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STATUTORY INSTRUMENTS

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**2019 No. 459**

**The Air Traffic Management (Amendment  
etc.) (EU Exit) Regulations 2019**

**PART 2**

Amendment and revocation of retained direct principal EU legislation

CHAPTER 1

Amendment of Regulation (EC) No 549/2004

**Article 2 of Regulation (EC) No 549/2004**

4.—(1) Article 2 (definitions) is amended as follows.

(2) After point 14 insert—

(a) ‘the CAA’ means the Civil Aviation Authority;”.

(3) In point 15 (certificate) for “a national supervisory authority in any form complying with national law,” substitute “ the national supervisory authority ”.

(4) In point 17 (European air traffic management network)—

(a) after “collection of” insert “ relevant ”,

(b) omit the words beginning with “listed” and ending with “(the interoperability Regulation)”, and

(c) at the end insert—

“For these purposes relevant systems are:

(a) systems and procedures for airspace management,

(b) systems and procedures for air traffic flow management,

(c) systems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems and human-machine interface systems,

(d) communications systems and procedures for ground-to-ground, air-to-ground and air-to-air communications,

(e) navigation systems and procedures,

(f) surveillance systems and procedures,

(g) systems and procedures for aeronautical information services, and

(h) systems and procedures for the use of meteorological information;”.

(5) In point 18 (concept of operation) for “EATMN” substitute “ UK ATMS ”.

(6) In point 19 (constituents) after “of the” insert “ UK ATMS with the ”.

- (7) In point 28 (interoperability)—
- (a) for “EATMN” substitute “ UK ATMS ”, and
  - (b) after “efficient operation” insert “ in relation to the EATMN ”.
- (8) In point 32 (procedure) after “throughout” insert “ the UK ATMS and in relation to ”.
- (9) In point 36 (seamless operation)—
- (a) after “operation of” insert “ the UK ATMS in relation to ”, and
  - (b) for “it functions as if it” substitute “ the UK ATMS functions as if it and the EATMN ”.
- (10) After point 39 (system) insert—
- (a) ‘United Kingdom air traffic management system’ or ‘UK ATMS’ means the collection of relevant systems enabling air navigation services in the United Kingdom to be provided, including the interfaces at boundaries with other countries and territories. For these purposes relevant systems are:
    - (a) systems and procedures for airspace management,
    - (b) systems and procedures for air traffic flow management,
    - (c) systems and procedures for air traffic services, in particular flight data processing systems, surveillance data processing systems and human-machine interface systems,
    - (d) communications systems and procedures for ground-to-ground, air-to-ground and air-to-air communications,
    - (e) navigation systems and procedures,
    - (f) surveillance systems and procedures,
    - (g) systems and procedures for aeronautical information services, and
    - (h) systems and procedures for the use of meteorological information;”.
- (11) In point 41 (cross-border services)—
- (a) for “one Member State” substitute “ the United Kingdom ”, and
  - (b) for “another” substitute “ a ”.

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**Commencement Information**

- II** Reg. 4 in force at 31.12.2020 on IP completion day (in accordance with [2020 c. 1, Sch. 5 para. 1\(1\)](#)), see [reg. 1\(2\)](#)

**Changes to legislation:**

There are currently no known outstanding effects for the The Air Traffic Management (Amendment etc.) (EU Exit) Regulations 2019, Section 4.