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**MANDATE TO CEN/CENELEC/ETSI FOR THE DEVELOPMENT OF
EUROPEAN STANDARDS FOR INTEROPERABILITY OF THE
EUROPEAN AIR TRAFFIC MANAGEMENT NETWORK
(EATMN)**

1. MOTIVATION

The Regulation (EC) N° 549/2004 of the European Parliament and of the Council laying down the framework for the creation of the Single European Sky (SES)¹ was adopted by the European Parliament on 29 January 2004 and by the Council on 2 February 2004. This Regulation called “the framework Regulation” was published on 31 March 2004 and entered into force on the twentieth day following its publication.

The framework regulation establishes a harmonised regulatory framework for the creation of the SES in conjunction with:

- Regulation (EC) N° 550/2004 of the European Parliament and of the Council on the provision of air navigation services in the SES (“the service provision Regulation”)²;
- Regulation (EC) N° 551/2004 of the European Parliament and of the Council on the organisation and use of the airspace in the SES (“the airspace Regulation”)³;

¹ OJ L 96 of 31.3.2004, p. 1.

² OJ L 96 of 31.3.2004, p. 20.

³ OJ L 96 of 31.3.2004, p. 10.

- Regulation (EC) N° 552/2004 of the European Parliament and of the Council on the interoperability of the European Air Traffic network (“the interoperability Regulation”)⁴.

This mandate is related to the achievement of the objectives of the interoperability Regulation through the adoption of Community Specifications (CS) for the interoperability of the European Air Traffic Management network (EATMN).

Article 4.1.a) of the interoperability Regulation lays down that CS may be European Standards for systems or constituents, together with the relevant procedures, drawn up by the European standardisation bodies in cooperation with EUROCAE⁵, on a mandate from the Commission in accordance with Article 6. 4 of Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations and pursuant to the general guidelines on cooperation between the Commission and the standardisation bodies signed on 13 November 1984.

Article 4.2 of the interoperability Regulation lays down that compliance with the essential requirements and/or implementing rules for interoperability shall be presumed for systems, together with the associated procedures, or constituents that meet the relevant Community specifications and whose reference numbers have been published in the Official Journal of the European Union.

2. DESCRIPTION OF THE MANDATED WORK

CEN/CENELEC/ETSI are asked to produce standards that satisfy the essential requirements and/or implementing rules of the interoperability Regulation for systems, together with the relevant procedures, or constituents provided for in Annex IA and further elaborated by Annex IB (see Annexes).

CEN/CENELEC/ETSI are asked to produce an assessment of the compliance of the standard with the general and specific essential requirements laid down in Annex II, Parts A & B of the interoperability Regulation and with the relevant implementing rules.

3. BODIES TO BE ASSOCIATED

The elaboration of the standard should be undertaken in cooperation with EUROCAE, particularly taking into account the technical expertise of EUROCAE on equipments (systems and constituents) for air traffic management.

This cooperation should also include the participation of relevant interested groups, including international and European level associations.

In the elaboration of the standard any relevant material should be taken into account, in particular EUROCONTROL⁶ standards or available documents.

⁴ OJ L 96 of 31.3.2004, p. 26.

⁵ European Organisation for Civil Aviation Equipment

⁶ European Organisation for the Safety of Air Navigation

4. EXECUTION OF THE MANDATE

CEN/CENELEC/ETSI will provide an indication of the time schedule for the completion of this work before they accept the mandate.

CEN/CENELEC/ETSI will forward to the Commission regular reports on the progress of the work at regular intervals of 12 months.

CEN/CENELEC/ETSI will forward to the Commission titles of the standards in the 20 official languages of the European Union, along a copy of the standards in three working languages of CEN/CENELEC/ETSI (English, French, German).

The European standards adopted will have to be transposed into national standards and divergent national standards will have to be withdrawn from the catalogues of the Member States' national standardisation bodies within six months of the adoption of the European Standards.

The standstill period referred to in Article 7 of Directive 98/34/EC⁷ of 22 June 1998 will commence on acceptance of this standardisation mandate by CEN/CENELEC/ETSI.

⁷ OJ L 204 of 21.07.98, p. 37, as amended by Directive 98/48/EC, OJ L 217 of 5.08.98, p.18.

List of systems of the
European Air Traffic Management Network
(EATMN)

- 1- Systems and procedures for airspace management (ASM)
- 2- Systems and procedures for air traffic flow management (ATFM)
- 3- Systems and procedures for air traffic services (ATS), in particular flight data processing systems (FDP), surveillance data processing systems (SDP) and human-machine interface systems (HMI).
- 4- Communications systems and procedures (COM) for ground-to-ground (G/G), air-to-ground (A/G) and air-to-air (A/A) communications.
- 5- Navigation systems and procedures (NAV).
- 6- Surveillance systems and procedures (SUR).
- 7- Systems and procedures for aeronautical information services (AIS).
- 8- Systems and procedures for the use of meteorological information (MET).

List of subjects for European Standards concerning the
European Air traffic Management Network
(EATMN)

1. Airspace Management (ASM)⁸

2.1 Collaborative Decision Making (CDM)⁹

Definition of the technical requirements for the standardisation of an airport collaborative decision making data model.

2.2 Data exchanges

Definition of the technical details of the ATS Data Exchange Presentation (ADEXP)

3.1 Open ATC (Air Traffic Control) system architecture model¹⁰

Definition of an open ATC System architecture including its standard interfaces towards the other entities of the ATM/CNS (Air Traffic Management/Communication, Navigation & Surveillance) network.

3.2 Interoperability of Flight Data Processing¹¹

Definition of a standard flight data model that should initially define the Flight Object Model (FOM).

⁸ Operational standards to be developed by EUROCONTROL.

⁹ Priority 1

¹⁰ Priority 1

¹¹ Priority 1

3.3 Arrival, departure and surface management

Definition of a standard on the Surface Movement Guidance and Control System (SMGCS), arrival management (AMAN) and departure management (DMAN).

4.1 Ground/Ground Communications (G/G COM)

Definition of the functional specifications and performance of G/G COM.

5.1 Ground Based Augmentation Systems

Definition of the technical requirements for Category II / III precision approaches relying on GBAS.

5.2 Space Based Augmentation Systems

Definition of the technical requirements for APV I/II (Approach procedure with vertical guidance) relying on EGNOS

5.3 Galileo, GNSS

Definition of standards for the Galileo navigation system and for the use of Galileo navigation system

6.1 Surveillance Data

Definition of the common format for the transfer of surveillance data based on the ASTERIX standard.

7. Aeronautical Information Services (AIS)

During the drafting of implementing rules for interoperability, the related CS will be identified.

8. Meteorological information

During the drafting of implementing rules for interoperability, the related CS will be identified.