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GN10126

16 December 2010

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Dear all,

Please find herewith the draft report for the Joint User Requirements Group (JURG 49) which took place at the AEA offices in Brussels on 20 & 21st October 2010. You can find as attachments to this report the material presented and discussed during the meeting.

- Please note that the next meeting JURG 50 will take place during Week 21 (May 2011)

The precise date with agenda and working documentation will be distributed in due time.

With thanks and best regards,

Ms. Araceli CAL

Manager Operations & Environment

AEA | Association of European Airlines

Welcome and introductions

Chairman JM Bara/ AF

Secretary A Cal/ AEA

Review of Actions and approval of report

The last IATA / AEA JURG meeting report, JURG 48, held in Brussels on 9th and 10th of June, 2010 was distributed by IATA on 17 June 2010

The status of the action items is as follows:

#	Item	Responsible	Status
1	Letter to the SESAR JU outlining the JURG position on spectrum issues, especially Aeronautical Incentive Pricing.	IATA / AEA	Completed.
2	EUROCONTROL to request clearance from the European Commission to release data on which types of aircraft are included in requests for data link mandate exemption.	Mr. Martin Adnams EUROCONTROL	Completed.
3	IATA / AEA to send EUROCONTROL an e-mail in support of the request mentioned in Action Item 2.	IATA / AEA	Completed.
4	Airspace User Organisations to notify their members that a new call for data link funding is open.	IATA / AEA / IACA / ERA / EBAA / ELFAA	Completed.
5	JURG to provide SESAR JU with an ARINC point of contact for coordination of avionic global interoperability issues.	Mr. Jürgen Lauterbach / Chairman of JURG <i>NOTE: This action item was completed immediately following the meeting.</i>	Completed.
6	JURG members to contact their respective SESAR Performance Partnership (SPP) representative to voice any concerns before the next SPP meeting in October 2010.	JURG Members	Closed
7	Circulate an ERA paper on Airspace Harmonisation to JURG members, IATA EUR RCG members and other airspace user organisations asking for their feedback.	IATA / AEA	Completed.
8	ERA to formulate a draft JURG position paper on Airspace Harmonisation for consideration at JURG 49 meeting.	ERA Note: This action was completed with the JURG48 minutes	Closed (See Agenda Item 17)
9	JURG to write a letter to the European		Completed.

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	Commission expressing airspace user concern regarding the SPI-IR draft mandate. A copy of the letter to be sent to Mr. Patrick Ky, Executive Director of the SESAR JU.	IATA / AEA	
10	Regarding the EUROCONTROL / IATA Avionic Survey currently being circulated - IATA to request that EUROCONTROL make full use of the information received from this survey and not issue multiple surveys from various ECTL domains asking for the same or similar information.	IATA	Completed.
11	As Chairperson of the SESAR Airline Group (SAG), Ms. Araceli Cal to write to JURG members seeking approval for expansion of the SAG to include other airspace user organisations.	Ms. Araceli Cal - SAG Chairperson	Closed.(See agenda item 6)
12	If the JURG approves changes to the Constitution and Terms of Reference of the SAG, the Chairperson of the SAG to ensure that new TORs are drafted and implemented.	Ms. Araceli Cal - SAG Chairperson	Closed.(See agenda item 6)
13	JURG members to be invited to comment on and support a special arrangement for JURG 50. Members to be asked for comment on JURG 50 (Date/Location/Agenda Items)	IATA / AEA	Closed. (See agenda item 17)
14	JURG Secretariat to request States and ANSPs to implement BaroVNAV procedures.	IATA / AEA	Closed. (See agenda item 10)

Regarding Action 2, JURG members requested a follow up action

Action_JURG49- 1. AEA/IATA to request Eurocontrol to provide to the JURG the data on which types of aircraft are included in requests for data link mandate exemption.

See attachment 2.0 - draft report of the Exemption Cell presented to the last SSC meeting (final report due in December 2010)

The JURG 48 report was approved.

Single European Sky Update

AC/ AEA provided an overview on the recent developments on the Single European Sky (SES) and the challenges faced.

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The **Performance Scheme IR** and the **modified Charging Regulations** were approved in Summer 2010. A **Performance Review Body (PRB)** was appointed by the European Commission to make a proposal for Europe Wide Performance Targets for the first reference period (2012-2014). It is important that this body encompasses airline expertise, although the current composition is closed, member airlines should strive to find suitable candidates to apply to the PRB.

Action_JURG49- 2. Members to find potential candidates for the PRB to ensure airline expertise is preserved.

Action_JURG49- 3. AEA/IATA to lobby the Commission to ensure that there is an increased presence of airspace users in the composition of the PRB (action was also endorsed by PPC).

The **EU Wide Performance Targets** must be adopted by the Single Sky Committee of the Commission (Composed of representatives from the member states, generally form Civil Aviation Authorities or Transport ministers). Once approved the EU targets must be transposed into regional targets (at national or FAB levels).

The Performance Scheme and the Performance targets constitute the main pillar of the SES and aims at ending the economical disputes over **ATC charges**. Thanks to the continued efforts from AEA (name & shame campaign against states raising the ATC charges), Vice President Kallas sent a **letter to the EU Transport Ministers to freeze the 2011 ATC charges**.

Action_JURG49- 4. AEA to circulate the Kallas letter on Freeze of ATC Charges 2011 to JURG members.

Currently the Commission is developing an implementing rule on **Network Management Functions**, this will be a key pillar on the operational development of SES. AEA and IATA have developed a joint position that has already influenced the drafting of the rule, ensuring level of ambition. Members are encouraged to use this position paper in talks with their national authorities. This NMF rule is to be approved by the Single Sky Committee early in 2011 at the latest.

The NMF will include the development of a **Crisis Cell** to coordinate operations in Europe in the event of a crisis. This was the result of the extensive lobbying campaign by AEA to ensure minimal operational disturbances during the **volcanic ash crisis**. AEA developed a position paper on operations in areas with risk of volcanic ash presence.

The European Commission has also released a **IR on FABs** consisting of proposed information relative to the FAB (such as i.e. safety case and cost benefit analysis) which Member States would have to submit to the European Commission when declaring a FAB. The draft SES IR adoption is planned for end of 2010.

Action_JURG49- 5. JURG members to comment on the draft IR on FABs before the end of November.

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IP1 Update

The SESAR Implementation Package 1 **IP1 Steering group** (IP1 SG) created by the European Commission first met on April 2010 and agreed to follow a working methodology aiming at adopting recommendations for consideration by existing decisional processes as the result of a wide data collection process, gaps identification and analysis is approved. It agreed also to establish a **team of experts** from Eurocontrol, SJU, EASA and the investing industry under the coordination of the Commission with the objective to carry out the detailed technical work between the meetings of the steering group.

KLM, Lufthansa and Air France are part of the IP1 SG. MM/LH made a presentation on the latest development of SESAR Implementation Package 1 (IP1) following the second meeting of the group. The group agreed that **IP1 deployment is on a critical situation** based on the 14 Operational Improvements (OIs) analyzed (about 80% yellow or red status). A **solid governance** for SESAR deployment is needed, with **immediate transition arrangements** towards the final SESAR deployment target.

See attachment 4.0

SESAR Update

AC/AEA made a presentation on the SESAR Update on behalf of Alain Siebert /SESAR Joint Undertaking (SJU) and Ben Berends / KLM See attachment 5.1

The SESAR ramp-up phase has been completed, with 85% of the program in execution by end of 2010. The projects have been aligned to the milestones set in the Definition Phase and according to the Service Levels defined in the ATM Master Plan. A review was conducted to assess the overall **program maturity**, which revealed that maturity is lower than claimed by SJU members, with the link between projects, deliverables and performance targets still weak. In order to keep up the pace the SJU has created the periodic **Release**, grouping those projects that need additional effort to deliver on time (with a view to meeting the 2013 deadline). A Definition for the scope of the Release (where the activities needed are identified) is followed by a preparation phase that moves progressively the validation activities closer to operation.

Action_JURG49- 6. JURG Members to comment on Page 5 of SJU Presentation "IP1 Elements not covered by the IR"

During the last AEA Presidents Committee meeting Patrick Ky was invited to make a presentation on the SESAR program and its developments. The need for **Public Funding** to ensure the successful deployment of the Master Plans was highlighted. The Airline community cannot carry the burden of pre-financing the whole program. The European Commission and European Parliament are quite supportive of public funding for SESAR deployment, but the National Member States must also give support. AEA has developed a **SESAR Funding Strategy**, a position paper to be used by the AEA members with their national authorities to ensure that the member states support public funding for SESAR.

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SAG Update

The SAG was created by those airlines participating in the SESAR program to ensure appropriate coordination of airspace users interest. The TORs have been updated to reflect participation (with observer status) of no-frills airlines participating in SESAR as well as IOPA.

Members agreed that airlines will have to coordinate individual contributions to the SESAR JU Work Program and find ways to efficiently use scarce airspace user expertise over the various projects of the SJU WP.

The SJU has created the **Quarterly Contribution Review Meetings** which aim at ensuring coordination of AU input in the different projects. This could be used to replace the need for separate meetings of SAG. If this proves a flawed approach, the SAG should be re-stated.

Action JURG49- 7. AEA/IATA to request the SJU to have a closed AU Session in advance of the QCR Meetings (as renewed slimmed SAG)

Datalink AOC

Peter Huisman / KLM and Philippe Renaud / SJU Program Manager for WP9 and WP15 presented the progress made in the AOC Datalink Dimensioning Project of SESAR. This project was tasked to Refine the requirements for AOC Datalink applications currently described in the SESAR Communication Operational Concepts and requirements. Airspace users involved in this project include KLM, SAS, EBAA and ELFAA.

The main objective is to define a system to replace VDLM2 progressively as from 2020, as it cannot guarantee the quality of service for certain capabilities needed for 4D trajectories. The supporting (mobile) technologies considered are: Ground-based: LDACS 1 and LDACS2; Satellite based: choice to be made between; dedicated system (e.g. Iris/Antares) Vs commercial (adapted) service (e.g. SBB); Airport dedicated: based on 802.16 The implementation choice is up to the airspace users but the idea is to develop a system capable of coping with the AOC Datalink as well.

The project has concluded that AOC applications do not have more stringent requirements than ATS applications. As a consequence, datalink service dimension to support ATS QoS should be able to support the requirements which are necessary to support AOC services. Additionally, certain AOC applications should be classified as ATS, with possible impact on ATS capacity requirement.

The airspace User conclusion is that total bandwidth requirements for a single aircraft in 2020 will be a significant number of times higher than today (ATS and AOC combined), around 80% of the increase will be "On Ground", but change driven by Costs-difference between Surface datalink and airborne datalink.

The group recommendation is that new datalink should be a global standard, and should remove segregation among ATC, AOC, AAC, APC traffic. The design of datalink should be able to handle large-amount-of-bytes messages.

The presentation included explanations on how to read the report that was circulated in advance of the meeting ([See attachment 7b](#)).

Action_JURG49- 8. JURG members to provide comments to the Datalink AOC (distributed in advance of the meeting – attached also to this report for convenience) by mid November.

FANS over North Atlantic

It's unclear whether the current requirements will be covered by Airbus Fans A or will require A+. Boeing FANS 1 seems to cover the current requirements. Members are encouraged to check with their manufacturers to clarify the implications of this mandate in their fleet and to ensure that they will meet the requirements.

Action_JURG49- 9. AEA/IATA to distribute the ICAO Doc 7030/5

Some operators expressed their concern about compliance for short range aircraft flying to Azores or Iceland regularly, these types of aircraft (i.e.B737) should be exempted from this mandate.

Action_JURG49- 10. AEA/IATA to lobby for exemptions for short range aircraft flying the NA tracks (regular flights to Azores or Iceland with short range aircraft).

The ICAO Requirements for FANS over the North Atlantic can be found as attachment to this report (See attachment 8).

PBN Implementation

See Attachment 9 with the PBN APV Baro VNAV implementation Status. Tour de table on PBN implementation on national member states.

Germany has published an AIC, and they will go for Baro VNAV in major airports before the end of the year. In the UK there is a split between UKCAA and NATS, however there is a plan in place and they aim to fulfill the PBN Requirements, firstly developing RNP approaches and then decide on a case by case for vertical guidance or satellite guidance. Netherlands has published a plan but is quite high level with no clear commitments. The Swedish CAA, (Transportstyrelsen) issued in September new provisions regarding the shaping and use of the air space, which will enter into force in December 2013 and 2014, It states that a aerodrome with a runway for instrument approach must have an APV-procedure for each such runway. This APV-procedure shall be based on pressure altitude (Baro-VNAV) and/or satellite navigation (GNSS) with support function. France does not officially have a published plan. They will develop EGNOS procedures in all runways by 2016 and additionally upon request, they will overlay Baro VNAV procedures.

Action_JURG49- 11. JURG members to comment on / update PBN Implementation Paper (attached to this report).

RNP-AR Draft Position

Discussion on the Draft JURG Position paper on RNP AR and RF Legs. See attachments 10a and 10b (distributed in advance as working papers but attached to this report for your convenience).

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The RNP AR development decision should be taken locally with a positive business case. It cannot be mandated based on a generic business case. The RNP approval requires an approval for each procedure so there are marginal cost increase on top of the bulk costs of equipping and training. The RF legs capability, which should not be linked with RNP AR, but with RNP APCH, could cater for most situations. There are some other environmental constraints that could make the case positive.

There are other alternative procedures that can be used and should be used in most European airports. The ARNP AR should never be imposed on Airspace Users to fly in any destination, as this is a very stringent procedure, it should be adopted voluntarily but not imposed.

Action_JURG49- 12. JURG members to review the draft JURG position on RNP-AR and provide comments before end of November

EASA AMC 20-26 and 20-27

AMC 20-26 is the EASA requirements for RNP – AR (Authorization Required) and AMC 20-27 is the EASA requirements for RNP – APCH. The EASA requirements contained on the AMC 20-26 and AMC20-27 are more stringent than those required by the FAA. This is causing difficulties for those operators requesting operational approval to their CAAs based on the EASA AMCs.

AEA and IATA have sent a letter to EASA to complain about it and have requested a meeting to discuss the need for such stringent requirements.

Action_JURG49- 13. JURG members to volunteer to participate in a meeting with EASA to discuss AMC 20-26 and AMC20-27 requirements.

Action_JURG49- 14. JURG members to volunteer for a task force to develop a detailed position regarding EASA AMC 20-26 and AMC20-27 requirements.

Boeing 737 AFM states that the 737 complies with AC 20-129 and that AMC 20-26 has stricter performance requirements and that there is no statement in the AFM regarding AMC 20-26. Airbus A32X AFM did not have any statement either but stated that the AFM for the A32X would include an approval statement in the beginning of the 3rd quarter 2010 – this has not happened yet. Some operators have received an approval by their Authorities according to AMC 20-26 based on a FAA letter stating that the 737 complied with the requirements according to AC90-101, which are close to AMC 20-26 .

Action_JURG49- 15. AEA Secretariat (Action of Operations Subcommittee) to write to aircraft manufacturers to request the provision of compliance statements free of charge.

SPI IR & Acid Consultation Update

Several round of consultation, unsatisfactory outcome despite repeated comments by Aircraft operators. The new proposed compliance dates (Article 4 Paras 5-9)were changed after the SPI IR / ACID IR workshop: now forward fit 8 Jan 2015 and retrofit 7 Dec 2017 . Also Article 4, Para 12 is new; from 2 Jan 2020 this precludes ANSPs

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using new 1030Mhz surveillance interrogators unless ADS-B data is used in the surveillance chain. The requirements are lower than initially for ANSPs. Also it requires equipage with 260B, which has unclear cost implications. No ADS-B in services are foreseen.

LH reiterated that airlines need to have a clear vision and strategy for ADS-B in, AF agreed but warned about pushing too much for ADS-B in as, according to SJU, it is not mature enough, and could delay the issue of this rule, with the associated risk to postpone too much ADS-B introduction. We need to accept this rule but continue to push for a strategy for ADS-B in separately.

There are no further consultation rounds foreseen, the current proposal (see [attachment 12](#)) will be discussed and approved by the European Commission's Single Sky Committee.

Action_JURG49- 16. AEA/IATA to draft a template letter raising concerns over the current SPI IR text for SSC members.

Action_JURG49- 17. JURG members to translate the draft template letter on the SPI IR and send it to the national representative of the SSC committee

Update on the TCAS 7.1 status / plans

In September EASA issued its Comment Response Document (CRD) for NPA 2010-3 which proposes to mandate the Traffic Collision Avoidance System (TCAS) Version 7.1 for flights through EU airspace. A final EASA Opinion is expected for early next year/ later this year.

AEA fully supported the rationale for such a rule to solve safety deficiencies of the existing TCAS. AEA had also asked for enough compliance time for the retrofit to avoid excessive costs related to aircraft downtime. EASA has only slightly shifted the proposed retrofit date (to 1 December 2015 instead of 1st March 2014 as proposed in its NPA) regardless of the timely availability of service bulletins from OEMs. The date for new aircraft to be equipped remains 1st March 2012.

A tour de table with the JURG participants confirmed the strong support for this rule, however airlines are uncertain about the required timelines for compliance of their own fleet due to the lack of clarity by some manufacturers on the availability of the SB. It was agreed that AEA/IATA should support the current rule, but alert authorities about the risk of some avionics manufacturers not being ready on time.

Datalink Update

AEA made a presentation on behalf of M. Adnams from Eurocontrol (See [attachment 14](#)).

The Datalink IR dates have not changed (FF 2011,RF2015, ANSPs core 2013, ANSPs all 2015). All aircraft operating IFR in the EU airspace are subject to this rule unless exempted, either by the Article 3 (FANS until 2014, 20 years old in 2017, state aircraft and those for testing and delivery) or by the article 14: Aircraft types reaching the end of their production life and being produced in limited numbers, or types for which re-engineering costs required could be disproportionate due to old design.

For exemptions under article 14 a request must be made to the European Commission(POC Eduardo Morere Molinero), who submits the Exemption Request

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(ERQ) to the Exemption Cell, operated by Eurocontrol. The Cell will discuss with the applicant and issue a Report that needs to be approved by the Single Sky committee. The number of aircraft concerned is low as was predicted: so far 9 Airspace User ERQs for 6 different aircraft types and 5 Aircraft Manufacturer ERQs for 48 different types (older business, regional types). This does not have an impact on the dates for ground implementation.

Flight Adherence Days

Christian Faber, from Eurocontrol CFMU, made a presentation (see [attachment 15](#)) on the initial results of the Flight Level Adherence Days Trial held on the 30th September & 1st October 2010.

The concern for flight level adherence resulted from investigations into sector over deliveries. There is a clear indication that ACCs, as a result of unplanned flight entry, reduce their capacity to protect their sectors and thus there is a potential loss of capacity to the network.

The objective of the trial was to measure the effect of adherence to the Flight Plan (FPL) and ATFCM measures and, to determine benefits arising from more accurate RFL with regard to improved predictability, reduced overloads/over-deliveries, and overall network performance.

The traffic volumes compared closely to the comparison dates of the 9th & 10th September. The traffic delays were higher on the trial days but the causal factors were both similar in nature and location. There was no evidence to suggest that an increased adherence to flight levels during the trial days was a delaying factor. The Flight Level adherence over the 2 day trial showed an overall improvement of some 5% over the comparison dates.

The Pilots reports: general view that level adherence did not impact upon their operations though some were not able to climb to their optimum level.

The ATCO reports: Controllers were split as to whether adherence increased their workload, but a majority considered that their provision of service had been limited.

The Operators reports: There are differences in the understanding of the purpose of the flight plan: either seen as a means to provide only basic data, which then provides the crews the flexibility for change or a tool to improve flight efficiency and increased capacity due to a more accurate profile and fuel calculation within the flight plan.

AOB

Flight Level Harmonization Paper (by ERA)

During JURG 49, ERA presented a paper on Flight Level Harmonization. The final paper was distributed by email for approval at this meeting. The chairman decided to postpone the approval to the next JURG meeting where ERAA representative can summarize the final paper prior to its endorsement by JURG. See attachment 16.2

Preparation for JURG 50

The idea was to have a large audience workshop in Eurocontrol facilities to celebrate the 50th JURG in January 2011, but due to the lack of resources from the associations

and the short lead time it was decided to postpone it until May (Week of the 23-27 May)

The JURG 50 must be seen as an achievement of this group and should set the scene for the future, it needs to be a major workshop. A preparatory JURG meeting (JURG 49 bis ?) might be needed early in the third week of January (26 January) – this will be confirmed as time gets closer.

IATA will draft a tentative agenda by early December. Final agenda will be agreed in early January. Speakers will be contacted in January, to ensure ample time to prepare the workshop and reach a wide audience.

Belgocontrol will check the possibility to host JURG50 if Eurocontrol premises are not available.

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Action Items JURG/49

#	Item	Responsible	Status	Comments
1	AEA/IATA to request ECTL to provide to the JURG the data which types of a/c are included in the exemption reg. the data link mandate.	AEA/IATA	open	
2	Members to find potential candidates for the PRB to ensure airline experience is preserved.	JURG members	open	
3	AEA/ IATA to lobby the Commission to ensure that there is an increased presence of airspace users in the composition of the PRB (action was also endorsed by PPC).	AEA/IATA	open	
4	AEA to circulate the Kallas letter on Freeze of ATC charges for 2011 to JURG members.	AEA	closed	Circulated on 10AUG11. Action item has to be corrected in such a ,manner that the letter was sent to Mr Tytgat. The consequence of this was that Mr Kallas was willing to approach the affected Ministries of Transport.
5	JURG members to comment on the draft IR on FABs before the end of November 2010.	JURG members	closed	no comments received
6	JURG members to comment on page 5 of SJU Presentation on "IP1 Elements not covered by the IR".	JURG members	closed	no comments received
7	AEA/IATA to request the SJU to have a closed Airspace User Session in advance of the QCR meetings (as renewed slimmed SAG).	AEA/IATA	closed	
8	JURG members to provide comments to the Data Link AOC (distributed in advance of the meeting – attached also to this report for convenience) by mid November.	JURG members	closed	no comments received
9	AEA/IATA to distribute the ICAO Doc 7030/5	AEA/IATA	closed	
10	AEA/IATA to lobby for exemptions for short range a/c flying the NAT tracks (regular flights to Azores or Iceland with short range a/c).	AEA/IATA	closed	IATA is watching this item carefully – exemption conditions have not yet been agreed by ICAO;

11	JURG members to comment on/update PBN Implementation Paper (attached to this report).	JURG members	closed	no comments received
12	JURG members to review the draft JURG position on RNP-AR and provide comments before end of November.	JURG members	closed	no comments received
13	JURG members to volunteer to participate in a meeting with EASA to discuss AMC 20-26 and AMC 20-27 requirements.	JURG members	closed	Mtg took place on 26NOV11 – Report distributed.
14	JURG members to volunteer for a task force to develop a detailed position reg. EASA AMC 20-26 and AMC 20-27 requirements.	JURG members	closed	Mtg took place on 26NOV11 – Report distributed.
15	AEA Secretariat (Action of OPS SC) to write to a/c manufacturers to request the provision of compliance statements free of charge.	AEA Secretariat	open	
16	AEA/IATA to draft a template letter raising concerns over the current SPI IR text for SES SC members.	AEA/IATA	closed	Done on 28JAN11
17	JURG members to translate the draft template letter on the SPI IR and send it to the national representative of the SES Sub committee.	JURG members	closed	