

SUMMARY OF DISCUSSIONS
Subject: ATM/ANS.TEC meeting 1-2021

Date: 17 May 2021

Location: WebEx

Organised by: Air Traffic Department, ATM Standards & Implementation Section, ED4.2

Attendees	Michel	ROCCA	Europe Air Sport - EAS
	Lauren	DONOHUE	EUMETNET
	Costas	CHRISTOFOROU	ESSP
	Catherine	BICHARA	CANSO
	Maurizio	MANCINI	CANSO
	Eduardo	GARCIA	CANSO
	Dirk	EGGERT	ERAC
	Laure	BALTZINGER	ASD
	Eamonn	WYLIE	ETF
	Frederic	LIORZOU	ETF
	Murielle	GRANVILLE	Aerospace and Defence – ASD
	Alfred	VLASEK	IFATCA (replacing Alex for this meeting)
	Nuno Miguel	DIAS LOPES RODRIGUES	ATCEUC
	Andrea	GARTEMANN	CANSO
	Antii	RUHANEN	IAAPS
	Dýrleif	FEMÖ	EPN
	Roland	VERMEIREN	IAAPS
	Herman	NIJHUIS	European Commission – DG MOVE E3 (afternoon)
	Pierluigi	PARENTE	EHA
	Volker	MOELLER	ATCEUC
	Andreas	MEYER	IFATSEA
	Zsuzsanna	ERDELYI	EASA
	Augustin	KLUS	EASA
	Bogdan	BRAGUTA	EASA
	Fabio	GRASSO	EASA
	Jussi	MYLLÄRNIEMI	EASA
	Manuel	ESTRADA	EASA
	Anastasiya	TERZIEVA	EASA
	Manuel	RIVAS VILA	EASA
	Manolis	VARDAKIS	EASA
	Bryan	JOLLY	EASA
Zsofia	BEHNKE	EASA	
Maria	ALGAR RIUZ	EASA	
Michael	GERHARD	EASA	
Marc	MATTHYS	EASA	
John	FRANKLIN	EASA	
Vladimir	FOLTIN	EASA	
Apologies received	Alexander Schwassmann	IFATCA	
Distribution:			
<ul style="list-style-type: none"> ■ Members, alternates and observers of the ATM/ANS.TEC ■ ED.4 managers and staff 			
SoD prepared by	Zsuzsanna ERDELYI, Secretary	Date	27/05/2021
SoD reviewed by	Catherine BICHARA, Chair	Date	31/05/2021



1. Welcome, logistics, rules of proceedings, update on membership

The Chair and the Secretary welcomed the participants to the 1st meeting in 2021 yet an exceptional layout via the webex tool. The Secretary shared information changes affecting memberships. ETF asked about the origin of the EPN observer status membership, which will be investigated by EASA. EASA highlighted that the meeting is only open to members, alternates and observers, meaning that further persons can only attend the meeting with the explicit approval of the Chair. In case such a need arises, the Secretary shall first be contacted and informed.

2. Agenda and summary of discussions ATM/ANS.TEC 2020-1

a. Draft agenda for the meeting

The Agenda was adopted without any modification. The Secretary informed the participants about the last minute insertion of a new item concerning U-space into the agenda at the request of Airbus. She recalled also the deadlines for commenting the agenda and proposing subjects for discussion.

b. Summary of discussion of the last meeting

The Summary of Discussion of ATM/ANS TEC Meeting 2020-1 was adopted without any comment.

3. Rulemaking activities:

a. ACAS and PBN papers – next steps

The ATM/ANS TEC were thanked for comments and endorsing the establishment of two additional task for the update of Regulation 1332/2011 with regard to the use of ACAS Xa and the possible update of Regulation 2018/1048 to address identified implementation issues. The meeting was advised that the rulemaking task under which they will be actioned are in preparation and the assistance of ATM/ANS TEC would be requested as and when additional information and data is required.

b. Opinion No 01/2021, incl. 'Part-MET' amendments – debrief from stakeholder consultation event on 10/05/2021

EASA gave a presentation about the recent ad-hoc workshop on Opinion 01/2021 that took place on 10 May 2021 with the Member States' representatives that raised concerns and about the way forward as regards the comitology process towards the adoption of the EC proposal (e.g. currently launched EC inter-service consultation and the forthcoming EASA Committee possible discussion (on 22-23 June 2021) with a view of launching a subsequent written vote).

c. ATCO RMG update

An Information Paper was provided ahead of the meeting concerning the status of RMT.0668. CANSO enquired about the content of the discussions at the RMG as regards the possible transposition of the ICAO competency-based training framework, emphasising that if such a scheme is proposed, it shall continue offering flexibility to the Training Organisations. EASA responded that Competence-Based Training (CBT) based on the ICAO framework is one option currently being explored, but the work of the RMG is not yet conclusive.

d. Update on U-space activities

EASA provided an update on the EASA activities concerning U-space, supported by a presentation.

e. Upcoming NPA on SERA on Supersonic Flights

EASA presented the rulemaking activities with regards to supersonic transportation. The environment protection through the certification process is addressed by RMT.0733. The speed limitation in the European airspace is addressed by RMT.0476, the rulemaking task on the regular update of the SERA regulation. The task is slightly delayed due to certain concerns raised by the European Commission. The NPA is planned to be published in Q2 of 2021. The present concept aims to harmonise and introduce additional requirements in the points SERA.5005 and SERA.5015. Flights would not be operated at transonic and supersonic speeds unless authorised by the competent authority. The authorisation can be



given only based on an application by the aircraft operator proving that the sonic boom will not reach the land, and the transonic and supersonic part of the flight can only take place in the airspace over water within the exclusive economic zones, if these zones are directly bounded with the high seas. Further text adjustment is need to points SERA.6001, SERA.8015 and in Appendix 1 to AMC1 SERA.14001. The exclusive economic zone is an area beyond and adjacent to the territorial sea, extending seaward to a distance of no more than 200 NM according to the Third United Nations Conference on the Law of the SEA (UNCLOS III). The audience raised its concerns with regards to the environmental impact of such flights in light of the Green Deal and noise made by these aircraft and the fuel consumption. This is exactly what the competent authority needs to assess in addition to the other requirement defined for the application.

4. Implementation assistance:

a. SERA – CANSO (DFS) questions provided in writing

Two questions were submitted in writing to EASA. The first question was addressing the commonly agreed differences that the Member States need to notify to ICAO. CANSO raised concerns especially on differences A10-01 and A11-01 that are no longer reflecting the latest amendments both in the ICAO Annex and in SERA. EASA informed the TEC that the Supplement to the Annex in SERA will be removed from the regulation and its role will be taken over by the regularly updated files addressing each a Compliance Checklist (CC) for each ICAO Annex in the Electronic Filing of Differences (EFOD). The EASA response was well received.

The second question was addressing the work related to Subtask 2 of RMT.0476 that aims to develop the European rules for radio communication failure (RCF). The main concern is related to the drones because of the growing number of incidents. The draft Technical Proposal from EUROCONTROL/NM was received in March 2021. The EASA rulemaking process is running parallel to the ICAO development of the relevant SARPs on radio communication failure that also includes drones. The European rules and amendments to other regulations with regards to the drones are managed under RMT.0230. The amendment of SERA aims at addressing the procedures to be followed by an IFR flights in case of RCF. Several TEC Members expressed their concerns and requested to clearly define the procedures in the regulations, so that both the pilots and ATCOs can follow them without ambiguity. The request was noted by EASA.

b. Management of changes to ATM/ANS functional system – report from EASA ATM/ANS Advisory Bodies' WS on 29/04

EASA provided a presentation about EASA ATM/ANS Advisory Bodies' workshop on management of changes to ATM/ANS functional system that took place on 29 April 2021. The audience was briefed on the next steps towards the finalisation of the additional AMC/GM related to the scoping of the change (for ATS and non-ATS providers), safety criteria, safety risk assessment and the additional GM for the use of Extended Severity Classification Scheme (distance to the accident, potential harmful effect) considering the feedback that is expected by the stakeholders till 31 May 2021.

c. AIS implementation: ICAO Global Campaign on NOTAM Improvement

EASA gave a presentation about the recent ICAO global campaign on NOTAM improvement. EASA supports this ICAO initiative, and raises awareness of its stakeholders, given its relation to flight safety. A snapshot of the situation in the EUR/NAT region, which looks quite good, but may still be improved. EASA asked organisations to consider possible actions, at individual level, that could contribute to the sustainable improvement of NOTAM quality and the reduction of non-compliant NOTAM.

d. ATS Implementation: GRF for Runway surface

Presented as part of STD bulletin, feedback was requested on the views as regards GRF implementation by ATS providers.

e. Status of the standardisation inspections

EASA presented in the form of STD bulletin, addressing two main domains ATM/ANS and ATCOs.

5. New technologies: Competence requirements on virtual centres – prospective of Skyguide.



An update on the progress of the virtual centre project was offered by Skyguide. It was included that beside the technological progress advanced discussion with FOCA are taking place regarding the licensing issues.

6. GNSS IFP on non-instrument runways

EASA has provided information about a document being currently under development by the GSA and providing Guidelines for the Implementation of EGNOS-based IFR approaches to non-instrument runways at General Aviation (GA) aerodromes, supported by an information paper and a presentation.

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 are 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.

7. RNO project update

- a. Guidance for ATCOs and ATSEPs concerning vaccination
- b. EASA-Together4Safety Wellbeing Hub (developed with EASA's safety promotion partner T-C Alliance, who are a Europe-wide integrator of aviation training, promotion and communication material)

EASA provided information concerning the above items, which, for the latter has also been supported by a presentation. ETF raised questions about the participation of the social partners. EASA confirmed their involvement.

8. EPAS update

Michael Gerhard reminded the TEC members of the EPAS 2021-2025 and the main ATM/ANS actions within it. He informed members that the planning cycle for the next EPAS cycle (2022-2026) just started. He informed that EASA will revisit the strategic priorities, with a clear focus on safe return to operations; other developments will influence the EPAS strategy, just to name the Commissions Sustainability and Smart Mobility Strategy. EASA plans to consult the draft EPAS 2022-2026 with the MAB and the SAB for approximately 8 weeks as of beginning of July. He invited the TEC to liaise with the SAB, and to provide via the SAB comments and advice to EASA on the revised strategy, as well as on the planning of the actions in Volume II resulting from it.

ETF noted their interest in the planning of regulatory work for safety critical ATM professions other than ATCO and ATSEPs. EASA replied that it initially explored the subject with the so-called 'Ecorys/DLR Study on ATM/ANS safety-related/safety-critical jobs and functions' delivered in 2013 upon request of the Agency. Successively, the social partners (ASPreT) committed to further elaborate the contents of the study and to report back to EASA about the conclusions of this work, which are still awaited. The same subject was included in the scope of the Human Dimension Roadmap initiative which in the meantime was commenced under the auspices of the Commission. EASA is awaiting the concrete conclusions of these initiatives and might consider undertaking action on the subject (initially with a BIS), upon request of the



ATM/ANS TeB and TEC.

9. AOB, review of actions and next meeting dates

The previous action list has been reviewed. The new or ongoing actions are listed on the next page.

EUMETNET presented a request to EASA to consider the possibility for a MET expert to be employed directly at EASA to aid the development and implementation of the relevant Regulation and other activities of EASA.

The next meeting is tentatively scheduled for 30 November-1 December 2021. The possibility to hold face-to-face meeting is yet to be explored and confirmed in October 2021.



Updated list of actions:

1	Distribute the presentations on SharePoint	EASA	21 May 2021
2	Organise a joint meeting/session of the ATM/ANS.TeB and TEC as soon as possible	EASA	2021
3	Provide more detailed information about its ongoing/planned research activities related to the safety of ATM constituents	EASA	No particular research is planned in this field currently.
4	Standardisation Bulletin to be distributed after TEB meeting	EASA	24 Sept. 2021
5	EASA view on BIS SiPO/eMCO identified in EPAS 2021-2025 Vol. III Appendix D (see EPAS extract below). Will ATM/ANS.TEC be consulted ?	EASA	EASA plans to consult the BIS 'SiPO/eMCO' during 2022.
6	Membership to TEC to be clarified	All	ASAP
7	Presentation on CONNECT/SiPO project	Airbus	Meeting 2-2021
8	Submit proposals for discussion for the workshop on the implementation of Part-ATS (Reg. 2020/469) scheduled on 16 June 2021 (see email to ATM/ANS TEC Members and Observers dated 19 April 2021)	All	21 May 2021 Closed
9	Feedback following the workshop on the management of changes to ATM/ANS functional system on 29 April 2021	All	31 May 2021 Closed
10	Propose topics and provide papers in advance of TEC	Members	2 weeks before next meeting

