

Meeting ADB(M)048

Minutes

ADB(M)048- MoM

Date of the Meeting: 17 December 2019

Time: 10:00-14:00

Place: SJU, av. de Cortenbergh, 100 - 1000 Brussels

Board Members and other participants

SJU Members	Representative		
European Union represented by the European Commission (EC)	Mr Henrik Hololei	Member	
	Ms Christine Berg	Observer	
	Mr Octavian Vasile	Observer	
EUROCONTROL	Mr Eamonn Brennan	Member	
	Mr Philippe Merlo	Alternate	
Airbus	Mr Hugues de Beco	Alternate	
AT-ONE	Mr Dirk Kügler	Member	
B4 Consortium	Mr Maciej Rodak	Member	
COOPANS	Mr Miriam le Fevre	Alternate	
Dassault	Mr Alain Boucher	Member	<i>excused</i>
DFS	Mr Gerhard Tauss	Alternate	
DSNA	Mr Philippe Barnola	Alternate	
ENAIRE	Ms Mariluz de Mateo	Member	
ENAV	Mr Cristiano Cantoni	Alternate	
Frequentis SESAR Partners	Mr Michael Holzbauer	Member	
Honeywell	Mr George Papageorgiou	Alternate	
INDRA	Mr Rafael Gallego	Member	
Leonardo	Mr Fabio Ruta	Alternate	
NATMIG	Mr Magnus Lindegren	Observer	
NATS	Mr Dave Curtis	Member	
SEAC	Mr Frank Poetsch	Alternate	
Skyguide	Mr Thomas Buchanan	Member	
Thales Air System SAS	Mr Luc Lallouette	Member	
Thales Avionics SAS	Mr Philippe Benquet	Member	

Stakeholder representatives	Representative		
Military / European Defence Agency (EDA)	Mr Christophe Vivier	Observer	
Civil users of airspace (AU)	Mr Giancarlo Buono	Member	<i>excused</i>
	Mr Robert Baltus	Alternate	
	Ms Sylviane Lust	Permanent	

		Observer	
Air Navigation Service Providers (ANSP)	Mr Eduardo García González	Alternate	
Equipment manufacturers (EM)	Mr Vincent de Vroey	Member	<i>excused</i>
Airports (APT)	Mr Aidan Flanagan	Alternate	<i>excused</i>
Staff in the ATM sector (STAFF)	Mr Theodore Kiritsis	Member	<i>excused</i>
Scientific community (SC)	Mr Peter Hecker	Member	

Permanent Observers

European Commission - Directorate General for Research and Innovation	Sebastiano Fumero	Member	
	<i>tbd</i>	Alternate	

Permanent representatives

Representative

SJU Executive Director	Mr Florian Guillermet		
SJU Deputy Executive Director	Mr Peter Hotham		
SJU Chief Administration Affairs	Mr José Calvo Fresno		
SJU Internal Audit Capability	Mrs Véronique Haarsma		
Secretary of the Board	Mrs Ilaria Vazzoler		

European Commission - DG BUDG	Ms Ludmila Milotová		
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Item 1 Introduction

The Chairperson, Mr Hololei, welcomed the Board Members to the 48th Ordinary Meeting of the SJU Administrative Board, the third and last ordinary meeting of 2019.

He then welcomed:

- Mr Luigi Iacometta, Vice President Europe Business Area in Leonardo's Traffic Control Systems Line of Business as new main representative for Leonardo;
- Mr Vivier, Head of Single European Sky / SESAR Unit, attending as observer for EDA because the main and the alternate representatives could not attend;
- Mr Magnus Lindegren attending as observer for NATMIG because the main and the alternate representatives could not attend.

He informed the Members that Dassault was represented by AIRBUS, as representatives could not attend due to strikes in France.

Verification of the voting quorum

- ▷ The quorum was verified.

Adoption of the agenda

No Board Members proposed additional changes to the Agenda.

- ▷ The Board adopted the Agenda.

Disclosure of conflicts of interests

The Chairperson reminded the participants of their obligation to declare any real or potential conflict of interest on any agenda item. Board Members and participants were required to fill in and sign the relevant declaration in accordance with Article 2.4 of

the Board decision on conflict of interest ADB(D)-10-2008 as modified by Decision ADB(D)-03-2012. Copies of the complete text of the decision were available in the meeting room in order to allow participants to better understand their obligations in terms of declaration of conflict of interest.

- ▷ The Chairperson noted that no conflict of interest was declared on any agenda item and that all participants had completed the declarations on conflict of interest.

Mr Hololei provided an update on the most important developments on the Commission's side since the last meeting.

New Commission priorities/Green new Deal and link with the Single European Sky

The Chairperson commented that one of the new Commission priorities is the European Green Deal that in the mobility and transport sector will translate into the following objectives:

- Increasing the uptake of clean vehicles and alternative fuels;
- Incentivising the right consumer choices and low-emission practices, including by ensuring that prices reflect the impact on environment;
- Improving efficiency across the whole transport system.

He informed that DG MOVE will start working on a comprehensive strategy for smart and sustainable mobility.

He also underlined the reference of the Green Deal to the delivery of the Single European Sky: the sense of urgency to reform the SES has gained momentum and has been supported by the joint stakeholder declaration on the future of SES, signed in September by 22 stakeholders' organisations and staff associations.

The Commission has recently presented some possible elements for reform to the Aviation Working Party in the Council and a policy debate was held at the Transport Council on 2 December. Mr Hololei expressed his appreciation for the support expressed by the Commissioner and the Presidency and he regretted that some delegations denied the urgency of this reform, showing a disconnection between the political level, the experts and the ANSPs.

Mr Hololei informed the Board that he attended personally the meeting of the DGCAs in mid-December where he rebutted all the misleading arguments.

He added that MEP Marian Marinescu confirmed that the European Parliament fully supports the SES reform and stands ready to restart trilogue negotiations as soon as possible.

Another important element is the usage of sustainable aviation fuels (SAFs), thus creating a true industrial policy that would also put Europe in the forefront of promoting the production and use SAFs. At the same time, it will be important to maintain technology neutrality and keep on investing into solutions - like hybrids and electric propulsion - that would be deployable in the medium/longer term.

The Chairperson stressed that the aviation sector is perceived as not doing enough to limit its environmental footprint. Therefore it is important to accelerate efforts to reduce emissions in absolute terms.

He informed that DG MOVE started the revision of the legislative proposal for the SES reform, taking into account Member States positions and the upcoming exit of UK from the EU.

He highlighted that all stakeholders must contribute to the effective SES reform.

Performance

Mr Hololei informed that the Commission, assisted by the PRB, is currently assessing the performance plans submitted by Member States on 1 October. A preliminary assessment indicates that the consolidation of the individual targets provided in the plans

unfortunately exceeds the EU-wide targets by a significant margin for the environment, capacity and cost-efficiency targets. He commented that the European Commission is concerned about the significant increase in costs and as well about the deterioration of environment and capacity performance.

Network Functions

Mr Hololei informed that on 17 December the Commission adopted a Commission Implementing Decision approving the Network Strategy Plan (NSP) 2020-2029, which would apply as of 1 January 2020.

The Plan, which will be publicly available on the Network Manager's website, guides the network's long-term development to achieve the performance targets for the network functions.

Also on the 17 December the Commission adopted a Commission Implementing Decision on the appointment of the members of the Network Management Board and European Aviation Crisis Coordination Cell.

The members of the Board and the crisis cell are appointed for the duration of RP3 (2020-2024). The Network Management Board includes non-voting members representing the ANSPs of the associated countries giving it a pan-European dimension.

Preparations for the future ATM R&I partnership

Mr Hololei then informed the Board that the preparation for the establishment of future European research Partnerships, including the successor of the SESAR Joint Undertaking has accelerated over the past months.

He thanked the Members for the input provided for the impact assessment, as this contribution is instrumental for the future partnership.

He stated that Member States have requested to be more closely involved in the preparation for future partnerships, via both the Research and the Transport Ministries. To this end, in November the European Commission has organised a Workshop with the Member States to discuss their particular interest to contribute and to play a more active role in the transport partnerships. Member States are not seeking to be directly involved in transport JU governance (the current ECSEL JU is the only case), but would like to be involved in the strategic planning phase.

While, in general, there are diverging views on R&I Transport Partnerships between Member States, there is strong support for cross-partnership cooperation on high-level priorities, such as sustainable transport and inter-modality.

He underlined the strong consensus on the need to support the uptake of research results through standardisation to ensure the interoperability of transport systems across Europe.

For SESAR, given the role of the Single Sky Committee in adopting the Master Plan, the involvement of Member States is catered for; DG MOVE intention is to maintain their involvement in the Research and Planning phase.

The public consultation on the future Partnerships concluded in November. The initial results show strong support from the stakeholders for the EU's intervention in ATM research, with 70% of respondents preferring a JU as method of establishing the future partnership (the highest percentage across all 13 initiatives).

In parallel, the consultant preparing the impact assessment has carried out over 50 interviews with stakeholders. The report, assessing the pros and cons for establishing the future partnership in the two formats, indicates that the "JU option" is better positioned to deliver faster and better results compared to the contractual partnership.

Building on the results of the study, DG MOVE would finalise its own impact assessment by February. The validation of the Commission's central services would be sought in March with the aim to adopt a Commission Proposal for a new JU Regulation in the 2nd quarter of 2020.

The Chairperson stressed the importance of translating the lessons learned from the implementation of H2020 into the text of the future JU Regulation and of achieving the right balance on a number of topics still under discussion, taking into account the

current constraints:

- Member States' interest to have a strong role and intention to impose a cap on funding for partnerships (currently 50% of the total Cluster 5 budget);
- the high number of transport partnerships in preparation, which translated into the need of making a very strong case on why a partnership for ATM is essential;
- the broader research community requesting more transparency and open access to partnership funding;
- the pressure to increase EU funding leverage, i.e. to generate more research work with the same limited funding.

In the meantime, the negotiations on the future EU long-term budget are in a deadlock (the recent Finnish Presidency proposal for the MFF reduced Horizon Europe funding significantly).

Revision of the Pilot Common Project / CP1

The Chairperson informed that the Pilot Common Project (PCP) would come to an end and that the EC, the SESAR Deployment Manager and the SJU are preparing the Common Project 1 (CP1). In the focus of CP1 are the functionalities which are the most critical for the European ATM upgrade while being also mature and having a need for synchronized implementation across a wide range of stakeholders. They will include functionalities that were included already in the PCP but also new, such as AMAN/DMAN integration.

The CP1 process is closely linked to the Performance Scheme, especially to the reference periods 3 and 4. This is the timeframe during which necessary investments by ANSPs and the user community will have to be made to deliver the set of ATM functionalities included into the CP1 and reap the benefits to the European ATM.

The planned timeline of the CP1 takes into account the fact that not all conditions are met for immediate implementation of all functionalities. Therefore an industrialization check-point is envisaged for 2023 by which all technologies included into CP1 need to be ready for implementation. Those which do not pass this test would move to a future common project.

He added that the PCP review process is advancing with the objective of transforming the PCP into CP1. The process will be combined with a review on the modulation of charges for RP4, in particular in relation to situations of non-implementation of mandatory requirements.

He also said that the CP 1 process is ongoing and on the 16th of December, SDM launched its stakeholder consultation on the draft technical annex of the CP1.

Mr Hololei informed that the EC expects to receive the updated annex and the results of the consultation in February 2020. Then, the Commission will prepare a draft legal text of the CP1 and launch for the full proposal an appropriate consultation process with stakeholders.

He concluded by saying that the CP1 and the modulation of charges for RP4 would be discussed in the Single Sky Committee meetings over the coming year and the EC is seeking to obtain a final approval of the CP1 in November 2020.



Conclusions on item 1

- The Board took note of the information provided by the Chairperson.

Item 2 European ATM Master Plan activities*

Mr Guillermet presented the European Master Plan update and recalled that the European ATM Master Plan campaign was launched at the Digital Transport Days in Tallinn in November 2017, with the aim of steering the Master Plan and the whole SESAR endeavour towards the digital transformation of the entire Air Traffic Management system.

The work was kicked off with Eurocontrol in 2018 with the involvement of a stakeholders' expert group under the Master Planning Committee oversight. Particular attention was dedicated to the integration of the drones' roadmap.

An intense consultation activity took place in 2019 where Member States and stakeholders contributed to providing inputs for the final updated version, approved by the European Commission and Eurocontrol in Q4 2019.

Mr Guillermet concluded by saying that the final document constitutes a sound basis for identifying and defining future activities. It provides a clear vision for the finalisation of the SESAR project, towards a "digital European sky" based on interoperable and more automated systems allowing smooth data exchange and "capacity-on-demand". In addition it re-prioritises actions to address capacity shortage, in particular through combining operational improvements and technological solutions (Airspace Architecture Study). It also addresses integration of all air vehicles, manned and unmanned, civil and military, in all airspaces, controlled or not (first reference to U-space) and contains tools to accelerate SESAR market uptake.

The updated Master Plan also reflects the human dimension and acknowledges the change needed in a more automated environment and it is synchronised with EASA's European Plan for Aviation Safety (EPAS).

The printed version will be distributed at the WAC in March.

The Chairperson thanked the SJU team and Eurocontrol staff involved in the preparation of the ATM Master Plan update.

He commented that this new edition represents an up-to-date roadmap for the modernisation of ATM that indicates a clearer path towards achieving the "digital European sky".

It is the result of the intense effort made by all the experts during the campaign, building also on the lessons learnt over the past 12 years of R&D work and from an evolving and maturing partnership.

It also reflects the capacity to understand and address future challenges, thanks to key developments and recent discussions within the aviation community and the European Institutions on the future of SESAR and of the Single Sky.

Furthermore the new edition of the Master Plan defines the objectives of the digital European sky, based on interoperable and more automated systems capable of exchanging data and offering 'on-demand' capacity for ATM. It builds on the recommendations of the Airspace Architecture Study, it includes a roadmap for the integration of all drones and the relation with the needed U-space services.

It better reflects the human dimension to efficiently manage the change needed in a progressively more automated ATM environment.

Mr Hololei pointed out that the new approach inspired by the Master Plan will contribute to accelerating the deployment processes by progressively closing the maturity gap between research and development and industrialisation. It also supports the achievement of Union-wide performance target with an increasing focus on sustainable and environmental indicators. It constitutes a tool that will support activities and decisions in the technological and operational field of ATM for the years to come.

This result was possible thanks to a very successful and committed partnership.

He suggested that the new edition of the European Master Plan would be dedicated to

the memory of Mr Stefano Porfiri, who strongly supported ATM Modernisation in Europe.

Mr Hololei concluded by confirming that the Commission, on behalf of the European Union, approved the proposal for a modification of the ATM Master Plan, as presented to the Administrative Board of the SESAR Joint Undertaking on 25 September 2019.

Mr Baltus (AU) commented that several initiatives are ongoing in a fragmented way; they lack an overarching coordination, which results in a certain difficulty to identify the entity/institution accountable for their activities and results.

Mr Guillermet confirmed that the SESAR JU is accountable for the Research and Development activities, acknowledging that the link with the implementation should be strengthened together with the future infrastructure manager. He added that demonstration activities could be emphasised in the context of the SESAR future partnership to prepare the implementation phase and to push for market uptakes.

Ms Lust (AU) stressed that SES high-level goals are unchanged since 2005 and targets are not attained yet. She expressed concerns about reactions of Ministers of Transport in the Council and plead for a consolidated roadmap bringing the different initiatives together to achieve results.

Mr Hololei underlined the importance to deliver results and to continue working to achieve those goals and build future actions on them.

Mr Brennan (Eurocontrol) confirmed that Eurocontrol fully supports the Master Plan and supports the European Commission leadership. He also emphasized that the recommendations stemming from the Wise Person Group should be gradually put into legislation.

He also thanked all the SESAR partners for the R&D activities jointly conducted.



Conclusions on item 2

Decision ADB(D)23-2019

- The Board took note of the information provided and adopted the decision ADB(D)23-2019 on the European ATM Master Plan Edition 2020.

Item 3 Report on the progress of the Programme and other on-going key activities

Item 3a Programme overview

Mr Hotham mentioned the most relevant progress of the Programme. In particular, he informed the Members that all Release 9 validation exercises have been completed, except for exercise EXE-IOP-2 still to be run in Q1 2020 and a few EPP flights (PJ31) still to be performed in Q1-Q2 2020.

He specified that the planned total of SESAR solutions subject to maturity assessment are 7 V1/TRL2, 40 V2/TRL4, 27 V3/TRL6.

Among the V3 there are 17 solutions ready for industrialisation, 2 solutions moved to R10 and 8 solutions to still go through maturity gate in 2020 (PJ02/17 & 18 extending into 2020).

Mr Hotham thanked the Members for their individual contribution.

He continued by listing the key Wave1 solutions ready for industrialisation:

- Remote Tower operations for multiple airports
- Free Routing in high complexity cross-border environment
- Sub-regional Demand Capacity Balancing Service
- Enhanced Visual Operations

- E-AMAN Common Service
- Improved information and services through automation and digitalisation
- Enhanced Rotorcraft and GA operations in the TMA

He informed that PJ25 outcomes went into operations at the beginning of December underlying how the SESAR partnership has been instrumental for this achievement and invited Members to inform the SJU in case other solutions are planned or going to operational implementation.

He also expressed appreciation for the good contribution received from the AU in the solutions mentioned above.

He then provided an overview on the W2 call status:

- 12 Projects launched into execution;
- 3 grants still in preparation phase;
- W2 kick-off meeting scheduled on 22 January 2020 to shorten the ramp up phase and focus on the solutions development as soon as possible;
- only one Budget Amendment/Instalment (to be initiated Q2 2020).

Mr Hotham presented the expected W2 Solutions:

- ATC operations: Flight-centric operations - sectorless, IFR RPAS Accommodation, Collision avoidance for IFR RPAS;
- ATM infrastructure: Extend GBAS Cat III operations, Future Communications Infrastructure (FCI);
- Airports: Digital Collaborative Airport Performance Management, Safety support tools for avoiding runway excursions;
- Network operation: Dynamic airspace configuration management, Mission trajectory driven processes.

Mr Hotham also reported on IOP. The activities are progressing according to plan, some Exercise 1 software corrections have been taken into account as well as non-functional requirements (e.g. resilience to different system behaviour), AIM & MET requirements, TMA and NM requirements.

This shows that IOP is moving towards deployable solutions, and is now planning a more realistic traffic sample made of 200 flights. He also added that the factory acceptance at the end of November was a positive factor to continue integration into MUAC, DSNA, DFS and ENAV IBPs.

In parallel, work on ED 133 A is being carried out. Under the responsibility of EUROCAE, WG59 had its kick off meeting in September 2019, where they revised the first draft of ED133 update based on Technical and Interoperability documents consolidated after IOP EXE#01. The new draft version has to be revised by WG59 with a target date for a mature draft ED133 revision A available in Q1 2020.

The Chairperson emphasised the importance of cooperation with EUROCAE to accelerate the adoption of the required standard which, in turn, is essential for ANSPs to meet the Pilot Common Project deployment targets.

He also informed that INEA has launched a call for proposals, which for SESAR focusses exclusively on the implementation of flight objects interoperability with a budget of EUR 20 million. The evaluation of the proposals will be very strict and is highly dependent on the availability of the required standard.



Conclusions on item 3a

- The Board took note of the information provided by the SJU.

Item 3b External Relations and communication

Mr Guillermet provided an update on International Affairs and informed that the SJU is conducting some work with Singapore to establish a “Joint Future ATM vision”, similar to the State of Harmonisation with NextGen, to exchange views on the future of ATM. This is planned to be finalised before the WAC 2020.

He also informed that he would participate to the Arab Aviation Summit planned in Beirut, in March and to the EU-India aviation summit in Delhi in April.

Among the main outreach events, Mr Guillermet mentioned the SIDS in Athens at the beginning of December, hosting the Digital Sky Challenge, which attracted a lot of attention.

Mr Guillermet thanked all the Members contributing to the prize pool.

He also informed that the SJU started preparing the WAC, as part of the “Europe for aviation team”. The key topics will be digitalisation, environment and capacity. Walking tours will be prepared, one of which will be prepared for the DGCA in coordination with Eurocontrol.

Another important event will be the Aerodays 2020 as part of ILA Berlin, where the SJU will be present as part of the European Commission stand.

Looking at publications, Mr Guillermet named the Master Plan edition 2020, the Digital European Sky blueprint and the U-space results brochure that will be completed in 2020 Q1.

The Chairperson informed that the European Commission had started preparing for the WAC, where the candidate topics would be Aviation’s contribution to the European Green Deal, the SES reform, the future of SESAR and performance.

Like for the 2019 edition, the Commission, Eurocontrol, SESAR JU, EDA, EASA, SDM will be participating in a common stand.

▷ Conclusions on item 3b

- The Board took note of the information provided by the SJU.

Item 3c Annual work programme objective’s implementation

Regarding the Annual Work Programme implementation in the period 2019 Q4, Mr Guillermet confirmed that all 2019 objectives have been attained.

He underlined that in 2019, the SJU has dedicated considerable resources to the definition of the evolution of the air traffic management system, with the AAS presented in March to the EP and the related Transition plan presented at the SES high-level conference in September 2019.

The European Master Plan 2020 edition, that integrates the R&D needs of all aerial vehicles, refines the essential operational changes, updates the macroeconomic impact of SESAR to demonstrate its added value and support the decision making process.

The ED continued by saying that 2019 was a year of delivery, with several activities among which the completion of Wave 1, the recovery plan for IOP and several demonstration activities.

2019 was also marked by significant events in terms of outreach: WAC, Le Bourget Air Show, SIDS are examples of different events reaching a wider range of players in order to promote SESAR to all the actors involved in the aviation value chain.

Several publications have been issued, including those in the field of Exploratory Research that contains elements on which Wave 2, Wave 3 and the future partnership will be built on.

2019 was also characterized by an intense work for the preparation of calls for proposals: ER 4 call, for which 128 proposals were submitted and for which the evaluation and selection process was difficult due to the very high quality of the works submitted; W2 call preparation and evaluation concluded with the grant preparation and signature of 12 grant agreements in December; Wave 3 call and VLD open 2 preparation.

Mr Guillermet concluded by highlighting that six SESAR projects obtained awards in 2019.

Mr Hololei thanked the Members for the work and commitment to deliver essential results for the future of ATM in Europe.

He commented that with Wave 1 close to completion, the start of the work on Wave 2 and the imminent launch of Wave 3, the ambitions of the SESAR 2020 programme are starting to materialise in a coherent way, laying a solid ground base for the upcoming digital transformation of ATM.



Conclusions on item 3c

- The Board took note of the information provided by Mr Guillermet.

Item 4 Programming documents

Item 4a SPD 2020-2022*

Mr Hotham recalled the Members that the final edition integrating comments received from them was submitted to the Board on 26 November 2019 in view of adoption. An updated final edition was submitted on 13 December 2019, containing clarifications in response to Commission's comments.

He reminded that the draft text of the decision had been circulated before the meeting and therefore the document was tabled for adoption.

He added that the first amended version of the SPD 2020-2022 was planned for January/February 2020 to adopt carry-over of unused 2019 appropriations and to include exceptional costs related to IT transition. Specifically, the SJU has an agreement with Eurocontrol for the provisions of IT services; Eurocontrol is currently negotiating the provisions of IT services with a new supplier, and this will have an impact on the SJU budget; additional costs in 2020 will be offset against savings in future years.

The main changes included in the version dated 26 November, compared to the October 2019 edition, are the refined call conditions for VLD Open 2 and IR-VLD Wave 3 calls: the budget-to-scope allocations of both calls have been updated to ensure the possibility to award multiple topics; the indicative VLD Open 2 call budget has been increased by EUR 0,25 million (to EUR 19.551.361) and the topic 3 has been simplified.

The version of 13 December 2019 includes clarifications in response to Commission's comments on the open access to research data, list of SESAR JU's stakeholders (INEA included), 2020 Budget, 2020 calls eligibility conditions and minor editorial adjustments and corrections.

Mr Hotham specified that the last two calls of the programme will be issued in 2020: the VLD Open 2 and the IR-VLD Wave 3. He stressed that all grant agreements shall be

signed by 31 December 2020 and projects shall close by 31 December 2022.

Regarding VLD Open 2, the indicative maximum budget is 19,6 M€ (19,3 initially planned + 0,25 unused from VLD Open 1).

Regarding IR-VLD Wave 3, the objective is to maximise the consumption of available EU budget on priority research needs. The SPD 2020-2022 reports a budget based on Wave 1 grant budget amendments 2018 and Wave 2 budget not awarded (12,3 M€) and the estimate of potential additional budget (up to 14-18 M€), coming from the release of Wave 1 budget in 2020 after the closure of 17 projects.

The SPD also contains the Budget for 2020-2022, which presents high figures in terms of annual commitments as the SJU, in line with its founding Regulation, has requested the remaining commitments to December 2024.

The SPD comprises the human Resources Plan, consisting of 42 staff posts of which 39 temporary agents and 3 Seconded National Experts.

The Procurement Plan is also included.

Mr Hotham concluded by saying that the final part of the document covers the future of the partnership for ATM research considering that the current regulatory framework foresees a closure on 31/12/2024, the completion of the SESAR 2020 programme by 31/12/2022, and a controlled winding-up of SESAR JU activities in 2023-2024.

In the meantime, two main aspects for a future integrated ATM partnership are being considered: a new legal entity in the form of either an EU institutional or a contractual partnership and the termination of the existing SESAR JU by Q1/Q2 2021.

With the adoption of the SPD 2020-2022 the possible options are established; by April 2020, the SESAR JU expects further input from the Commission (coming from the ongoing process determining the future for ATM research) and by December 2020, the final SPD 2021-2023 is expected to reflect only a remaining scenario.

In replying to Mr Buchanan (Skyguide) concerns about the termination of the SJU in Q1/Q2 2021, Mr Hotham specified that the transition would occur from the current legal entity to the new one, subject to the adoption of a new basic Regulation.

The Chairperson confirmed that the Commission's opinion on the Single Programming Document was formally adopted on 13 December and that the Commission was ready to support its adoption in the Board.

Ms de Mateo (ENAIRE) expressed support to the adoption of the document. She stated that ENAIRE supported the institutional partnership according to art. 187, building on the successful experience of the current SESAR Joint Undertaking.

She also added that although strong coordination with CleanSky is welcome, the two entities shall remain separate due to their very different scope and range of stakeholders.

All Members agreed to support the independent ATM institutional partnership option and supported the adoption of the Single Programming Document 2020-2022.



Conclusions on item 4a

Decision ADB(D)24-2019

- The Board took note of the information provided by the SJU.
- All Members agreed that the preferred option for the future ATM partnership is an independent EU institutional partnership.
- The Single Programming Document 2020-2022 was adopted.

Item 4b Draft SPD 2021-2023 presentation

Concerning the SPD 2021-2023, Mr Hotham confirmed that SPD 2021-2023 follows the same structure of the SP 2020-2022 based on the 6 Strategic Area of Operation.

He underlined that there will be no further calls for proposals in 2021.

He mentioned that until 2020 included, the SESAR JU benefits from four main agreements with additional stakeholder groups to provide strategic advice to the SESAR JU: the Airspace Users support contracts, the Professional Staff Organisations working arrangements, the Authorities working arrangements (with National Aviation Authorities), the Airports support contract (with ACI Europe)

The continued support from these stakeholders, under new or renewed agreements, from 2021 onwards is dependent on the decision to be made by the European Commission on the future partnership for ATM research.

He informed the Board Members that the SJU is preparing the initial draft that will be submitted to ADB for review after the December meeting. The Members' feedback to the SJU is expected by 13/01/2020 to integrate it in the version that will be approved by the ADB via written procedure by 29/01/2020 and subsequently forwarded to the Budgetary Authorities by 31/01/2020.

The Chairperson commented that 2021 will be the first year for the next Union Long-Term Budget period and being Horizon Europe preparations ongoing, it was not possible to include any HE elements in the 2021 SPD.

He asked the Members to provide support to the SJU for the preparation of the draft SPD 2021-2023 SPD that has to be formally approved by the Board, as it was done in previous years before being submitted to the Budgetary Authority.

▷ **Conclusions on item 4b**

- The Board took note of the information provided by the SJU.

Item 5 General Administrative and financial items**Item 5a Legal and procurement activities overview**

Mr Calvo reported that in 2019 Legal and contractual activities covered procurement activities (12%), legal advice on grant implementation (22%), ad hoc legal advice (32%) and legal advice on SESAR Membership (34%).

▷ **Conclusions on item 5a**

- The Board took note of the information provided by the SJU.

Item 5b Budget execution overview

Regarding the 2019 Budget execution, Mr Calvo reported the figures available in November:

- for Title 3 the commitment level is at 73% and payment 56%
- running costs, Title 1 and Title 2 present some savings, that will be confirmed at the end of the programme

The in-kind contribution consumption was lower than the amount corresponding to a linear distribution. Mr Calvo explained that the clarification process is still ongoing with

some Members.

The cumulated budget consumption since the beginning of SESAR 2020 programme is expected to be over 70% at the end of the year 2019.

The 2019 budget implementation rate at year end is expected to reach a level between 90 and 100% for Title 3.

▷ **Conclusions on item 5b**

- The Board took note of the information provided by the SJU.

Item 5c SESAR JU Annual Accounts 2018

Mr Calvo informed that the Final 2018 Annual Accounts have been submitted by DG BUDG to the Budgetary Authorities by the 01/07/2019 as required by the Financial Regulation (SJU FR), and has been sent for approval to the Board by Written Procedure with the ECA report.

Ms Milotova (DG BUDG) presented the 2018 Annual Accounts and reported that on 14 November the European Court of Auditors provided for a positive opinion on the reliability of the Annual Accounts and the legality and regularity of the underlying transactions.

The Members in-kind and contribution validated at the end of 2018 reach EUR 2.083,4 million (SESAR 1 and SESAR 2020 programmes).

DG BUDG representative commented that the 2018 budget implementation was positive: for Title 1 and Title 2 they are close to 100% and all revenues appropriations were used in 2018. For Title 3, the unused appropriations will be inscribed in 2019 budget.

About payment appropriations, the implementation rate reached 61% for SESAR 2020 programme.

The presentation and report on the Annual Accounts 2019 will slightly change (remove of some tables and highlights in the front page).

Mr Calvo took the opportunity to mention that the cooperation with DG BUDG has started in 2016 and improved significantly overtime. Following a significant increase in the costs for the services provided by DG BUDG, communicated in Q4 2019, Mr Calvo informed that the SJU will assess the situation and consider the options available to perform the ongoing Accounting activities.

The Board expressed appreciation for the work and cooperation with DG BUDG.

▷ **Conclusions on item 5c**

- The Board took note of the information provided by the SJU and DG BUDG.

Item 5d HR matters

Mr Calvo explained that in 2019 several HR related decisions were proposed and adopted by the Board, providing the SJU with an updated HR framework.

On Staff related Matters, he informed that: the process to select the Chief Financial was concluded and that the new colleague would start in January; the Legal Officer position was filled; the Facility coordinator vacancy would be launched in Q1 2020.

He concluding by saying that a reallocation of resources would be done in January in

the framework of the current organisation chart.

▷ Conclusions on item 5d

- The Board took note of the information provided by Mr Calvo.

Item 6 SJU Internal Audit Capability

Ms Haarsma, the Internal Audit Capability (IAC), provided a presentation on the audit activities performed in 2019, on the audit activities planned for 2020 and on the fraud risk assessment performed in Q3 2019.

She explained that all audits, which took place in previous years, are now completed. This means that the final report was issued and that related follow-up actions are either formally closed or submitted for closure. In particular, the last three open recommendations (stemming from the IAS audit on the coordination with the Common support centre of DG RTD) are now implemented were submitted for closure to the auditors.

Currently, three audits are ongoing or about to start; the Impact Assessment (EC), the Audit on the Accounts 2019 (ECA) and the Audit on H2020 grant implementation and programme management (IAS).

Regarding future audits, as explained by the IAS during the Board in October, the SJU will be audited in the fields that the IAS assessed as high risk areas; H2020 grant implementation and programme management, the in-kind contribution validation process and human resources management.

She added that the ECA recently published the audit report on the SJU Accounts 2018. It contains an “unqualified” opinion. The fieldwork related to the next report, regarding the accounts 2019 has already started and the final report can be expected in October 2020. Ernst and Young supports the Court in this task.

Ms Haarsma explained that in 2019, a risk identification exercise took place related to the use of mobile devices at the SJU. To this end, the IAC identified risks ranging from operational to security risks leading to proposals for additional control where needed.

Ms Haarsma then provided an overview on the updated “Anti-fraud strategy”. The document was initially set up in 2016 but needed to be reviewed in 2019 to reflect present-day risks. As required by the European Commission all Agencies should adopt their anti-fraud strategy, which has to be tailored to the specific nature of the organisation. An initial risk assessment was performed in Q4 2019 through a questionnaire submitted to all SJU staff. Staff members were asked to rate the likelihood of 42 fraud related risks ranging from false medical certificates to bribes and to the non-respect of the EU financial rules. Consequently, SJU management assessed the highest risks identified by staff in function of their likelihood and impact on the organisation.

Some risks scored high both in 2016 and 2019:

- Double funding
- False or inflated time sheets
- Defective pricing: contractors fail to disclose current and accurate cost or pricing data in their price proposals

Others scored high in 2016 but low in 2019

- Plagiarism
- Expert not needed, not qualified, lack of rotation of experts
- Theft or leak of intangible assets
- Breach of the agency’s IT system: misuse of access rights, destruction of data

The conclusion of this assessment was that the risk of fraud stays relatively low at the

SJU. The highest risks will be addressed in 2020 with the aim to fostering a culture of integrity, building capacities, raising awareness for SJU staff and to preventing and detecting external fraud. The SJU will ensure liaison with DG RTD on controls at contract level, double funding and plagiarism detection.

The IAC concluded by informing the Board on the fact that the SJU has not encountered any fraud cases so far. The new Anti-Fraud strategy will be send in January for Board adoption.

Mrs Haarsma ended with a presentation of the proposed Annual Audit Plan 2020. The proposed plan includes firstly Audit and Consulting engagements. These encompass monitoring of previous audit recommendations, updating guidance and providing training on anti-fraud, providing advice on the transition to the new Internal Control framework and validating granted ABAC authorisations. Secondly, the Plan includes coordinating and reporting activities which consist of chairing the Permanent Audit Panel, liaising with EC Audit Network, providing follow-up on the discharge, coordinating audits planned in 2020 and detailed reporting on audit matters to the Board.

The details of the plan will be submitted to the Board for approval by written procedure in January 2020.

The Chairperson thanked the IAC for the work performed during the year.



Conclusions on item 6

- The Board thanked the SJU for the information provided.

The next meeting will be on Thursday 7 May.

Annexes

Annex 1	Board Members attendance list
Annex 2	Declarations on conflicts of interest

Done in Brussels, 17/12/2019.

Chairperson
Mr Henrik Hololei

Secretary
Ms Ilaria Vazzoler

Annex 1
Attendance list

Annex 2
Declarations on conflicts of interest