

SUMMARY OF DISCUSSIONS

Subject: ATM/ANS.TEC meeting 2-2021

Date: 1 December 2021

Location: WebEx

Organised by: Air Traffic Department, ATM Standards & Implementation Section, ED.4.2

Attendees	Catherine	BICHARA	CANSO
	Maurizio	MANCINI	CANSO
	Laure	BALTZINGER	ASD
	Murielle	GRANVILLE	ASD
	Nuno Miguel	DIAS LOPES RODRIGUES	ATCEUC (morning session)
	Volker	MOELLER	ATCEUC
	Eduardo	GARCIA	CANSO
	Andrea	GARTEMANN	CANSO
	Sylwia	FABISIAK	CANSO
	Pierluigi	PARENTE	EHA
	Dýrleif	FEMÖ	EPN
	Dirk	EGGERT	ERAC
	Roland	VERMEIREN	ESAM (afternoon session)
	Regis	BUSSONE	ESSP
	Frederic	LIOZOU	ETF
	Eamonn	WYLIE	ETF
	Lauren	DONOHUE	EUMETNET
	Herman	NIJHUIS	European Commission – DG MOVE E3
	Christopher	NEVILLE	GSA
	Antti	RUHANEN	IAAPS
	Panagiotis	PSAROS	IFATCA
	Alexander	SCHWASSMANN	IFATCA
	Costas	CHRISTOFOROU	IFATSEA
	Andreas	MEYER	IFATSEA
	Zsofia	BEHNKE	EASA
	Bogdan	BRAGUTA	EASA
	Zsuzsanna	ERDELYI	EASA
	Manuel	ESTRADA	EASA
	Ivan	FERENCZ	EASA
	Fabio	GRASSO	EASA
	Helena	HOFFMAN	EASA
	Bryan	JOLLY	EASA
	Augustin	KLUS	EASA
	Daniel	MIHOCI	EASA
	Manuel	RIVAS VILA	EASA
	Raul	SANCHEZ RAMIREZ	EASA
	Anastasiya	TERZIEVA	EASA
	Emmanouil	VARDAKIS	EASA
	Gabriel	VIRLAN	EASA
	Mariusz	ZIELINSKI	EASA
	Maria	ALGAR RUIZ	EASA (afternoon session)
	Michael	GERHARD	EASA (afternoon session)
Apologies received	none		
Distribution:			
<div>■ Members, alternates and observers of the ATM/ANS.TEC</div> <div>■ ED.4 managers and staff</div>			

SoD prepared by	Zsuzsanna ERDELYI, Secretary Mariusz ZIELINSKI	Date	06/12/2021
SoD reviewed by	Catherine BICHARA, Chair	Date	15/12/2021

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

The Chair and the Secretary welcomed the participants to the 2nd meeting in 2021, organised via WebEx.

2. Agenda and summary of discussions ATM/ANS.TEC 2021-1

a. Draft agenda for the meeting

The Agenda was adopted without any modification.

b. Summary of discussion of the last meeting

The Summary of Discussion of ATM/ANS TEC Meeting 2021-1 was adopted without any comment.

3. Rulemaking activities:

a. CANSO Expert Group's input on ground systems' certification

Prior the meeting CANSO provided a paper on the state of discussion about conformity assessment of ATM/ANS systems and constituents and safety-related ADR equipment (RMT.0161), which was shortly presented by Andrea Gartemann.

It was highlighted that after the discussion within the RMG under RMT.0161, the proposal is well received as the processes required to ensure and manage a system/equipment lifecycle will be covered by the amendments to EU IR 2017/373 and the approach is clear now. However, the CANSO stakeholders flagged that still the benefits, especially the cost and safety impact, is not very clear and the impact assessment will be evaluated during the public consultation, which should be launched soon.

b. ATCO RMG update

EASA (Zsuzsanna Erdelyi) delivered a presentation about the status of RMT.0668 on ATCO licencing.

IFACTA (Alexander Schwassmann): asked if a way ahead on the inclusion of the Competence Based Training (CBT) concept in the EU ATCO licencing regulation has been identified. EASA clarified that 3 regulatory options were discussed in the RMG, and that the preferred would envisage an adaptation of the ICAO CBTA scope tailored to EU needs.

He asked how EASA is developing the proposal and how decisions are being made and the role of the RMG in this process. EASA replied that IFATCA is still participating to the RMG (including the replacement of the IFATCA Member), whose work is getting almost completed (a few meetings planned in early 2022 yet). However, the drafting group for the regulatory proposal is still active to support the finalisation of the regulatory proposal and IFATCA is involved even in this arrangement.

CANSO (Eduardo Garcia): on CBT, CH (supported by CANSO) sent a letter to EASA raising concerns over the transposition of CBTA into AMC and/or IR and proposing that at least the observable behaviours be transposed into GM, if not the whole CBTA framework. He stated that the majority of EU ANSPs supports this approach. EASA noted the comment and replied that the letter comes from an entity which is not taking part to the ongoing work, which has not even been completed. Comments to the final regulatory proposal which will be issued with the NPA may be submitted by the public and will be evaluated by EASA.

ETF (Eamonn Wylie): ETF expressed its support to the CH position on CBT. ETF does not consider that EASA regulatory activities should introduce changes to the labour market (in particular on ATCO). EASA (Zsuzsanna Erdelyi) replied that principles and requirements for a mutual recognition of ATCO licences are established by law, with a view to ensure that in case of ATCO mobility a common background knowledge and skills are ensured to facilitate also the safe operational employment of ATCOs.

ATCEUC (Miguel Fernandes): being a member of the RMT.0668 drafting group, declared support to the CH



position on CBT. He stated that EASA decided to disregard the criticism expressed by some RMG members, which he stated to constitute a 'wrong' approach. He invited EASA to reconsider its positions and to consider experts' opinions on the final proposal, rather than only aiming at a validation of a predetermined approach. He stated that the CBT approach does not provide necessary consideration to and adequately address dense and complex traffic situations. A clearer definition of dense and complex traffic situation could help better finalising the regulatory proposal. He proposed to study the model PRU uses for benchmarking the density and complexity of traffic and its feasibility to our work. EASA replied that the RMT.0668 work is being conducted by taking into account various technical inputs and stakeholder views, not only those from the RMG Members. The NPA may be commented upon its publication for consultation and feedback received will be duly considered to verify if a further evolution of the regulatory proposal is necessary. ATCEUC replied that EASA should focus on safety, and not only on financial and organisational considerations, and added that ANSPs views (actually opposing) should be considered as well. EASA stated that full consideration of all stakeholders' views is being ensured.

ATCEUC (Volker Moeller): inputs from RMG Members are not always taken into account. EASA seems to push its own agenda on specific subjects, and disregards stakeholders' views. This should be changed for regulations which are very much safety related.

EASA (Fabio Grasso) strongly emphasised that the appropriate consideration to all stakeholders input is a beacon for EASA to ensure the effective execution of regulatory mandates. EASA has no 'hidden agenda' to push and aims at delivering a balanced and safety-oriented regulatory framework and execution of tasks thereof. The allegation of disregarding expert inputs or views for the purposed declared by ATCEUC cannot be accepted. The provisions published with an NPA constitute a proposal which may evolve based on stakeholders' inputs (not only RMG members of CH/FABEC/Unions).

EASA (Helena Hoffman) provided an overview of the progress of the work for CBT under RMT.0668. Opposition to the current provisional approach from RMG Members appeared only in August, after months of work where no substantial issues were raised by them.

EASA offered to ATCEUC to hold separate talks to clarify the procedures in place for the execution of rulemaking tasks and the RMG Member role and attributions, with a view to ensure an effective and aware participation.

c. CANSO paper on Contracted activities

Prior the meeting CANSO provided a paper on the implementation of ATM/ANS.OR.B.015 as regards contracted activities vs. supplied services. Following a short introduction and a clarification thereon, EASA committed to table the subject at the forthcoming ATM/ANS TeB meeting that will take place on 16/12/2021 in order to promote common understanding of the provision by all regulated parties, especially its oversight by the competent authorities.

4. Implementation assistance:

a. PBN implementation support activities

EASA shared in advance of the meeting an information paper to update on the issues related to PBN IR implementation.

The following three points were raised by IFATCA (Alexander Schwassmann) and supported by CANSO (Andrea Gartemann):

1. Will the draft communication to be issued by EASA mentioned in the information paper would be coordinated with TEC Members. EASA (Raul Sanchez) replied that this is not foreseen at this moment in time. The communication will be prepared in coordination with the EC and, most likely, published on the EASA website.
2. Is EASA considering producing a template to support the uniform issuance of an AIC on the subject. EASA (Raul Sanchez) replied that the existing requirements for AIC offer flexibility and contents of the AIC are expected to disseminate relevant information taken from the respective transition plans. Based on the information available, the granularity of the plans in terms of structure and level of detail



differ significantly, as no specific harmonised requirements exist. There are no plans to impose the use of a particular template or include specific information in a particular manner.

3. Does EASA intend to establish a minimum level of infrastructure in case of contingency. EASA (Raul Sanchez) replied that at this moment in time, plans are being developed separately, by country, and the granularity of the info in the transition plan to cover these aspects vary significantly. It is expected that the use of conventional procedures and ground nav aids is addressed locally based on local performance/operational needs. EASA (Ivan Ferencz) added that the CNS Advisory Group is currently working on this issue and it is expected that recommendations will be made available in the future in support of planning activities.

b. AIS/ATS Implementation: GRF for runway surface condition

EASA (Emmanouil Vardakis) presented the milestones since May 2021, to support the GRF implementation and provide relevant feedback, from a regulatory perspective, concerning the first months of the GRF implementation. This included the amendment of the SNOWTAM format and the relevant instructions in Regulation 2017/373, and the issuance of 3 SIBs related to the AIP structure/content, ATIS use, and SNOWTAM origination/issuance, but also the identification of cases where ICAO was informed of the need to update certain GRF-related material. EASA stated that further review is on-going to identify all ATS-related cases where the terminology used in the regulatory provisions should be updated to fully align with the GRF concept, and then will submit another amendment proposal to ICAO. Moreover, EASA presented a practical example of the clarifications that it had provided in relation to GRF implementation.

IFATCA (Alexander Schwassmann) questioned if EASA had feedback from ICAO about its proposals, including on a timeline for their processing.

EASA replied that the proposal on the AIP amendment was well received by ICAO (Information Panel), and that it should be processed according to procedures in place (State Letters process). EASA will likely anticipate its regulatory actions on the subject to ensure the adequate level of safety. EASA requested the TEC Members to share any issue encountered in the implementation of GRF and offered its availability to for clarifications.

CANSO (Andrea Gartemann) asked if EASA had requested the TEC members to provide GRF implementation feedback.

EASA was expecting the provision of relevant feedback during the relevant discussion, however the provision of implementation feedback concerning GRF is welcomed at all times.

c. Indication of the CPDLC ATN SATCOM (Inmarsat) in Flight Plans

EASA (Ivan Ferencz) delivered a presentation with three proposed options for indicating the CPDLC ATN SATCOM (Inmarsat) in Flight Plans, addressing current issues.

CANSO (Andrea Gartemann) requested by when EASA is expecting comments in this topic.

EASA replied that feedback from the TEC Members is welcome at the earliest convenience, possibly by the end of 2021.

IFATCA (Alexander Schwassmann) informed that ICAO welcomed the EASA initiative and reported that ICAO relevant panel (to which he participates in) might be reluctant to introduce such proposed amendments. He considered that EASA should base its proposal on solid grounds when submitting any related proposal to ICAO, also with a view to ensure a global application and in consideration on the impact of legacy systems.

ATCEUC (Volker Moeller) commented that it is important for the ATCO when at working station to be aware of the aircraft capabilities on Data Link.

5. AOB

a. Enhancing Resilience, Safety and Performance through Monitoring the Availability and Continuity of CNS/ATM* system Services and the associated Service Disruptions within the Functional system



An Information Paper was provided by IFATSEA (Costas Christoforou) on the subject of enhancing the resilience, safety and performance of the CNS/ATM system through monitoring the availability and continuity of the systems. The IP is based on the recent disruption of systems at European ANSP resulting in affecting the ATS services. It was proposed that EASA will contribute to the development of a new metric to capture safety and performance to address the availability and continuity of the CNS/ATM system. EASA responded that is ready to support such development when the concept is better defined (outcome of the CNS Advisory Group) and some clarity exist in the definition of the new metric.

IFATSEA (Costas Christoforou) highlighted that Annex 19 provisions moved the responsibility for CNS outages and disruptions from the CNS providers to the ATS providers.

b. Update on U-space activities, status of the development of AMC/GM, further stakeholder support EASA provided an update on the EASA activities concerning U-space, supported by a presentation

EASA (Maria Algar Ruiz) provided an update on the regulatory activities on U-space, in particular on the NPA including proposed AMC/GM to Regulation 2021/665 on U-space, which should be published before the Christmas break. During the planned 3-month consultation period, a workshop to present the NPA content will be organised by EASA, which will be duly advertised in advance.

EUMETNET (Lauren Donohue) informed that a meeting with EASA was held recently. The EUMETNET community noted some gaps in the MET requirements in the current U-space regulation and offered support to EASA in future regulatory activities on the subject.

c. SESAR Deployment activities

Information paper shared in advance by EASA.

CANSO (Andrea Gartemann) requested if EASA could deliver some guidance under the RMT.0682 activities. EASA clarified that the paper does not refer to regulatory activities, but on the execution of a request from the EC to EASA to assess the status of implementation of CP1.

IFATCA (Panagiotis Psaros) asked why wasn't EASA requested to oversee the CP1 project from the beginning. EASA (Bryan Jolly) replied that the EASA BR does not explicitly foresee such a competence for the Agency. The activity described in the information paper is undertaken based on an ad hoc request and mandate by the EC.

d. EPAS consultation

EASA (Michael Gerhard) informed the TEC members about the process by which EASA develops the EPAS and how the Advisory Bodies can contribute and are being consulted on it. He informed that the EPAS 2022-2026 will be submitted to the EASA Management Board for approval on 15 December, and that it will be published by 15.01.22. The TEC Members were invited to prepare and engage with EASA for the next EPAS cycle 2023-2027.

ETF (Eamonn Wylie) asked about a possible role of ASPReT (an ATCEUC/CANSO/ETF arrangement dealing with social aspects) vis-à-vis the EPAS process and the ATM/ANS TEC activities.

EASA (Fabio Grasso) clarified that the three Organisations are already Members of the EASA Advisory Bodies and as such have access to all activities of the ATM/ANS TEC and are part of the EPAS process consultations. Nothing prevents these three Organisations to represent the ASPReT views and outcomes via their participation to the aforementioned EASA activities and processes.

e. Resignment of Catherine Bichara as ATM/ANS TEC Chair

Catherine announced her resignation from the ATM/ANS TEC Chair role, as she will take other assignments within Skyguide. General appreciation for her role was expressed by the TEC Members and Observers, with short verbal interventions from EASA (Fabio Grasso), CANSO (Eduardo Garcia) and ETF (Eamonn Wylie).

EASA will inform in written the ATM/ANS TEC Members about the next steps for the election of the next ATM/ANS TEC Chair.



6. Review of actions, next meeting dates

The previous action list was reviewed. The new or ongoing actions are listed on the next page. The TEC Secretary asked for an update of the TEC membership information as soon as possible. Information about planned attendance before the meeting would also be appreciated.

EASA anticipated that the next meeting of the ATM/ANS TEC will take place on one of the following dates: 17, 18, 19 May or 21, 22 June 2022. EASA will notify the selected date to the TEC Members in due time.

Updated list of actions:

1	Distribute the presentations on SharePoint	EASA	8 December 2021
2	Organise a joint meeting/session of the ATM/ANS.TeB and TEC as soon as possible	EASA	2022
3	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
4	Membership to TEC to be clarified	All	ASAP
5	Presentation on CONNECT/SiPO project	Airbus	2022, tbc. by Airbus
6	TEC members to provide EASA with comments on CPDLC ATN SATCOM (Inmarsat) in Flight Plans	Members	until the end of 2021
7	EASA to raise the issue related to contacted activities on the next TeB meeting	EASA	16 December 2021
8	EASA with stakeholders to monitor developments of CNS Advisory Group to identify actions to be reflected in EPAS	All	2022
9	Propose topics and provide papers in advance of TEC	Members	2 weeks before next meeting

