Organised by   **Flight Standards Directorate, FS4.2**

List of Participants

	Mr	Alfred	**Gulder**	Austria
	Ms	Tanja	**Abramovic**	Croatia
	Ms	Kamila	**Drevova**	Czech Republic
	Mr	Flemming	**Christensen**	Denmark
	Mr	Kari	**Siekkinen**	Finland
	Mr	Frederic	**Medioni**	France
	Ms	Jana	**Sebecker**	Germany
Attendees	Mr	Romain	**Kohl**	Luxembourg
	Mr	Jos	**Wilbrink**	Netherlands
	Mr	Svein J.	**Pedersen**	Norway
	Mr	Liviu	**Bunescu**	Romania
	Mr	Beno	**Jager**	Slovenia
	Mr	Pablo	**Ulibarri-Ramos**	Spain
	Mr	Lars-Eric	**Blad**	Sweden
	Ms	Fiona	**Lombardi**	Switzerland

	Mr	Dave	**Drake**	UK
	Mr	Jyrki	**Paajanen**	EC
	Mr	Denis	**Bouvier**	EDA
	Mr	Michel	**Borely**	Eurocontrol

AGENDA

MoM prepared by	Anastasiya Terzieva	22/07/2015	**Signature**
MoM reviewed by	Jussi Myllärniemi	31/07/2015	**Signature**

1. Welcome and introduction
Presented by: Jussi Myllärniemi, chairman of the ATM/ANS TAG

The chair welcomed the attendees to the ATM/ANS TAG meeting and opened the meeting. The ATM/ANS TAG members and observers presented themselves.

Before proceeding with the subsequent agenda item, the chairman informed the meeting that EASA report on the 'analysis of the occurrences involving civil-military aircraft over the high seas' has been published at the Commission website and is accessible under the following link:

http://ec.europa.eu/transport/modes/air/news/doc/2015-04-14-civil-military-coordination/report-on-occurrences-over-the-high-seas-involving-military-aircraft-in-2014.pdf

2. Adoption of the draft agenda
Presented by: Jussi Myllärniemi, chair of the ATM/ANS TAG

The chairman presented and explained the proposed Agenda items of the meeting. Furthermore, under A.O.B the Agency proposed to address the application of ACASII version 7.1 (as Agenda item 6.2) and wished to present its view on EASA role during SESAR programme (from development to deployment) (as Agenda item 6.3).

Conclusion: The proposed Agenda with the amendments under A.O.B. was adopted.

3. Adoption of the summary of conclusions from the previous meeting
Presented by: Anastasiya Terzieva, ATM/ANS TAG secretary

The summary of conclusions from the previous meeting (ATM/ANS TAG 2-2014) was reviewed. No comments were tabled and the summary of conclusions was considered as adopted.

Conclusion: The summary of conclusions from the previous ATM/ANS TAG 2-2014 was adopted by the meeting.

Action: The summary of conclusions from ATM/ANS TAG 2-2014 meeting to be re-distributed to the TAG members and observers as 'final version'.

4. 4-year Rulemaking Programme

4.1 Status of the on-going tasks

4.2 Proposals to be included in the next Rulemaking programme

Presented by: Chairman supported by EASA ATM/ANS Regulations officers

4.1 WP2 (EASA progress report: activities in the field of ATM/ANS) had been sent in advance to the ATM/ANS TAG members and observers to facilitate the preparation of this Agenda item.

The status of the on-going rulemaking tasks (RMT) was presented by the chairman supported by the responsible EASA ATM/ANS Regulations officers.

The following provides a summary of the discussion:

- A presentation was given on the status of the on-going tasks

- The on-going rulemaking activities in the field of ATM/ANS are progressing in line with the present 4-year Rulemaking Programme 2014-2017, adopted by the ED Decision 2013/029/R of 20 December 2013. The Agency is committed for 2015 plan, while the planning for the following years (2016-2017) is indicative and may be subject to revision. Said Programme also contains envisaged rulemaking projects that are required to support the regulatory needs stemming from SESAR deployment. Following the publication of the Regulation (EU) No 716/2014 (Pilot Common Projects), a reassessment of the programme was done with a purpose to identify the necessary regulatory actions to be initiated in 2015 (Regulations Development Plan 2015).

- The status on **ATCO licencing rule** was reported. The Spanish TAG representative pointed out that in

Spain the translation of the Regulation (EU) No 2015/340 (ATCO IR) was not received through the proper channel and could not be thus properly reviewed. European Commission representative clarified how the quality of national translations could be enhanced.

- State of play and a short briefing on **the Remote tower operations** task was presented. Norway reminded of the TAG role in progressing this subject and expressed its appreciation of the good work performed by the Agency. Spain and Netherlands supported this. It was also pointed out that although the initial issue of Guidance Material (GM) on the implementation of the remote tower concept is for single mode of operation, it would be of benefit to apply the concept on several airports. Furthermore, the TAG meeting invited EASA to consider how best to integrate this GM into the future 'Requirements for service providers and the oversight thereof' material, so that the good work completed so far is maintained.

- The Agency briefed the ATM/ANS TAG on the progress status on '**Requirements for service providers and the oversight thereof**'. Since the publication of the Opinion 03/2015, issued on 16 December 2015, certain developments took place:

  ▪ the Draft Regulation was presented to SSC55 and SSC56 meetings and also a dedicated SSC workshop was held on 2 March 2015;

  ▪ The Member States have been asked twice to submit their possible written comments to the IR text; and

  ▪ It is anticipated that in June 2015 SSC meeting a principal agreement could take place, followed by a vote in autumn at the SSC58 meeting (21-22 October 2015).

  Thereafter, the Agency plans to align the draft AMC/GM with the Implementing Rule, considering the changes introduced during the Comitology process, with an aim to timely publish the associated Agency Decision.

  Some ATM/ANS TAG members indicated that the proposed text of the draft IR resulting from the SSC comments is well received. Additionally, on a question as regards the SATF work, it was clarified that a 2nd NPA is planned to be proposed independently of the initial issue of AMC/GM on 'Requirements for service providers and the oversight thereof'.

- The ATM/ANS TAG meeting was also advised on the state of play on the RMT related to AIS/AIM. Within the context of 'Analysis of Regulation 73/2010' as part of the subject RMT activities, it was pointed out that the aim is to propose a single regulatory framework on AIS/AIM, without compromising the investments done so far by stakeholders. This principle was supported by the participants.

- The meeting was informed about progress on **Requirements on DAT Providers (Part-DAT)** task (including former SES ADQ2 mandate). Based on the advice and guidelines gathered during the focused consultation in the thematic meeting that took place on 16 – 17 December 2014, the Agency published Opinion 02/2015. The first familiarisation by the SSC with this proposal took place at its SSC56 meeting in March 2015. This Part is anticipated to be integrated into the proposed Regulation planned to be voted in October 2015. On a question raised by the audience, it was clarified that the amendment to 'Common requirements and Oversight' will be voted by the SSC, while the amendment on AirOPS rule proposed with Opinion 02/2015 will be dealt by EASA Committee.

- The ATM/ANS TAG was advised on the state of play on RMTs related to **ATS** and **ASD**. The meeting welcomed the work done so far although the consultation process is anticipated to be quite challenging, including the proposal on AIS/AIM.

- The state of play and a short briefing on **PBN implementation in the EATMN** were presented. It was indicated that the extension of the NPA 2015-01 consultation period was well received by stakeholders. Some concerns were expressed on the assumed need to maintain non-PBN procedures and accordingly ground navigation aids presenting an unnecessary 'double layer'. The Agency clarified that it is assumed natural that some procedures and routes based on conventional navigation aids are maintained as it will permit e.g. non-PBN-capable State aircraft to continue to operate; however, their operations may be limited with respect to access times and may not always have the most direct

routings. As regards the implementation of the proposed rule, the Agency clarified that for operations along ATS routes within SIDs and STARs, the implementation of airspace redesign is conditioned by the fact that this redesign is needed to meet the relevant performance objectives. Therefore, the proposed regulation does not mandate requirements containing a single implementation date of PBN, but provides flexibility, geographically and in terms of time, depending on the local environment, in order to implement airspace changes only where and when needed to reach performance objectives. However, the NPA proposing the subject rule is still in consultation and the stakeholders were invited to provide their comments using the CRT tool.

Furthermore, the Commission reminded that EASA Opinion 03/2015 was recently issued proposing amendments to AirOPS and FCL PBN-related safety rules. Based on a risk assessment, EASA concluded that most PBN operations are considered to be a normal navigation mode for commercial as well as non-commercial air operators; this will be adequately reflected in the regulatory framework.

- The ATM/ANS TAG was also advised on the state of play on **SERA Part C** and **HETA**. Within the context of SERA Part C and ICAO amendment to the Rule of the air, the Commission reported about the joint actions with EASA on the coordination with ICAO based on a Czech proposal, notably as regards the advice on responses to ICAO State Letters, the issue of filing of differences and the establishment of practical arrangements for more upstream coordination in the ICAO process of developing Amendments.

The progress done by the Agency as regards the regulatory framework activities were well received by the ATM/ANS TAG.

4.2 Netherlands, on behalf of the FABEC States and ANSPs, and supported by CAA UK presented a WP5 proposing **an update of the EASA AMC/GM SKPIs** (ED Decision 2014/035/R). The Agency received well the proposals made and ensured that it is already aware of them, and have requested from Eurocontrol a list of the changes made to RAT since the AMC/GM were prepared. Once EASA receives a full list of the changes the best method of amending the AMC/GM will be considered, but it seems unlikely that a rulemaking group will be needed for the task. It was noted that also other changes need to be made to the AMC/GM, such as amending AMC8 SKPI to reflect the change from Directive 2003/42/EC to Regulation (EU) No 376/2014. In addition, any implementation feedback received will be considered. The ATM/ANS TAG was also informed that any changes to the AMC/GM will be consulted with the Commission and the PRB. It is important that the original intent of the SKPI and its associated target is retained, regardless of any changes that have been made elsewhere.

The UK CAA also proposed a tool for reporting on the level of occurrence reporting (please refer to Flimsy 2). The Agency supported it and proposed it to be circulated to the EASA Network of Analysts as a best practice. It was however concluded that it may not qualify as AMC as now proposed because not all States are currently using AWB with ECCAIRS 5.

Furthermore, the Agency ensured that all other comments on this subject would be duly considered.

As regards proposals and prioritisation for the next Rulemaking Programme the next steps on GBAS RMT.0680 and its link with ATM/ANS systems and constituents RMT were clarified.

Conclusion:	- The Agency presented the status of on-going ATM/ANS RMTs.
	- The Agency received the ATM/ANS TAG feedback to be considered in its further activities.
Action:	The presentation on the status of on-going tasks to be distributed to the ATM/ANS TAG members and observers.

5. Technical/Horizontal issues

5.1 Implementation of Regulation (EU) No 2015/340

5.2 Implementation of Regulation (EU) No 923/2012 and the use of flexibility provisions

5.3 Status report on Cross Domain Safety Management tool (informal working group)

5.4 En-route IFR rating

5.5 Conformity assessment of interoperability

Presented by: *responsible EASA staff members*

5.1 Implementation of Regulation (EU) No 2015/340

The Agency provided feedback on the ATCO Regulation Workshop that took place on 27 March 2015. Feedback on stakeholder needs shows clear need for more focussed support in ATCO training and TO requirements; instructor and assessor qualification and licensing; licensing requirements; and more focus on AMC/GM. Within this context, the Agency invited the ATM/ANS TAG to provide initial feedback by 30 April 2015 on implementation of the new ATCO regulation. Further details were provided in WP3 on 'Implementation of Commission Regulation (EU) 2015/340 on the licensing and medical certification of air traffic controllers.

Furthermore, the ATM/ANS TAG meeting was advised on EASA developments as regards FAQ on ATCO Regulation.

5.2 Implementation of Regulation (EU) No 923/2012 and the use of flexibility provisions

A presentation on the subject was provided by the Agency focusing on the use of the flexibility provisions and their build-in. EASA committed its readiness to assist Member States in using the flexibility provisions, but cannot provide legal interpretation of the rules.

5.3 Status report on Cross Domain Safety Management tool (informal working group)

EASA provided a presentation that illustrates the objective of the task (to establish common methods for assessing SMS organisations across domains and across Member States), the group composition and its schedule. It was explained that at the forthcoming RAG meeting the (draft) ToR of the informal group should be adopted. On a question raised it was clarified that the tool would not affect RP2 in the ATM/ANS domain, while possibly RP3. It was also reminded that for RP3 no indicators/targets have been set up yet.

5.4 En-route IFR rating

The Agency presented for awareness the limitations of En-route IFR rating (EIR), according to which flight rules (without departure, arrival or approach privileges) the flight plan is expected to be filed as in case of normal IFR rules. Based on the implementation feedback a specific ATC issue has been raised, that necessitates for ATM to distinguish between IR traffic and EIR traffic and due to the interaction with ATC, awareness of new traffic flow type should take place at national level as well.

5.5 Conformity assessment as part of SES interoperability

Austria provided a presentation on the SES Interoperability rules (IOP) implementation issues and the use of DoV/DoC following the earlier discussion on this subject at the ATM/ANS TAG meetings.It was recognised that analysis and several papers at different forums were presented on this subject. It was commonly shared that there is a need to establish a consistent approach and process to update exitsing ATM conformity assessment processes and to establish compliance requirements accordingly for new ATM installations. Considering the SES2+ related discussions and proposals, ATM/ANS TAG invited EASA's further involvement and support in enhancing the future conformity assessment processes.

Conclusion/Action:
- The ATM/ANS TAG to provide initial feedback by 30 April 2015 on implementation of the new ATCO regulation.
- EASA is prepared to assist Member States in using the flexibility provisions

	-	as regards SERA implementation.
	-	The Agency to prepare for further support in enhancing the future IOP conformity assessment processes.

6.	**A.O.B:**
	6.1. States comments on ICAO language proficiency implementation
	6.2. Introduction of ACAS II version 7.1
	6.3. EASA role during SESAR Programme
	Presented by: EASA staff

6.1. As so far only one State has provided feedback on the WP presented last time at the ATM/ANS TAG meeting regarding **ICAO language proficiency implementation**, EASA reminded the audience that ATM/ANS TAG was invited to provide feedback and (possible) contacts for further evaluation of the subject, especially as regards:

- the current experience with language assessment bodies and approved tests;

- attitude towards the use of the ICAO promoted endorsed tests;

- short term aims and objectives, where it is considered that EASA assistance or guidance could be beneficial;

- Mid- and long-term vision on the issue, including the considerations towards a rulemaking task to further develop, at the level of acceptable means and guidance material the existing requirements on the assessment of language proficiency.

No evident issues were raised at the short discussion, but the ATM/ANS TAG was requested now to provide comments and suggestions on this specific topic by end of April 2015.

6.2 Under A.O.B on a request by the Eurocontrol Surveillance group, the Agency provided a presentation on **Implementation of ACAS II version 7.1** by providing some technical information to facilitate the uniform understanding on the subject in particular concerning the State aircraft.

6.3 The Agency also presented its proposal on the role of EASA in the SESAR Programme and invited the ATM/ANS TAG to provide feedback either through their RAG representatives or in writing to the ATM/ANS TAG secretary by end of April 2015.

Conclusion/ actions:	-	The ATM/ANS TAG to provide feedback and (possible) contacts regarding ICAO language proficiency implementation by 30 April 2015.
	-	The ATM/ANS TAG to provide feedback on the proposals presented in Flimsy3 related to the Role of EASA during SESAR programme.

Next meeting:
The next meeting is arranged for 30/09/2015 at 10:00 hrs in Cologne.

Actions table					
Number	Action	Action owner	Due date	Status	Comments
1-2-2014	To provide feedback and (possible) contact details to the Agency as regards ICAO language proficiency implementation.	ATM/ANS TAG	Next meeting	C	Flimsy from 2-2014 ATM/ANS TAG