report of 2012 showing an additional "ASMA" time above the European average (1,5 minutes) as well as the impact of weather and wind conditions at major airports. Despite proposals to adapt the geographical scope (e.g. addition of London/Stansted, Stockholm/Arlanda, Warsaw or Vilnius, removal of Amsterdam/Schiphol, Frankfurt, Munich or Düsseldorf for TBS), there is no conclusive evidence that would lead to amend this selection at this stage without altering the CBA. It was noted that Performance Review Body (PRB) proposed to **prioritize the deployment** in some specific airports for this AF2, as well as for the AF1, with a focus on 10 airports that would allow addressing more than 80% of arrival delays (London/Heathrow, Frankfurt, Istanbul/Ataturk, Zurich, Amsterdam, Munich, Paris/CDG, Oslo/Gardermoen, Vienna, Madrid/Barajas). This proposal related to the deployment will be submitted to the Deployment Manager in order to enhance the future Deployment Programme.

AF3
Flexible
Airspace
Management
and Free
Routing

Several participants requested to clarify the description of this AF as there was a possible confusion in the proposed text between a sub-functionality and a system requirement. In particular it was clarified that "**MTC**D" is a system requirement supporting the implementation of the Free Route functionality.

Without changing its scope, the description of the **Free Route** has been improved. In particular the text better encompasses the specificities of both Direct Routing and Free Routing concepts used to deploy Free Route.

Even if some ANSPs suggested the incremental implementation of Free Routing Airspace (FRA) starting from FL 365 and aiming FL 310 at a later stage, the **Flight Level (FL) 310** is a value driven by the CBA that will be kept. It is the best compromise between the investments needed to ensure its implementation and the expected benefit.

AF4
Network
Collaborative
Management

A more precise explanation about the source and use of the Target Time for Arrival (TTA) is provided to refine the scope of the **Collaborative Network Operations Plan**. In terms of system requirements, the processing of Extended Flight Plan (EFPL) by the Network Manager has been included in the **Automated Support for Traffic Complexity Assessment** as well as the harmonization of the Route Availability Document and the Profile Tuning Restriction.

The integration of **enhanced Meteorological (MET) capabilities** was proposed to be explicitly defined. However, even if such capabilities are beneficial for the ATM system, they are not specifically required only for this AF, in particular when considering the inclusion of AF5 as a mandatory functionality in the PCP.

Several stakeholders did refer to "STAM 1" and "STAM 2". The concept of "STAM Phase 1" is defined and comes from the Interim Deployment Programme (IDP) document and is identified as a prerequisite for PCP. However, this AF does not specifically refer to "STAM 2". The definition of the **STAM scope** within the PCP shall be more detailed in the specified reference documents to be published by the Commission.

AF5
iSWIM

The proposed scope defines appropriately all services to be implemented however the "**P/U/C**" **identification** (standing for Provider/Contributor/User) has been considered too detailed for an implementing Regulation and may need to be further refined during the implementation phase. For this reason, the modified text after the consultation proposes only the list of services with a reference to the System Wide Information Management (SWIM) TI profile (yellow/blue) to be used for their implementation. Some specific references to updated "OSED", "SPR" and "INTEROP" documents will be added in the reference document on request of the participants.

The **geographical scope** has been clarified for the Civil ANSPs and the Network Manager. For the Civil ANSP, an appendix to the technical annex providing the list of targeted ANSPs has been added to avoid any confusion.

AF6
i4D

As the AF6 was initially proposed as a binding orientation, many participants indicated the need to transfer the "**TTO/TTA**" sub-functionality into AF4 to make it binding. The initial description could have led to some confusion as the downlink trajectory

information (i4D) is expected to be integrated into the Network Operation Plan (NOP) to support TTO/TTA. For this reason, the reference to TTO/TTA has been removed from the description of the scope. At the same time, the interdependency with AF4 is reinforced and clarified in the text.

The **geographical scope** has been clarified by referring to the ICAO EUR region. Some proposals have been made to have step-wise deployment or with only a few selected stakeholders: those proposals do not question the scope, but could be taken into consideration for the Deployment Programme defined by the Deployment Manager.

3. Adaptation of the PCP Regulation

The proposal to also identify in the PCP Regulation the AF priorities for inclusion in future common projects has been abandoned as a result of the comments received during the consultation. Consequently, we have concluded that AF5 and AF6 should form the part of the PCP as the other ATM functionalities.

In the case of the AF5, this ATM functionality – which is only an *initial* step in the deployment of a System Wide Information Management – has been recognized by participants as an important enabler to achieve full benefits of other AFs (in particular for the information exchange with AF4), highlighting the risk of additional investments needed to implement alternative temporary solution.

In the case of the AF6, the participants indicated that i4D – which is only an *initial* step in the deployment of a full 4D Trajectory Management – is one of SESAR's major stepping stones requesting keeping the momentum towards AF6 implementation. In addition the SJU reiterated that common US/European standards have been published by EUROCAE/RTCA to ensure global interoperability. Industry insisted on the contribution on the AF6 to the AF1 to AF4, highlighting several expected enhancements.

It must be emphasized that the proposal for the PCP is the result of a cooperative process within the SJU inclusive of airspace users and it consists of a package of operational changes for deployment. Among the various ATM functionalities, AF5 and AF6 are the most relevant in relation to the SJU programme, those that can really demonstrate the shift from SESAR development to deployment.

The large majority of stakeholders confirmed the suitability to implement AF5 (in particular the blue profile) and AF6 (in particular the "EPP") in two phases to support the industrialization. In the first phase, a limited number of stakeholders would implement and validate the industrial products to prepare a wider implementation that can be done in a second phase. The objective would be to detect and resolve technical difficulties in the first phase. The proposed approach is to allow implementation projects to include, in addition to the work for actual implementation, the related preparatory actions to support timely industrialization. This proposal shall be provided to the Deployment Manager for the definition of the Deployment Programme.

Nevertheless, the consultation highlighted several risks for the deployment of AF5 and AF6. Even if these risks as such do not question the rationale behind their inclusion in the PCP, there will be a need to mitigate them with an approach allowing to review the PCP and to reinforce the role of the Deployment Manager.

Another change in the draft PCP regulation is the transformation of the three indicative PCP annexes (on SJU material, on Standardisation roadmap and on CBA) into non-binding reference material, taken out of the PCP Regulation. Given the indicative nature of those documents which are supporting the PCP and the fact they could be updated in time, it has been concluded more appropriate to only refer to the subject of those documents in the implementing regulation. The Regulation shall refer to this reference material, which shall be published by the Commission on its website to avoid having large amount of "indicative" information as a part of a Regulation.

4. Mitigation measures

The concerns raised by stakeholders during the consultation, in particular on the maturity of the AFs and the proposed target deployment dates, will be addressed through the following main mitigation measures:

- (a) The PCP Implementing Regulation should include an effective review mechanism that will allow the Commission, in close cooperation with the Deployment Manager to adjust the binding objectives defined in the PCP;
- (b) Implementation projects should be able to include, in addition to the work for actual implementation, the related preparatory actions to support timely industrialisation; projects could, for example, include two phase implementations for some sub-functionalities;
- (c) EU funding could be made available for additional validation exercises through dedicated CEF calls;
- (d) The SJU work programme could include a stronger focus on demonstration projects and an enhanced cooperation with standardisation and regulation bodies aiming to facilitate industrialisation processes;
- (e) An effective deployment governance, in particular through a strong role for the Deployment Manager in advising the Commission on the need for new common projects or adapting the on-going ones, and when developing and updating the Deployment Programme;
- (f) Facilitating standardisation processes through mandates and financial support to Eurocae and the European Standardisation Organisations.

Mitigation measure (a) is addressed in the updated core text of the PCP Implementing Regulation.

Mitigation measures (b), (c) and (f) have been addressed in the Connecting Europe Facility (CEF) multiannual programme adopted on 26 March 2014.

Mitigation measure (d) is already addressed by the SJU in its current work programme up to 2016 and is being addressed in the context of preparing its future 2020 programme (Large scale demonstrations have been allocated an estimated budget of EUR 300 million).

Mitigation measure (e) is already addressed in Regulation 409 and will be further developed in the upcoming terms of reference of the call for the establishment of the Deployment Manager.

Appendix I: Questions and answers during the consultation

Category	Date	Question (possibly reformulated to be generic)	Answer
Process	08 January 2014	Is the consultation open to any participants, even citizens?	Yes. Nevertheless, due to the technical nature of the subject of the consultation, the citizens are not among the primarily targeted stakeholders.
Process	08 January 2014	Is it possible to extend the consultation period?	Yes. The Commission announced the extension until the 14th February 2014.
Process	08 January 2014	Can we give more input in the standardization work to be done?	Yes. It is one of the purposes of such consultation
Process	08 January 2014	Can we provide comments on the Operational Concepts (e.g. at OSED level)?	We encourage all comments and will take them into account. Nevertheless, the concepts covered by the PCP proposals were developed with due consultation in a first step by the Joint Undertaking and comments should have been made and considered at that time.
Process	16 January 2014	What will be the next steps for the PCP IR document on the EC side and what would be the dates associated to such steps?	After the stakeholder consultation, the Commission will review as appropriate the initial proposal for the PCP content and present the final version to the airspace users and concerned ground operational stakeholders for endorsement. On that basis, the Commission will finalise the draft legislative proposal for implementing rules on the PCP and present it to the Single Sky Committee for an opinion (April). After the positive opinion of the Committee, the Commission will adopt the legislative proposal (targeting end May).
Process	16 January 2014	Where can the result of SJU's assessment of the potential impact on the 6 AFs of the potential 9 Centralised Services be find?	The document you refer to is the: Supplement to the Mandate to the SESAR Joint Undertaking for drafting a proposal on the content of a Pilot Common Project (SJU, 17/07/2013), which is available on the bottom of the SESAR deployment webpage under background documents.

Process	16 January 2014	Risks, threats, opportunities. - There is no clarity on the risks or how these will be mitigated. - Risk that IDP is not in place - Standardisation needs to be mature to ensure a common baseline across states. - Risk that we may find ourselves in another 'data link' situation.	High priority risks and mitigations are discussed in Section 6 of the SJU proposal addressing those elements (see risks number 2, 5, 6). If you have any specific comments or suggestions please provide your input.
Terminology	08 January 2014	What do you mean by "endorsement" of the PCP?	After the current consultation period, the text of the PCP will be revised according to the received comments. The Commission will then make a formal request to the operational stakeholders to validate, in writing, the revised text of the PCP before submitting it to the Single Sky Committee for formal opinion.
Terminology	31 January 2014	What do you mean by "maturity" of ATM functionalities?	<p>In order to be included in a common project an ATM functionality must have reached an appropriate level of industrialisation demonstrating its maturity for implementation (as referred to in Article 4(3a) of Commission Implementing Regulation (EU) No 409/2013). Whereby 'Industrialisation' comprises the activities and processes of standardisation, certification and production by the manufacturing industry (ground and airborne equipment manufacturers), 'implementation' comprises the procurement, installation and putting into service of equipment and systems, including associated operational procedures.</p> <p>Moreover, in accordance with Article 4(4) of the same regulation, the maturity of ATM functionalities shall be demonstrated, inter alia, on the basis of the results of validation carried out by the SESAR Joint Undertaking, the status of standardisation and certification processes and an assessment of their interoperability. Maturity in terms of validation of ATM functionalities is deemed to be achieved when V3 maturity (pre-industrialisation) level of the ATM Concept Lifecycle Model (CLM) is completed.</p> <p>In the specific case of the Pilot Common Project, this approach was the basis for the preliminary proposal from the SESAR JU taking into account the content of the future Releases 4 and 5. The Commission took into consideration the standardisation and regulation roadmaps revised with the standardisation and regulation organisations and SJU (as detailed in Part V, Section 1 and 2) for the maturity assessment. The maturity of preparations for industrialisation</p>

			(including the development of standards and regulations) was checked against the targeted time frame for the PCP implementation, i.e. 2014-2024. Those functionalities whose deployment could not start within that time-frame (AF 5 and 6) were not proposed for inclusion in the PCP but identified as priorities for future deployment ("binding orientations").
Terminology	17 February 2014	Consultation document page 38, section 5.3 – Could you please confirm which NOP this is referring to? We are aware that there are two distinct NOPs in existence, a paper document used for future planning and a database for operational functionality, the consultation document needs to be clear in this regard.	Both of them are covered: 'Network Operations Plan (NOP)' means the plan, including its supporting tools, developed by the Network Manager in coordination with the operational stakeholders to organise its operational activities in the short and medium term in accordance with the guiding principles of the Network Strategic Plan. For the European route network design (ERND)-specific part of the Network Operations Plan, it includes the European Route Network Improvement Plan;
Governance	08 January 2014	Will the deployment of PCP (and future common projects) be an obligation also for the military?	Yes. PCP (and future common projects) will be published in a Commission Implementing Regulation, hence it will become legally binding for all the EU Members States and all operational stakeholders, including the military, as far as they are subject to the implementing rules.
Governance	31 January 2014	Will the deployment of PCP (and future common projects) be an obligation also for the military? Additional clarification requested	Further to our response to the question C1, we would like to clarify that the PCP Regulation will not "cover military operations and training". The latter are indeed excluded from the SES regulatory framework (Article 1 of the Regulation 549/2004). In this sense we would like to draw a parallel with the Commission Regulation laying down common rules for the Flexible Use of Airspace (EC) No. 2150/2005. While there is no doubt that the implementation of FUA Regulation requires participation from the military, it does not per se regulate military operations and training. In the same way, while successful implementation of the future PCP Regulation will require some participation from the military, it will not per se regulate military operations and training.

Governance	16 January 2014	Activity of NSAs has not been considered/investigated, i.e. activity of NSAs to verify and accept changes (regarding Safety and Security)	The role of NSA is recognised and highlighted in Regulation (EU) 409/2013 of 3 May 2013. The PCP does not add additional tasks for the NSAs who are asked to intervene in accordance with their roles and responsibilities that are defined in Regulation (EC) 549/2004 of 10 March 2004 and Regulation (EU) 691/2010 of 29 July 2010 in particular in terms of performance objectives and implementation of the ATM Master Plan. We expect the NSAs' input to this consultation will convey their reflection on detailed actions that NSAs could take with respect of the PCP and future Common Projects.
Governance	16 January 2014	Deployment Manager not clarified in the PCP consultation paper.	The main subject of the stakeholder consultation is the content of the PCP. References to the overall deployment framework aim to raise awareness of the context and prepare stakeholders for the upcoming discussions, in particular on the setup of the Deployment Manager and the implementation projects and the related incentives. In particular, the detailed mechanisms for the setup of the Deployment Manager are currently being defined within Commission services in cooperation with groups of operational stakeholders. We will communicate on this subject at later stage.
Governance	27 January 2014	The suggested distribution of legal and financial responsibilities between the EC, the Deployment Manager and the Implementation Projects is a good one. Nonetheless who decides when the goals of an implementation project are met? For sure there will be a lot of interpretation according to the "what to implement to achieve which goal"!	Implementation projects aim to deploy ATM Functionalities defined in the PCP, which defines "What" to deploy, "Where" and "When" to deploy and by "Who", with the ultimate goal to bring them into operation. The Deployment Programme defines "How" to deploy those functionalities through specific implementation projects. The Deployment Programme is developed by the Deployment Manager and approved by the Commission. The Deployment Manager is responsible for the overall coordination and monitoring of the implementation projects and reports to the Commission (Policy Level) on the implementation of the Deployment Programme. On the one hand, this reporting will indicate to the Commission the level of implementation of the PCP (deployment of the ATM functionalities), on the other hand, the benefits for the ATM Network achieved through the operation of the related ATM functionalities will be measured through the relevant Single European Sky Mechanisms (Network Manager, Performance Review Body).

Governance	27 January 2014	Role of NSAs - Seems to be constrained to enforcement of the performance scheme with no acceptance of safety, interoperability or security requirements - If States do not deploy due to an immature safety or security argument, is the EC going to commence infringement action?	The role of NSAs does cover the verification of the compliance with interoperability requirements, including safety and security requirements in accordance with Regulation (EC) No 552/2004. If there is a lack of maturity concerning that requires, for example, postponing target implementation dates, the Commission may, through the review process, amend the PCP Regulation (section 1.9(h) of the consultation document).
Governance	27 January 2014	What if a State does not apply for EU PCP-funding, and does not (cannot) implement the part which is not co-funded from EU budget (1.11, bullet point b), page 22 of PCP proposal)	Once adopted, the PCP will be a binding Regulation prescribing the mandatory deployment of its ATM Functionalities. Applying or not applying for EU funding does not affect Member State's obligation to enforce the Regulation. In case of non-compliance, the Commission may start an infringement procedure against the non-compliant Member States.
Governance	27 January 2014	Monitoring - Requirement to have a strategic monitoring system in place to serve Level 1, akin to the ESSIP/LSSIP process.	The draft Regulation foresees to make use of ESSIP/LSSIP process as a part of its monitoring together with other mechanisms described in the section 1.9(g) of the consultation paper.
Governance	27 January 2014	Activity of NSAs has not been considered/investigated, i.e. activity of NSAs to verify and accept changes (regarding Safety and Security)	The PCP does not change the role of the NSAs in the SES framework and in relation to SESAR project. NSAs' competence is not altered by the PCP. Nevertheless, if there are any concrete concerns and suggestions, the Commission welcomes to receive them in the reply to the consultation.
Governance	31 January 2014	Given the significant levels of investment in deployment, there needs to be an independent benefits realisation authority whose purpose would be to: a. Confirm the level to which claimed benefits have been achieved through deployment b. Provide evidence for the decision on progressing to Step 2 or performing additional deployment work in relation to Step 1. The function needs to be independent of the deployment process (reporting into SJU or EC) and needs to be in place and gathering evidence before PCP deployment commences (identify the pre-deployment baseline). Is such an entity proposed?	In the Article 6(2) of the Commission Implementing Regulation 409/2013 it is provided that the Commission shall make best use of existing monitoring and reporting instruments when monitoring effectiveness of common projects with regard to performance of the EATMN. For this purpose, the Commission intends to rely i.a. on Performance Review Body, on mechanisms and reporting inherent in the performance and charging schemes and ESSIP/LSSIP process. In addition, the use of CEF funding is going to be evaluated in accordance with Article 27 of the CEF Regulation.

Governance	10 February 2014	Is entering the SDM in the 2nd or 3rd CP still possible?	Yes. The Deployment Manager is responsible for implementing all Common Projects. Operational stakeholders can join it later, for example when calls for Implementation Projects are launched or new Common Projects are adopted
Governance	10 February 2014	Who decides when the goals of an implementation project are met?	Please see the answer to question C4.
ATM functionality	31 January 2014	Why are AF5 and AF6 considered only as binding orientation PCP?	Based on the proposal from the SJU, the Commission consulted EUROCAE, the ESO's (CEN, ETSI), EASA, EUROCONTROL, the SJU and ASD. This consultation asked to confirm standardisation and regulation needs and delivery times. The organisations consulted indicated that the delivery of standards and regulations for AF5 and AF6 could be later than what was assumed in the SJU's proposal (as described in Part V, Section 2). During this pre-consultation phase, the PCP proposal was analysed against the maturity criteria as laid down in Regulation (EU) No 409/2013. Regarding Article 4(3)(a) of the maturity criteria, the current information we have does not support the conclusion that AF5 and AF6 would reach the appropriate level of industrialisation in the timeframe of the PCP (2014-2024). AF5 and AF6 were therefore proposed as "binding orientations" in Section 1.2 in Part I of the Targeted stakeholder consultation document. The distinction between mandatory AFs and binding orientations made in the Targeted stakeholder consultation document represents nevertheless a starting point in the consultation process. As a result of the consultation, AF5 and AF6 or parts of them could be proposed as mandatory AFs in the PCP.

ATM functionality	16 January 2014	Regarding 1.1.1 in the annex to the Implementing regulation CPH are a bit puzzled if this is a major change in policy. A lot of effort has been put in increasing competition through the EU regulation. We understand this as EU now is focusing on efficiency instead of competition. If arrival management is extended to 180 - 200 NM without changing the TMA size, and traffic sequencing is conducted integrated in the en-route phase, it will add a large grey-zone between en-route and APP - both regarding both responsibility and cost. And these two entities has been clearly separated in the regulation regarding common charging scheme.	The AMAN is owned and configured by the TMA and where applicable sends requests for traffic delivery conditions to the upstream en-route sector to assure that the traffic is delivered in a sequence which meets the TMA needs. Responsibility for the control of the aircraft in the en-route sector remains with the en-route sector which can choose to enact the AMAN request, or not. According to Commission Implementing Regulation (EU) No 391/2013 of 3 May 2013 laying down a common charging scheme for air navigation services Article 8 there is no contradiction with 1.1.1. Annex.
ATM functionality	31 January 2014	Whenever an implementation of AF4 without iSWIM compliant interfaced takes place, the following implementation of AF5 means a redundant development and therefore additional cost. Is there a chance to speed up at least the most important parts of AF5 the need to be defined for an Implementation of AF4 ?	A similar question is asked in the consultation. "Considering the difference in maturity between SWIM (yellow and blue) profiles in the tables in ATM functionality 5, would it be more adequate to implement them separately and, in particular, aim an earlier deployment for the yellow profile?" (Question 2.1.5.22). This is a possible outcome of the consultation process. We would expect that stakeholders provide feedback indicating which parts of the yellow profile are relevant to AF4 and how much we can speed up the process if we separate them from other parts.
ATM functionality	17 February 2014	Where can the documentation as listed in the consultation document under "Section 1 - Supporting material for the standardisation and industrialisation phase" be located?	The documentation listed in Section 1 is already available (or will be when the deliverable is handed over and approved by the SJU) in the SJU Extranet. Access to Extranet is granted to SJU members and other Stakeholders (such as National Authorities). The wide open publication it is not foreseen as some of the deliverables might be subject to some IPR conditions. Nevertheless, in most cases the documentation will be included in the technical file of the related SESAR Solutions, which will be made public soon.

ATM functionality	31 January 2014	There are inter-dependencies between AF1 and AF5, and AF6 and AF5. In particular for the former one, AF1 is a mature AF, while AF5 is not (binding orientation). How to deal with this interaction, in view of the deployment of AF1, if AF5 is confirmed to remain not mature in the time frame of PCP deployment for AF1?	iSWIM has two parts: the data exchange models that are necessary for the implementation of interfaces and the technical infrastructure and services. Data exchange between ATS units, in particular concerning extended AMAN, are defined as part of OLDI message set and already available for implementing interfaces between ATS units. Existing message exchange infrastructure for OLDI could be used until AF5 message exchange infrastructure based on PENS is implemented. For AF1, if OLDI message exchange infrastructure is already implemented, there won't be significant redundant investments. See also related question D3.
ATM functionality	31 January 2014	Could we have more detailed information explaining CBA?	Additional information regarding CBAs is the XLS file with the modelling and calculations. It can be found on the web site as supporting material for PCP consultation (reference to website).
ATM functionality	17 February 2014	What can we do to speed up the standardization processes to get valid standards and definitions for the implementation of AF2 asap? We have question with the idea of the "first alternative date scenario", since we don't think that an implementation project will start as long as the standardization process has delivered a stable (final) draft. Can we give more input in this standardization work to be done?	See A3. Standardisation and regulation organisations provided a different time frame than what was assumed in the SJU's proposal. To what extent the process could be speed up was also discussed with them during the preparatory meetings. The initial alternative scenarios shorten as a result of this discussion to the extent possible. If you think that is possible to shorten further the development of some AF2 standards, please make your proposal. The first alternative scenario is 2 years shorter than the second one but present some time constraints. Please make your input indicating how you could best address such constraints.
ATM functionality	31 January 2014	Could you clarify the options considered for the industrialisation process (section 1.5, page 17 of the PCP Proposal):1) The manufacturing industry accepts to start industrialisation in parallel with the development of standards (1 year before the standards delivered) pending the signature of the first contract with operational stakeholders;2) The manufacturing industry starts the industrialisation activities upon signature of the first contract with the operational stakeholders. It should be noted that	To accelerate the deployment process, some "manufacturing" industry suggested that the development of products and standards could be done in parallel (scenario 1). Assuming that investing stakeholders would need the delivery of standards to launch the CFT process, this would mean for the manufacturing industry to start product developments without a signed contract while the Commission cannot impose to the manufacturing industry a specific scenario, it is important to get all stakeholders commitment on the same scenario. The consultation aims to receive feedback on scenario 1 and 2 from all relevant stakeholders.

		this scenario could delay the deployment process by two years.	
ATM functionality	27 January 2014	Who does the PCP concern: albeit not seen an issue for the PCP proposal itself, scope of deployment to other airports might expand with future CPs	It is not excluded that the scope of deployment of some AFs may expand in future CPs. This question is nevertheless out of the scope of the PCP and the current consultation.
ATM functionality	10 February 2014	On Page 15 it is indicated that some AFs aren't at sufficient maturity for deployment. Will there be explanations as to why these AFs have been considered not to be at sufficient maturity for deployment and what criteria will be followed by the stakeholders in deciding the priority of the activities?	Please see the answer to question B2.
Finance	10 February 2014	Is there available funding for AF5/AF6 in the current proposal for PCP?	If AF5 and AF6 are ultimately not included into the PCP, they cannot be funded under the Framework Partnership Agreement, as it is only dedicated to implementation projects included in the PCP. However, on the one hand, projects deploying ATM Master plan functionalities but falling outside the scope of the PCP and of Common projects in general could be funded under the CEF following annual and multi-annual CEF calls for proposals (see last paragraph of the Section 3 in Part I of the Targeted stakeholder consultation document). On the other hand, projects aiming to develop the maturity of candidate ATM functionalities for Common projects could also be supported under the CEF instrument.
Finance	27 January 2014	How has the PCP to be taken into account when building the Perf. Plans. How to include PCP funding if the PCP is not adopted until after RP2 consultation?	The PRB proposal for target setting in the second reference period has duly taken into account the possible contribution of SES deployment. From the Commission point of view, the PCP should be taken into account in the performance plans as if it is going to adopted with AF 1-4 binding and AF 5-6 as binding orientations
Finance	27 January 2014	What will be the impact on Perf. Plans for RP2 if AFs today indicated as binding orientations become mature within RP2?	The major part of the implementation of AF 5 and 6 would happen after the end of RP2. For some very initial deployment of these functionalities, the Commission is of the opinion that AF 5 and 6 can be accommodated within the plans in force at that time.
Finance	27 January	Is the funding also available to MIL Authorities?	Projects supporting any of the PCP/AFs can be presented also by National Military authorities (Member States), hence grants may be awarded to them provided a

	2014		grant agreement has been signed in accordance with the established requirements.
Finance	27 January 2014	More details required on the methodology on how to apply for funding and on criteria for eligibility	This information will be available in due time once CEF work programme is published, followed by the calls for proposals published by the INEA agency, which will contain all the detailed information on the subject.
Finance	31 January 2014	How to ensure that smaller (private) and less financially healthy aerodromes not subject to RP2 implement CPs in the absence of incentives and penalties. There is not a level market across the EU with regard to aerodromes, with some wholly or partly state owned and many others in private hands.	Any stakeholder in the scope of the PCP may be eligible for funding. For detailed conditions, see answer to question E.6.
Finance	27 January 2014	What for companies/stakeholders not eligible to EU fundings (e.g. Norway, Oslo airport, in applicability area of AF2).	Stakeholders outside the EU may be eligible for funding. The CEF Regulation (now adopted: http://eur-lex.europa.eu/JOHtml.do?uri=OJ:L:2013:348:SOM:EN:HTML) provides that non-EU countries and entities established in them are able to accede to the public funding as far as their participation in an implementation project is indispensable (section 6 of the consultation paper and Articles 8(3), 9(4) and 16 of the CEF Regulation).
Finance	10 February 2014	The whole incentives framework is not clear.	The incentives immediately ready for the implementation of the PCP will be grants under the CEF. For details see the answer to the question 6 and section 8 of the consultation paper.
Finance	31 January 2014	Could you please advise us as to where the military costs within Appendix IIII were obtained?	In setting up its proposal for the PCP, the SESAR Joint Undertaking sought Military expertise through the EDA, CMAC (Eurocontrol), and National experts. The estimated military costs related to the proposed PCP and considered within the consultation material are the result of that work and are acknowledged as our estimate based on basic assumptions requiring further refinement "with contribution by each stakeholder". The most recent assessment produced by the EDA and published together with the consultation, have not yet been incorporated within the final proposal of CBA. This estimation is being yet further refined by EDA with the contribution of its Member States.

Finance	31 January 2014	NSA requirements within the PCP whilst the RP2 assessments are ongoing and before the Deployment Manager is in place. Page 39 Para 5.4 How can it run in parallel, when the PCP is unlikely to be in force until after RP2 is complete and well before the DM	Please see the answer to question E3.
Finance	10 February 2014	How will the Military and Aerodromes who are outside the performance scheme be incentivised	Please see the answer to questions E7 and E5.
Finance	31 January 2014	How will states outside of the EU28 be incentivised if they are not eligible for EU funding? Not so much of a problem with PCP but as the scope is widened, this will be a problem	Please see the answer to question E8.
Finance	31 January 2014	Will there be a possibility for the "binding orientations" of the PCP to get CEF funding (from the EUR 3 billion earmarked for SESAR deployment)?	Please see the answer to question E1.
Finance	17 February 2014	The SESAR R&D process is only now apportioning the SESAR benefit goals to the various operational research focus areas. For step 1, it is not clear that the SESAR validation exercises will combine to demonstrate achieve of the overall aims. Consequently, should there be more clarity on how the benefits reported in section3 of the document have been validated?	Validations were made based on the information available to the Commission, mainly the costs-benefits analysis performed by the SJU. The validation of the benefits is part of the ongoing consultation for which we expect feedback from stakeholders in case there would be correction needed based on more accurate information at their disposal
Finance	10 February 2014	Are all PCP Implementing Projects getting funds automatically? Or only in case of a negative CBA?	All Implementation Projects deploying PCP are eligible for funding under Framework Partnership Agreement.
Finance	10 February 2014	Are activities following 'binding orientations' for the implementation of AF5 and AF6 eligible for any kind of funding?	Please see the answer to question E1.

Finance	10 February 2014	How should investments related with the implementation of AF5 and AF6 be dealt with along the FAB (National) Performance Plans?	Please see the answer to question E3.
Finance	10 February 2014	Can it be assumed that projects derived from the binding orientations will become part of a 2nd or 3rd Common Project, and that funds will be made available as well?	AF5 and AF6 could become Common Projects (either through a review of the PCP IR or through future Common Projects) and will then be subject to the same funding rules as for all Common Projects

Appendix II: Publications on Commission's website

- **Consultation:** the Commission published the following article on its website to guide the participants for the consultation

The screenshot shows the top part of the European Commission website. At the top right, there are links for 'About this site', 'Legal notice', 'Contact', 'Search', and a language dropdown set to 'English (en)'. The main header features the European Commission logo and the text 'MOBILITY AND TRANSPORT'. Below this is a breadcrumb trail: 'European Commission > Transport > Transport modes > Air > Public consultations'. A navigation bar includes 'Home', 'Transport modes', 'Transport themes', 'Media corner', 'Facts & fundings', and 'About us'. A search bar and a 'Share' button are also visible. The main content area is titled 'Air' and 'Consultations'. The specific consultation is titled 'Targeted stakeholder consultation on the establishment of the "Pilot Common Project" supporting the implementation of the European Air Traffic Management Master Plan'. The consultation period is listed as '12/12/2013 - 14/02/2014 28/02/2014'. There is a link to an 'online questionnaire'. The 'Objective of the consultation' section explains that this is part of the work the European Commission services are conducting in the context of a future proposal for the Implementing Regulation on the establishment of the Pilot Common Project (PCP) supporting the implementation of the ATM Master Plan. It also states that if later adopted, the PCP Regulation will make the selected ATM functionalities binding and will specify deadlines for their deployment. A sidebar on the right lists various topics under 'Air', including Internal market, High Level Groups, Single European Sky, European unmanned aircraft systems (UAS), SESAR, Environment, Airports, International Aviation, The European Aviation Safety Policy, Security, and Studies.

Stakeholders targeted by this consultation

This consultation is addressed to **operational stakeholders** active in the Air Traffic Management sector (civil and military airspace users, air navigation service providers and airport operators) and to **organisations, bodies and public administrations** related to that sector (National Supervisory Authorities, Industry Consultation Body, ATM Sectoral social dialogue, The expert group on the social dimension of the Single European Sky, TEN T-EA and the Network Manager). **The consultation does not specifically target private citizens.**

How to submit your contribution

All the contributions shall be submitted through the online questionnaire. The questionnaire allows the respondents to choose on which ATM functionalities they wish to comment.

Respondents may upload documents accompanying their replies at the end of the questionnaire.

The Single European Sky Unit (Unit E2) of the Directorate for Aviation and International Transport Affairs of DG MOVE is the responsible service for this consultation. Stakeholders may submit questions through the functional mailbox: MOVE-E2-SINGLE-SKY-UNIT@ec.europa.eu.

Please note that

As part of the European Transparency Initiative, organisations are invited to use the Register of Interest representatives to provide the European Commission and the public at large with information about their objectives, funding and structures. If you are not registered yet in this register, please visit: http://europa.eu/transparency-register/index_en.htm

Received contributions, together with the identity of the contributor, may be published on Directorate General for Mobility and Transport website, unless the contributor objects to publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in anonymous form. Otherwise the contribution will not be published nor will, in principle, its content be taken into account.

Contributions may be submitted in any official EU language.

Related documents

- **On-line questionnaire:** the Commission put at disposal the following questionnaire on its website to gather participants feedback for the consultation

EUSurvey Home All public surveys About Support Download Documentation

Targeted stakeholder consultation on the establishment of the "Pilot Common Project" supporting the implementation of the European Air Traffic Management Master Plan

Fields marked with * are mandatory.

1 Questions to identify the organisation

The following questions help us build your profile as a respondent. In accordance with Regulation 45/2001, all personal data collected through this survey will be kept securely and will ultimately be destroyed.

1.2 What is your name?*

1.3 What is the name of your organisation?*

Views
Normal [Enhanced Contrast](#)

Languages
English

Useful links
[FAQ](#)
[Home page of this consultation](#)

Contact
http://ec.europa.eu/transport/contact/index_en.htm
[Download PDF version](#)

1.9 Received contributions, together with the identity of the contributor, may be published on Directorate General for Mobility and Transport website, unless the contributor objects to publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in anonymous form. Otherwise the contribution will not be published nor will, in principle, its content be taken into account

Do not publish my organisation data

2 ATM functionalities

2.1 Concerning each individual ATM functionality

2.1.1 I would like to comment further on the following ATM functionalities

- AF 1: Extended AMAN and PBN in high density TMAs
- AF 2: Airport Integration and Throughput Functionalities
- AF 3: Flexible Airspace Management and Free Route
- AF 4: Network Collaborative Management (Flow & NOP)
- AF 5: iSWIM functionality
- AF 6: Initial Trajectory Information Sharing

2.2 Concerning all ATM functionalities

2.2.1 Do you agree with the division of the 6 ATM functionalities into two groups: first group containing the ATM functionalities 1 to 4, which are considered mature and whose deployment will become mandatory with the adoption of the PCP Regulation; and the second group containing the

- **Workshop:** the Commission organized an half-day workshop in Brussels to present in detail the PCP proposal and answer all pending questions form participants to the consultation

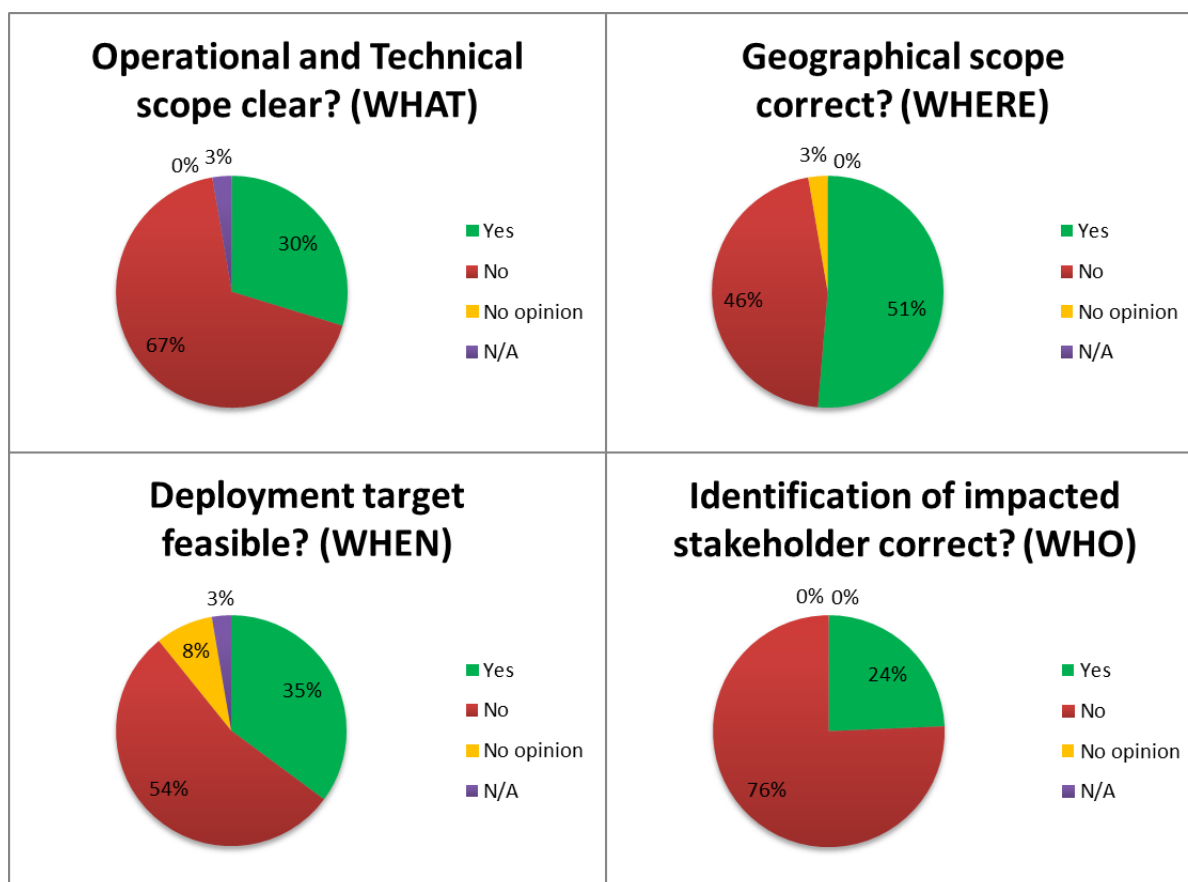
The screenshot shows the European Commission website for the 'MOBILITY AND TRANSPORT' section. The page is titled 'Air' and features a main heading 'Pilot Common Project Consultation Workshop'. The event is dated '3 February 2014 from 14:30 to 18:30' and is held in the 'A. De Gasperi' conference room. The text describes the workshop as part of a stakeholder consultation process. Below the text are links for 'Invitation' (44 KB), 'Agenda' (33 KB), 'Webstream', and 'Presentation' (3 MB). A navigation menu on the right lists various topics under 'Air', including Internal market, High Level Groups, Single European Sky, European unmanned aircraft systems (UAS), SESAR, Environment, Airports, International Aviation, The European Aviation Safety Policy, Security, and Studies. The top of the page includes the European Commission logo, navigation links (Home, Transport modes, Transport themes, Media corner, Facts & fundings, About us), and a search bar.

Appendix III: Quantitative results from the consultation

This appendix provides a graphical view of the quantitative results to the main closed questions (yes/no) of the consultation. It should be noted that these results are partly biased by two factors:

- Firstly, the responses are non-weighted (each participant’s contribution has the same value, being provided by a single stakeholder or an association representing a community of stakeholders, as it was the case for all Airports).
- Secondly, it seems that some of the participant considered they had to select the "No" answer when they wanted to introduce comments (e.g.: "Question: Do you agree with the geographical scope. Answer: No. Comment: There is no risk of delays identified").

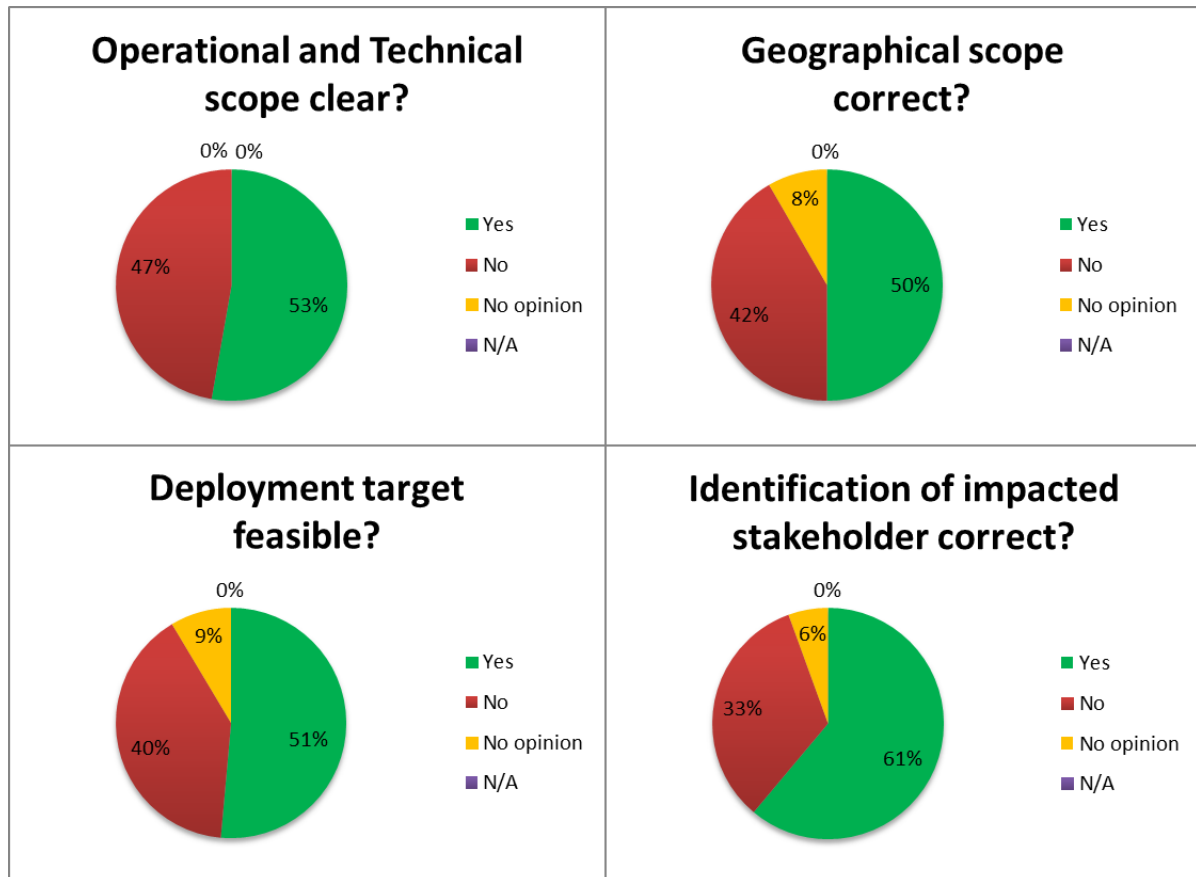
• Quantitative Results for AF1



- The operational scope (WHAT) raised questions for 67% of the participants. The main issue at stake was related to the eAMAN in Multiple Airports.
- The geographical scope (WHERE) was considered appropriate by 51% of the participants. Several proposals aiming mainly at giving to Deployment Manager the possibility to refine the scope were made.
- The target dates (WHEN) are supported by 35% of the participants. Risks are identified by the other or some local incompatibilities with existing planning. Several comments did not question the target dates but aimed at refining specific dates for all sub functionalities.
- 76% of the participants challenged the identification of the impacted stakeholders. This leads to the main conclusion that the wording

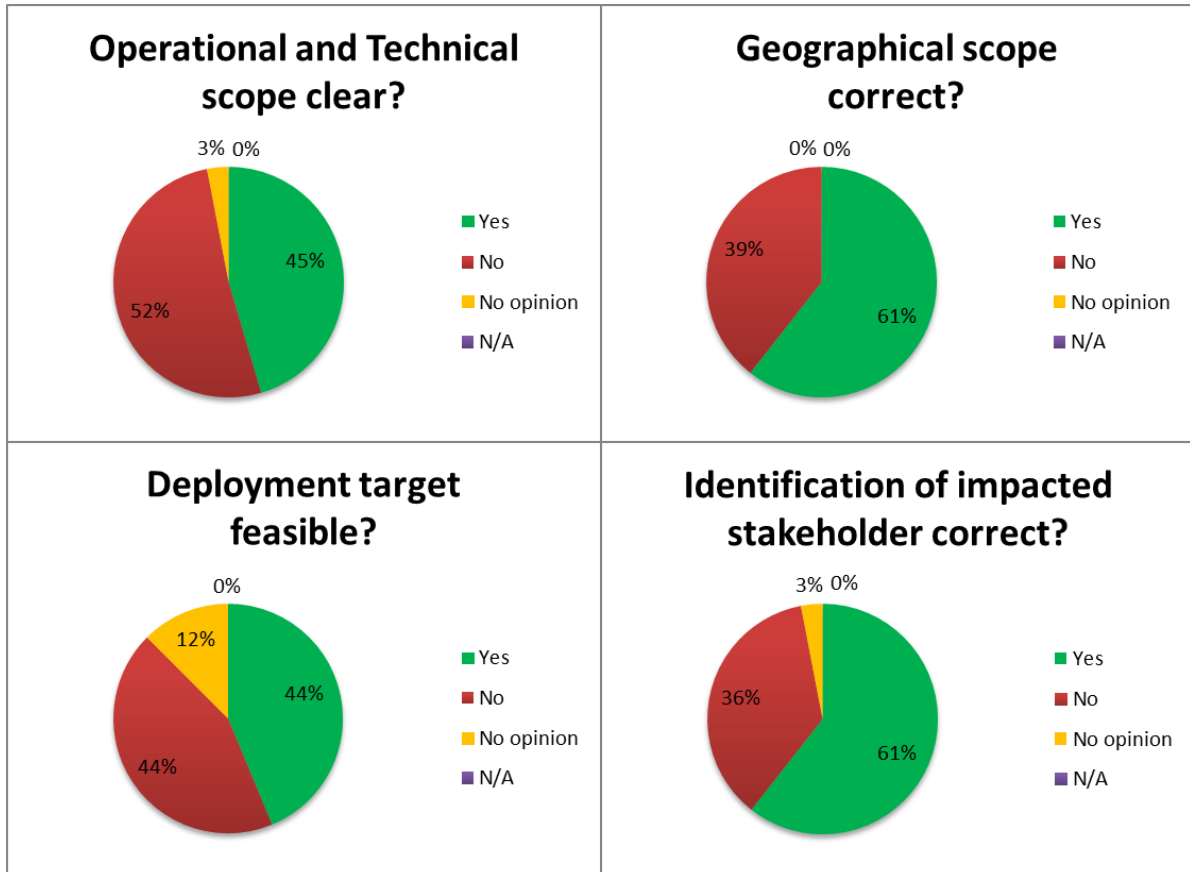
'impacted' was inappropriate (as most of the operational stakeholders are impacted by the proposed changes) and should be replaced by "implementing stakeholders" was more suitable.

- **Quantitative Results for AF2**



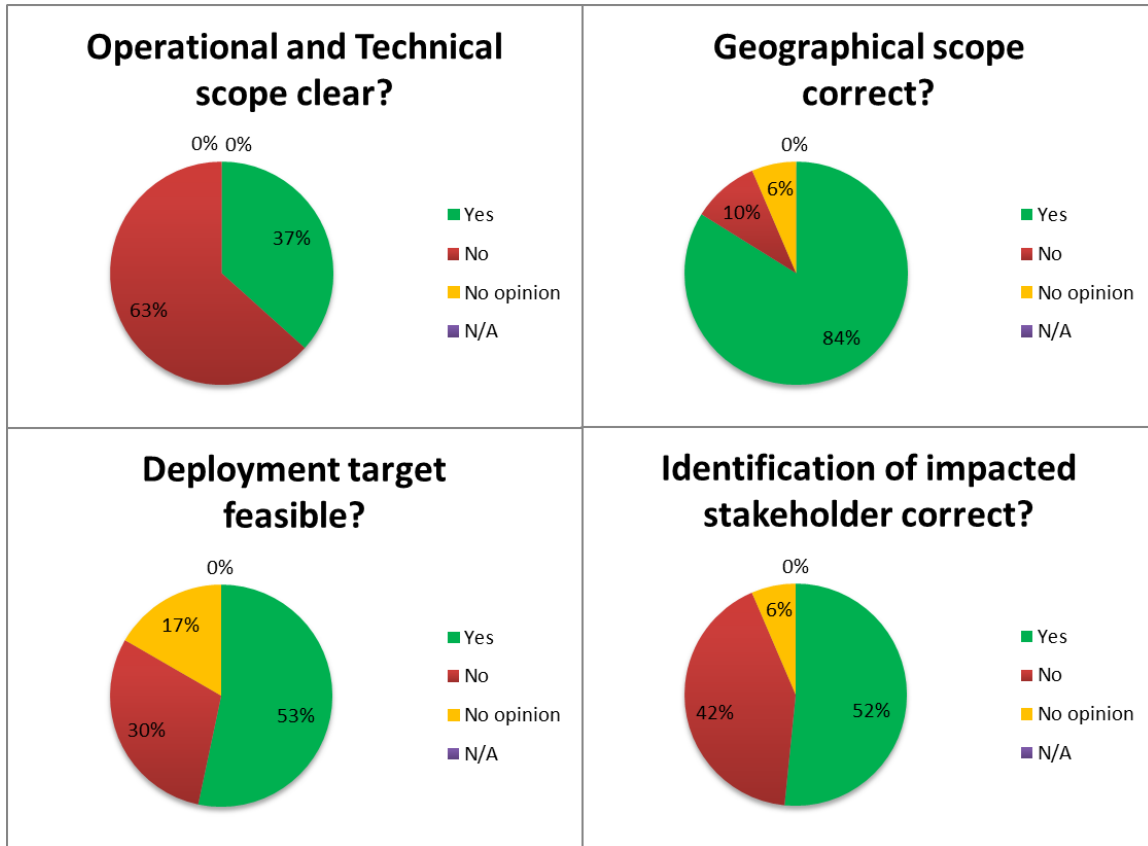
- The operational scope was considered clear for 53% of the participants. Comments resulting from negative answers mainly referred to a need to clarify the text
- The geographical scope is supported by 50% of the participants. Specific local issues are raised by the participants answering "No" to that question.
- The target dates are supported by 51% of the participants.
- 61% of the participants validated the identification of the impacted stakeholders.

- Quantitative Results for AF3



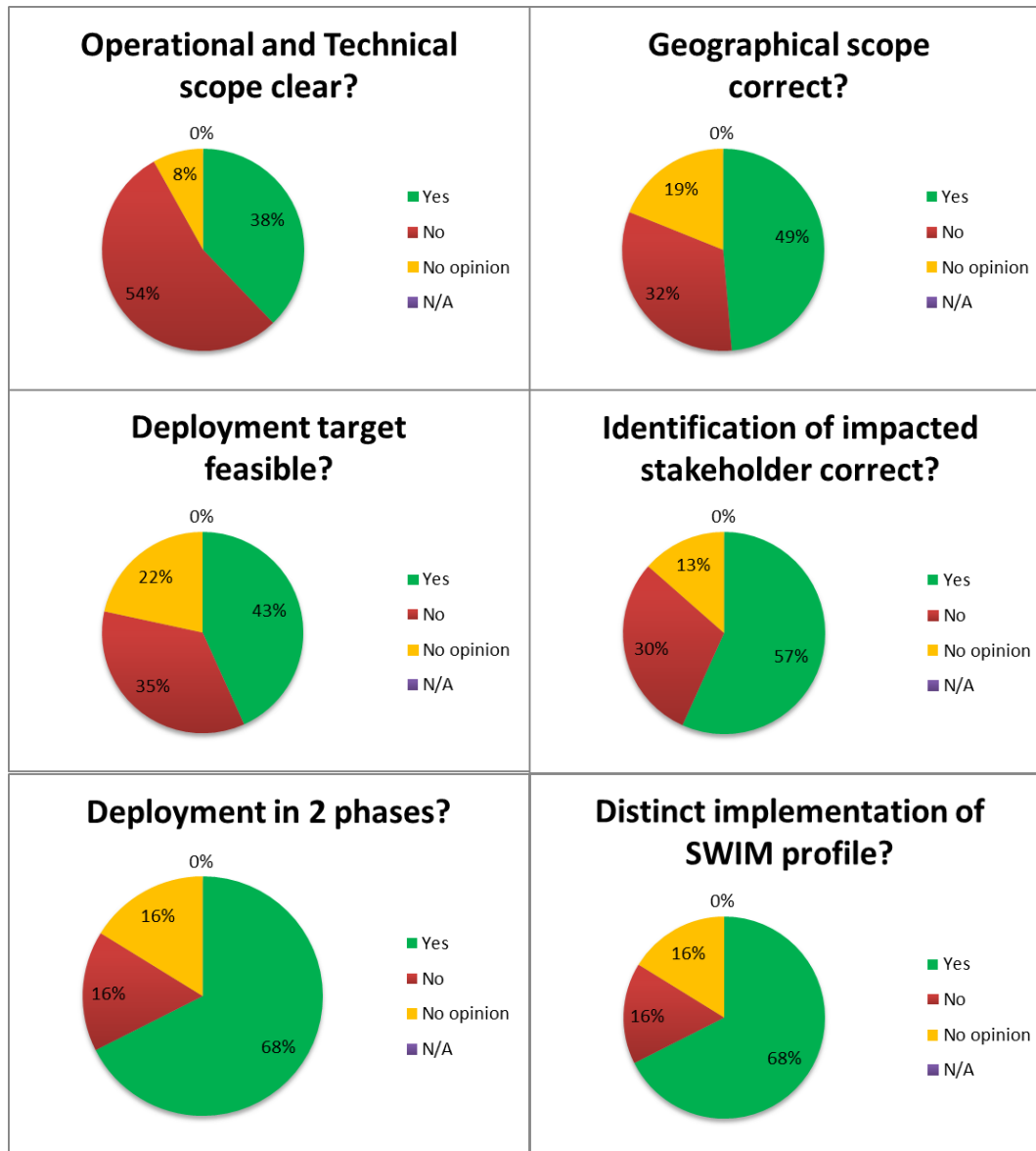
- The operational scope was not clear enough for 52% of the participants, who requested clarification, making several proposals to adapt it.
- The geographical scope is supported by 61% of the participants. Several participants raised questions around the Flight Level chosen.
- With the exclusion of the participants without opinion, the target dates are supported by half of the participants. One of the main comments leading to a negative answer is the need to have distinct target for both Free Route sub-functionalities.
- 61% of the participants validated the identification of the impacted stakeholders: the other insisted mainly for having the military explicitly referred to.

- **Quantitative Results for AF4**



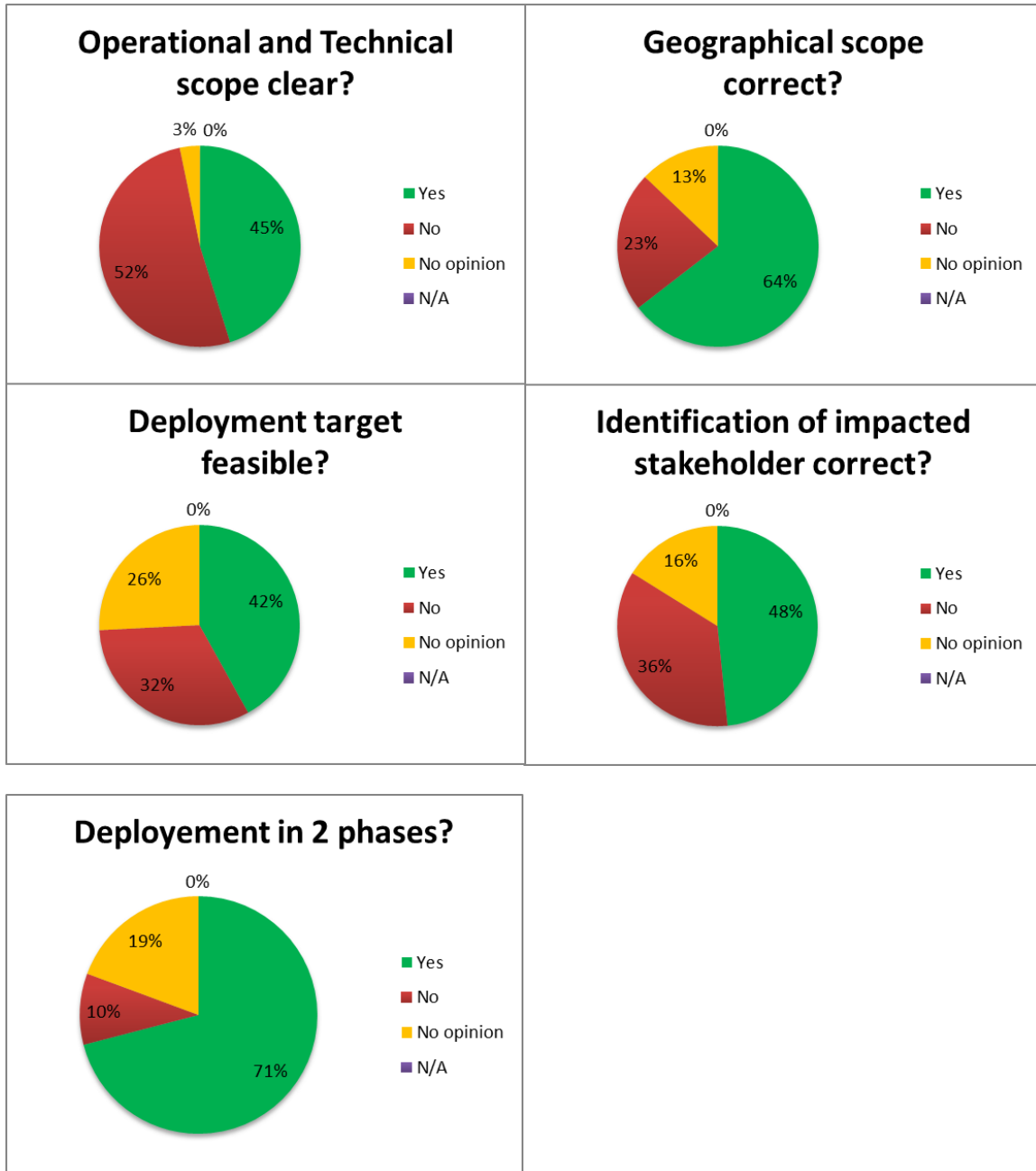
- The operational scope was considered clear for 37% of the participants. Numerous comments associated to the negative answers highlighted potential issues in case the AF5 and AF6 would only have been binding orientations, due to the important interdependencies.
- The geographical scope is supported by 84% of the participants.
- There was an important number of participant without opinion on this question (17%). 53% of the participant are supporting the proposed target dates.
- 52% of the participants validated the identification of the impacted stakeholders. The other participants mainly requested to mention the specific airport or airspace users, while the "operational stakeholders" are already identified.

- Quantitative Results for AF5



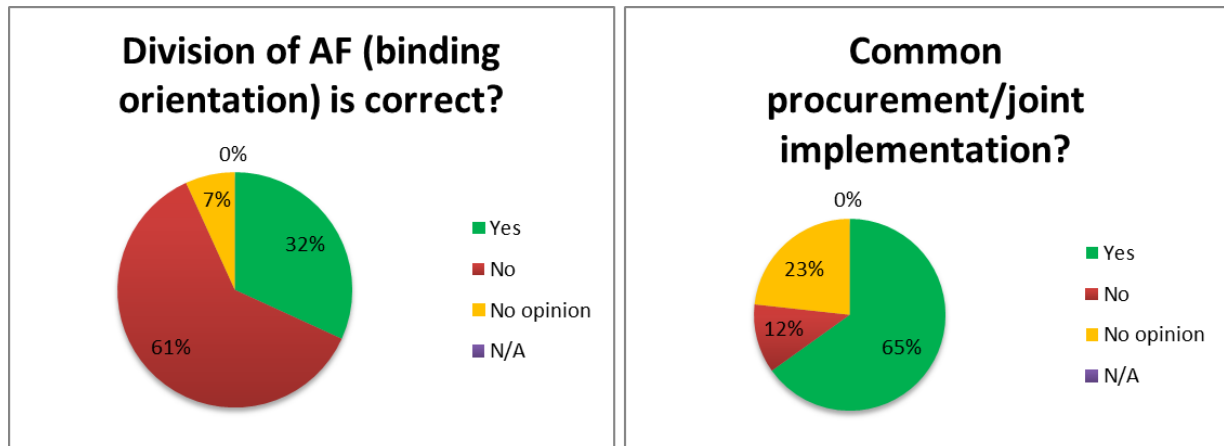
- The operational scope required clarification for 54% of the participants: some requesting the suppression of the detailed PUC identification; some requesting clarifications on the distinction between blue and yellow profiles.
- The geographical scope is supported by 49% of the participants while 19% of the participants have no opinion about it.
- 43% of the participants are supporting the proposed target dates (22% have no opinion on it): some of the participants having responded negatively proposed to anticipate the target dates or align them with other AFs. A majority (68%) is in favour of a deployment in two phases of this AF. In addition the same proportion of participants is supporting a separate implementation of both yellow and blue profiles during the deployment of the AF5
- 57% of the participants validated the identification of the impacted stakeholders. In several comments resulting from negative answers, participants proposed adding sub-categories of stakeholders or even stakeholders already identified.

- Quantitative Results for AF6



- For 45% of the participants the scope is clear. The notion of TTO/TTA required clarification for a majority of the others participants
- The geographical scope is clearly identified for 64% of the participants with a need to mainly clarify the exact reference to ICAO EUR region for others.
- The deployment target is feasible for 42% of the participants, while 26% have no opinion. A large majority (71%) is in favour of a deployment in two phases of this AF.
- 48% of the participants validated the identification of the impacted stakeholders (16% without opinion).

- **Quantitative general results**



- 61% of the participants put into question the division of the AFs into two groups (being binding or "binding orientation" only).
- 65% of the participants are in favour of a common procurement or a joint implementation in case this would be legally possible.