

Organised by

Air Traffic Department, ED.4, EASA

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SoC Distribution:

EASA
ATM/ANS TeB
NCP SO WG
NCP support

1 Welcome and Introduction

Presented by: Jussi MYLLÄRNIEMI (EASA/ATM/ANS TeB chair), Jani LUIRO (Traficom/NCP SO WG chair), Anastasiya TERZIEVA (EASA/ATM/ANS TeB Secretary)

The meeting was co-chaired by Jussi MYLLÄRNIEMI and by Jani LUIRO, who welcomed the audience and opened the meeting.

EASA (Jussi MYLLÄRNIEMI) highlighted the advisory nature of the ATM/ANS TeB in particular on strategic subjects. EASA will consider organising the future ATM/ANS TeB meetings with an increased focus on this aspect, as the MAB might not always be in the position to provide strategic advice on a complex domain such as ATM/ANS.

2 Adoption of Agenda

Presented by: Jussi MYLLÄRNIEMI (EASA) and Jani LUIRO (Traficom)

The draft Agenda version 7 was approved, with the addition of:

- under Item 3 a PPT submitted by Spain on short notice regarding EU/ICAO regulatory alignment; and



- upon EASA proposal, under Item 4a a debrief on the recent Ryanair case (unplanned landing in Belarus), on the operational and regulatory perspective also with a view to identify potential safety concerns and related solutions.

NCP SO WG chair noted the relevance of Agenda 4c on implementation issues for Member States and proposed to maintain it as a recurrent item for the future ATM/ANS TeB meetings, with the view of supporting the competent authorities in the implementation of IR 2017/373 as amended by IR 2020/469.

The meeting was facilitated by the attached presentation.



Master presentation
ATM/ANS TeB 2-2021

3 Agenda Item 3a: ATM/AMS programming | Draft EPAS 2022-2026 & update on the review of the RM procedure

Presented by: Michael GERHARD (EASA)

Michael Gerhard, Safety Programmes Section Manager, presented the ATM/ANS relevant content of EPAS 2021-2025, the process for the development of the EPAS 2022-2026 and for the transposition of ICAO SARPS into the EU regulations.

IT stressed the need to timely align the EU regulatory framework with the development of the related ICAO provisions, highlighting the problems created by the discrepancy and the need to adequately plan for the competent authorities' resources to process the related work. The need to allow crediting ATCO skills maintenance via the use of simulators, especially in consideration of the expected rapid return to high traffic loads, was highlighted. On eConspicuity: IT was surprised to see that EASA is still at research level, for instance, the recently introduced regulation of U-Space calls for immediate and concrete action to enable conspicuity in operations. AS regards RMT.0476, IT invited to consider if SERA and Part-ATS need to be amended to reflect free route operations. IT took the initiative to share with EASA a list of subjects for consideration. On Capacity and Environment related issues, IT requested a discussion with the involvement of the Member States, not just between EASA and Network Manager.

EASA presented the process of EU/ICAO alignment, which is subject to review, with a focus to still ensure an adequate consultation in the EU context, on complex issues. The already introduced accelerated procedure and direct publication procedure are tools, which do not ensure full 'agility', and new solutions must be identified. EASA committed to progress on these grounds. On the issue regarding CA resources to react to regulatory outputs, EASA will take this aspect into account. In response to free route airspace, EASA welcomed the submission of issues related to alignment or gaps with SERA and Part-ATS and requested to complement also with a description of the overall approach vis-à-vis the applicable regulatory frameworks (EU and ICAO) when introducing free route operations.

ES shared a presentation expressing concerns about the procedural and the operational misalignments between the evolution of the ICAO framework and the related EU regulatory framework.

EASA noted the concern. EU rules might (by choice) result different that the related ICAO provisions, as in some cases they have to fit with a pre-existing EU regulatory framework and/or accommodate in a balanced manner the views and the needs of the Union, including its various stakeholders. EASA confirmed that the ICAO assessment supporting amendments to SARPs and PANS is normally duly considered, but further validated by a further assessment, regarding safety. A recent example (GRF related amendments) shows that such further review is necessary.



IT supported the presentation, as regard the safety assessment performed by ICAO, which should not be re-performed when transposing the same provisions in the EU framework.

Agenda Item 3b: ATM/ANS programming | Update on EPAS 2021-2025 implementation

Presented by: Fabio GRASSO (EASA) and EASA team

EASA provided a presentation on the subject.

EASA updated the ATM/ANS TeB about the recent ad-hoc workshop on Opinion 01/2021 that took place on 10 May 2021, attended by representatives of Member States and the ANSPs which requested clarification of specific aspects, as well as about the way forward for the related comitology process. On the latter, EASA informed that the EC Interservice consultation is ongoing and that a discussion on the aforementioned regulatory proposal could be held, upon EC decision, during the upcoming EASA Committee meeting planned on 22-23 June 2021. Accordingly, the EC could successively launch the procedure for a written approval.

In relation to RMT.0161, IR requested clarification on the content of the regulatory proposal and how it would fit with the EASA Opinion on Management of information security risks. AT requested information on a workshop on conformity assessment that EASA committed to hold with its Advisory Bodies. EASA replied that internal coordination for the development of a consolidated concept is in progress and that such a workshop will be organised after the publication for consultation of the related NPA.

4 Agenda Item 4a & b: Standardisation/implementation activities | Standardisation activities updates & COVID RNO actions

Presented by: Augustin KLUS (EASA)

EASA provided a short update on the latest standardisation and RNO activities.

The published EASA SIB on the situation in Belarus invites to avoid overflying the BY airspace and to plan for rerouting. The application of this recommendation could generate an impact on the airspace capacity of neighbouring States (estimated 260 flights/day). EASA offered assistance for clarification to Member States.

Lithuania informed that their ANSP called a discussion with the Network Manager (NM) to assess the situation of the modified traffic flows resulting from the application of the SIB. During the meeting, the audience was informed (in written via Webex chat) that Lithuania issued a NOTAM to restrict access to the Lithuanian airspace for flights from MINSK FIR.

Latvia informed that the previous night their government made the decision to restrict access to Latvian airspace to flights from Belarus and that a NOTAM was issued for this purpose. Coordination with NM is ongoing.

Agenda Item 4c(i): Implementation issues: AIS implementation

Presented by: Emmanouil VARDAKIS (EASA)

EASA presented and clarified its positions regarding the issues listed below:

- ICAO Global Campaign on NOTAM Improvement
- AIS.TR.305
- Art. 3(7)
- SIB on AIP content



- Publication of natural reserve areas with flight limitations in accordance with SERA.3145, ICAO Annex 11 (e.g., as Restricted Area)

As regards the recent ICAO global campaign on NOTAM improvement, EASA declared its support to this ICAO initiative, and intends to raise awareness of its stakeholders, given the relation of this specific subject with the safety of flights. A snapshot of the situation in the EUR/NAT region shows a positive situation but may still be further improved. EASA asked MS/CA to consider taking individual actions that could support the ANSP towards the sustainable improvement of NOTAM quality and the reduction of non-compliant NOTAM.

Agenda Item 4c(ii): Implementation issues: ATS implementation

Presented by: Augustin KLUS (EASA)

As regards ATS.OR.460 - sharing of implementation practises, IT advised that it is looking closely at the implementation of the requirement. Aspects to be considered are the available devices, the dialogue with ANSP, with the Unions and with the Occurrence Investigation authority.

CH mentioned that, in addition to that concerning Uberlingen, the investigation concerning another accident occurred in 1990 resulted in the recommendation to record the ATS working position ambient. Skyguide has implemented the recommendation since 7 years. No issues were encountered with the ATCO workforce for this implementation. CH declared its availability to exchange their experience and to support other MSs/CAs on the subject.

FI stressed the need to apply flexibility in consideration of the proportionality of operations and of the complexity of the working environment when making decisions on the implementation.

EASA announced that an implementation workshop on Part-ATS will be held on 16th of June 2021.

Agenda Item 4c(iii): Implementation issues: UAS implementation

Presented by: Antoine Vincent (CAA BE)

A presentation on oversight of drone flight planning and monitoring tools was provided by Antoine Vincent (Belgian Supervisory Authority for Air Navigation Services) addressing the coordination of drones activities in BE, coordination of drones flights, the DSA tool interface for TWR as well as possible oversight activities associated thereto.

IAA provided a presentation on UAS Geographical Zones vis-à-vis controlled aerodromes (ATS) and control zones. The successive discussion highlighted the need to share information on the technical criteria being used by other Member States to establish UAS Geo Zones. IR could share their approach with the audience for this issue.

Agenda Item 4c(iv): Implementation issues: Runway vacated

Presented by: Daniel PONZINI (FOCA (Swiss Federal Office of Civil Aviation))

FOCA presented the topic on 'runway vacated' and the need for a clear definition.



Item 4(c)(iv) Runway
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Agenda Item 4c(v): Implementation issues: MET implementation

Presented by: Marc MATTHYS (EASA)

In response to a query received prior the meeting, EASA (Marc Matthys) presented the EU regulatory framework on the provision of MET information on toxic chemicals in the atmosphere (and consequent follow-up arrangements/actions by other ATM/ANS providers).

Agenda Item 4c(vi): Implementation issues: FPD implementation

Presented by: Anastasiya TERZIEVA (EASA)

In response to a query received prior the meeting a short clarification presentation was provided to address:

- (possible) alteration of Form 157 to include 'design of airspace structure';
- mutual recognition of certificate with full/partial privileges for FPD services; and
- how many types FPD services can be considered.

5 Agenda Item GSA CONOPS | GNSS IFP on non-instrument runways

Presented by: Zsofia BEHNKE (EASA)

EASA (Zsofia Behnke) provided a presentation on the Implementation of EGNOS-based IFR approaches to non-instrument runways at GA aerodromes.

The concept is characterised by the following:

- Focus on non-EASA aerodromes serving primarily GA operations (1800+ civil aerodromes in EASA States)
- Initial focus on NCO & NCC. CAT operation is possible, but initially out-of-scope in the initial version of the document due to additional complexities (e.g. security)
- Non-instrument runways and no need for additional aerodrome equipment or infrastructure
- Non-ATC environment, either AFIS or UNICOM, both with or without RMZ, collision risks are mitigated by flight information service or pilots reports both supported by iConspicuity
- Procedures limited to approaches with visual manoeuvring
- Weather minima consistent with VMC (and with Basic IR minima)

The following benefits are expected:

- Safety: Improved CFIT, LOC-I and Airborne collision risks
- Environment: Direct A-B flights, shorter route, and lower emissions
- Innovations: New concept in Europe (already in use elsewhere), utilising the existing digital tool already in the cockpit, scalable and flexible (time & place) implementations.

6 Agenda Item 6: A.O.B.

Presented by: Anastasiya TERZIEVA (EASA)

No A.O.B. was proposed for discussion.

7 Agenda Item 7: Future meetings

Presented by: Jussi MYLLÄRNIEMI (EASA) /Jani LUIRO (Traficom)

Format and duration of the future meetings will be considered by EASA and the co-chairs, to best accommodate the subjects of various nature.



Dates for the next meeting will be communicated in written by EASA after this meeting; the decision will also be based on inputs/requests received from TeB Members. In any case, a further ATM/ANS TeB meeting will be held by the end of 2021.

8 Agenda Item 8: Closure of the meeting

Presented by: Jussi MYLLÄRNIEMI (EASA) /Jani LUIRO (Traficom)

The co-chairs thanked the audience for their active participation and contributions.

9 List of actions

Item	Action	Responsible	Deadline/Status
#1	EASA to liaise with TeB members regarding the WebEx event in Q1 2021 regarding safety assessment of changes to the air traffic management/air navigation services functional systems	EASA	31 Mar 2021 / on-going 29/04/2021 completed
#2	EASA to provide at the next TeB NCP/SO meeting, i.e. 1-2021 an update on the status of the EFOD already published and those being developed or updated	EASA	2 Feb 2021 / completed
#3	EASA to invite AT for a bilateral meeting on the discrepancy between the ICAO and the EU regulatory framework and discuss the example provided: amendment to PANS AIM becoming applicable but not yet 'transposed' into the EU regulatory framework, and report back at the next ATM/ANS TeB/NCP SO WG meeting	EASA, AT	May 2021 / on-going 2 March 2021 completed
#4	ENAC to submit a Working Paper on their experience with Frequency Monitoring Code (FMC) implementation	ENAC	May 2021

