



Department
for Transport



Letter of assurance - Assimilated Regulation (EU) No. 716/2014 (“the Pilot Common Project”)

Dear aviation stakeholders,

We are writing to provide an update on the UK’s approach to the implementation and future development of **Assimilated Regulation (EU) No. 716/2014**, hereafter referred to as the Pilot Common Project (PCP) regulation. The PCP regulation mandates technology roll out across different areas of Air Traffic Management (ATM) with specific implementation dates which apply to all operational stakeholders¹, with additional requirements for the UK’s largest airports² and en-route control centres operated by NATS.

We recognise that the current requirements of the PCP regulation in the context of the overall Airspace Modernisation Strategy (AMS) and regulatory developments in the EU³ create a degree of uncertainty around near and longer-term expectations. In response, we have initiated a rulemaking task to review the PCP regulation provisions in the context of the UK AMS while also taking account of EU development. This aims to deliver:

- an appropriate, proportionate regulatory framework for common projects in the UK
- updated, amended, or revoked provisions, including implementation dates, pertaining to the ATM Functionalities and their associated technical provisions.

We are aware of the current timeline and the ongoing implementation work being undertaken by stakeholders. We want to reaffirm our support for these efforts and encourage all stakeholders to continue with any appropriate implementation activities already in progress.

We invite you to note the following:

- In November 2024 the CAA consulted on proposals to amend the UK performance-based navigation (PBN) regulation intended to subsume the PBN provisions within the extant PCP regulation into a new UK PBN framework.
- Many deliverables are dependent upon system-wide information management (SWIM). Therefore, in accordance with ICAO requirements, the UK is developing a SWIM Implementation Framework to guide industry on how to operate in a SWIM compliant manner. We also encourage stakeholders to consider the ICAO SWIM principles in the development of data sharing processes and inter industry communication.
- No enforcement action is planned at this stage with respect to deployment of ATM Functionalities and implementation dates in the UK PCP regulation. This does not

¹ Listed in the Annex of the PCP Regulation

² Heathrow, Gatwick, Stansted and Manchester

³ EU developments include the publication of Regulation (EU) No. 2021/116 (Common Project One) and Common Project Two

mean that compliance is optional; rather, it reflects the fact that further work is needed before full compliance is possible. The CAA will consult at all relevant stages of the ongoing PCP regulation review rulemaking activity. That process and the amended regulation that results from it will determine the specific provisions and timelines with which it will be necessary to comply in due course.

To conclude, we encourage stakeholders to continue implementation of current activities from the PCP regulation and to remain engaged with the rulemaking process. Our priorities are to support industry, provide guidance on technical matters, and maintain a stable regulatory environment during this transitional period.

If you have any related queries, please direct them in the first instance to your nominated CAA point of contact or alternatively airspace.modernisation@caa.co.uk.

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