

**SUMMARY OF CONCLUSIONS**
**Subject: ATM/ANS TAG 1-2014 meeting**
**Date** 07 April 2014

**Location** EASA; meeting room 04/049

**Organised by** Rulemaking, R.5

**List of Participants**

Attendees	Mr	Alfred	<b>Gulder</b>	Austria
	Mr	Eric	<b>De Causemacker</b>	Belgium
	Mr	Boyan	<b>Iliev</b>	Bulgaria
	Ms	Kamila	<b>Drevova</b>	Czech Republic
	Mr	Vladimir	<b>Nekvasil</b>	Czech Republic
	Mr	Flemming	<b>Christensen</b>	Denmark
	Ms	Eve	<b>Harm</b>	Estonia
	Mr	Kari	<b>Siekkinen</b>	Finland
	Mr	Frederic	<b>Medioni</b>	France
	Mr	Bodo	<b>Heinz</b>	Germany
	Ms	Hlin	<b>Holm</b>	Iceland
	Mr	Jos	<b>Wilbrink</b>	Netherlands
	Mr	Svein J.	<b>Pedersen</b>	Norway
Ms	Sabina	<b>Kocjan</b>	Slovenia	

Mr	Pablo	<b>Ulibarri-Ramos</b>	Spain
Mr	Lars-Eric	<b>Blad</b>	Sweden
Mr	Jan	<b>Jardmark</b>	Sweden
Ms	Fiona	<b>Lombardi</b>	Switzerland
Mr	Harry	<b>Daly</b>	UK
Mr	Gzim	<b>Ocakoglu</b>	EC
Mr	Denis	<b>Bouvier</b>	EDA
Mr	Jose	<b>Calvo-Fresno</b>	SESAR JU
Mr	Mike	<b>Lissone</b>	Eurocontrol
Mr	Michel	<b>Borely</b>	Eurocontrol
Mr	Hans-Joerg	<b>Fietz</b>	Eurocontrol

## AGENDA

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<b>MoM prepared by</b>	Anastasiya Terzieva	29/07/2014	<b>Signature</b>
<b>MoM reviewed by</b>	Jussi Myllärniemi	29/07/2014	<b>Signature</b>



## 1. Welcome

*Presented by: Jussi Myllärniemi, chair of the ATM/ANS TAG*

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

## 2. Adoption of the draft agenda

*Presented by: Jussi Myllärniemi, chair of the ATM/ANS TAG*

Mr Myllärniemi explained the Agenda items of the meeting, including the ones received under A.O.B.

**Conclusion:** The proposed Agenda was adopted without changes.

## 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 2-2013) was reviewed. Some corrections to the content of the summary of conclusions were asked in writing prior the meeting and an editorial one during the meeting.

**Actions 1-1-2012** (to be evaluated the transition periods in the current ATM regulations taking also due account of the anticipated EASA standardisation activities and to be presented it at the next TAG meeting) and **2-1-2013** (Initiative on 'operational monitoring as an input to rulemaking') were closed.

**Conclusion:** The summary of conclusions from the previous ATM/ANS TAG 2-2013 was adopted by the Committee with the modifications mentioned above.

**Action:** The revised summary of conclusions from 2-2013 meeting to be re-distributed to the Committee;

## 4. 4-year Rulemaking Programme

- **Revised Rulemaking programme 2014-2017 – ED Decision 2013/029/R;**
- **Changes incorporated in the revised Rulemaking Programme 2014-2017;**
- **Progress update, including information on the on-going Rulemaking groups/activities;**
- TAG feedback

*Presented by: Jussi Myllärniemi supported by EASA ATM rulemaking officers*

For preparation of the meeting the following papers had been sent in advance to the ATM/ANS TAG members and observers :

- **WP1** - Changes in the revised RMP 2014-2017; and
- **WP2** - Progress Report on EASA regulatory activities.

The Agenda item was presented by Jussi Myllärniemi supported by EASA ATM rulemaking officers on the following topics:

- The status and the main changes adopted in the 4-year RMP 2014-2017;
- Progress update on ATM/ANS rulemaking tasks.

The following provides a summary of the rulemaking programme related discussion:

- The Agency explained that the 4-year Rulemaking Programme 2014-2017 was adopted in August 2013. However, a need to further review the rulemaking strategy was identified to take into account the overload of the EU aviation regulatory system and the economic downturn. This review aimed at allowing for consolidation of the existing regulatory framework, facilitating the introduction of new key technologies and systems as well as focusing on proportionality and better regulation. As a result and exceptionally, a revised Rulemaking Programme (that supersedes the earlier published 4-year Rulemaking Programme 2014-2017) was proposed to the Agency Management Board meeting on 10 December 2013 and adopted with **ED Decision 2013/029/R** of 20 December 2013. Some changes



concerning the ATM/ANS tasks were also included, however the priority to contribute to the ATM regulatory roadmap and deployment of SESAR was maintained. It is foreseen that currently the related on-going (or to be initiated) ATM/ANS rulemaking tasks impact three different implementing rules. Most of these tasks would amend the rule on service provision and oversight.

- The present revised 4-year Rulemaking Programme 2014-2017 commits the Agency to the rulemaking deliverables planned for finalisation in 2014 and 2015. The planning for the following years (2016-2017) is indicative and may be revised during the next planning cycle.
- A short debrief on the state of play on ATCO licencing opinion was provided. The Agency informed that the subject draft rules will be presented and discussed at EASA and Single Sky Committees aiming at a vote in July by EASA Committee. Based on the final adoption of the ATCO licencing Regulation the AMC/GM would require to be updated accordingly in autumn 2014.

Furthermore, on a question by a ATM/ANS TAG member, the Agency explained that whilst it already works with maintenance of rules to synchronise them with ICAO annexes, in ATM this activity is only at the initial transposition stage. Moreover, the Agency informed that a set of principles for ICAO maintenance had already been agreed in SSC, but a concrete mechanism was still being worked on and a report would be presented to the next SSC meeting.

- The Agency briefed the ATM/ANS ATG on the development of CRD to NPA 2013-08 (Requirements for service providers and oversight thereof).

Transitional provisions were questioned by a member pointing out the adoption options related to the subject rule. The Agency explained that major feedback on the proposed transitional provisions was received. Based on the ongoing work towards the issue within the 4th quarter of 2014 of the Opinion, the Agency takes good note of the comments and will duly consider them when the subject provisions are to be introduced. Transitional provisions obviously have to reflect the overall content of the proposed Regulation as well as the envisaged changes needed in its implementation.

As requested by a member of ATM/ANS TAG the Agency briefed that many comments received during the subject NPA consultation pointed to a need for an integration of **Regulation (EC) No 255/2010** (ATFM IR) and a development of the associated AMC and GM related to the specific requirements for the provision of ATFM and ASM. The Agency considers that developing AMC/GM by itself to implement Regulation (EU) No 255/2010 would necessitate more detailed understanding of the difficulties encountered by the States and a thorough consideration also by the European Commission. Moreover, as an element of consideration, the ATM regulatory roadmap by the European Commission has included plans to revise the Regulation on ASM, particularly as regards the flexible use of airspace concept. Therefore, at this stage the Agency could only take note of these comments and would kindly invite a further discussion on the issue at the relevant forum.

- With regard to the outcome from the activities related to **RMT.0469**, the Agency informed the Committee that the publication of the 'safety assessment of changes' NPA is in the pipeline aiming at combining both work-streams (this task and NPA 2013-08) in a joint Opinion. It was agreed that the most effective way for consultation on the subject deliverable would be providing comments and feedback in the CRT.
- The Agency informed that **NPA 2014-07** on MET technical requirements (MET.TR) is in consultation by end of June 2014. In the NPA 2013-08 consultation several comments questioned the indissociable link between the NPA related to MET.OR (NPA 2013-08) and the one on MET.TR (NPA 2014-07), with the consequence that it was difficult to comment without knowing the content of both. As the transposition of ICAO Annex 3 has been made in two separate phases, the Agency will integrate the MET.TR rules (NPA 2014-07) in the draft regulation on service providers (Opinion to NPA 2013-08).
- The ATM/ANS TAG was advised on the state of play on RMT tasks related to AIS/AIM, ASD and DAT and the links between each other, including as enablers (e.g.) for PBN implementation.
- A debrief on SERA and HETA status was given.
- The Agency briefed that NPA 2014-08 was issued and proposes AMC/GM on the newly introduced



safety performance indicators for the second Reference Period (RP2:2015-2019) under the ATM performance scheme. The closure of the NPA consultation is 26 May 2014.

- The ATM/ANS TAG was also informed about Agency's activities related to Electronic Filing of Differences (EFOD) – ATM rules.

The ATM/ANS TAG members welcomed the efforts by the Agency in relation to the implementation of the revised RMP and expressed readiness to continue supporting EASA in rulemaking activities, as far as necessary.

- Conclusion:**
- The Agency presented the status on the implementation of the revised 4-year Rulemaking Programme 2014-2017 as regards the ATM related RMTs.
  - The Agency received the ATM/ANS TAG feedback to be considered in its implementation.

**Action:** The presentation on the implementation of the 4-year Rulemaking Programme 2014-17 will be distributed to the ATM/ANS TAG members and observers.

## 5. Horizontal issues

- **Horizontal issues to be brought to the attention of the RAG;**
- **Feedback on implementation of EASA rules;**
  - o **Outcome on thematic TAG meeting – SERA Implementation Workshop**

*Presented by: Jussi Myllärniemi supported by EASA ATM rulemaking officers*

- Horizontal issues:
  - o An ATM/ANS TAG member confirmed the difficulties in the implementation of **Regulation (EU) No 255/2010** (ATFM IR) and its possible revision and integration within EASA regulatory framework which is in line with the NPA 2013-08 consultation feedback.
  - o The proposal of CAA UK on establishment of an EASA supported Task Force comprised of appropriately experienced specialists to develop proposals for ATM Safety Key Performance Indicator(s) for the third Reference Period (RP3:2020-2024) of the ATM performance scheme was fully supported by the ATM/ANS TAG as indicated in Agenda item 6.1 and requires commitment by the RAG.
- **SERA Implementation Workshop:** In order to facilitate the implementation of the existing SERA rule, the Agency organised a thematic TAG meeting on 27 February 2014 in Cologne. The meeting aimed at sharing the best practises and concerns on the rule implementation. It was attended by 38 participants from 16 States and several experts from different departments of the Agency. Among the participants were also experts from the European Commission and EUROCONTROL. The first feedback from the participants was very positive, indicating that the meeting succeeded in providing a common understanding on many of the issues raised by the State representatives.

- Conclusion/Action:**
- The Agency noted the implementation difficulties of ATFM Regulations and the necessity of its further consideration;
  - The proposal of CAA UK to be brought to the attention of RAG.

## 6. A.O.B:

### 6.1. Safety KPI for RP3;

### 6.2. Study on safety-related and safety-critical functions and related jobs in ATM/ANS (EASA 2011 FC25);

### 6.3. Transition periods (examples)

### 6.4. Pan-European services

### 6.5. Update on the role of TAG in the rulemaking process

### 6.6. Planning of future meeting

*Presented by: EASA staff*



6.1. A paper has been developed and presented by CAA UK to promote the development of safety key performance Indicators for the ATM performance scheme for the third Reference Period (RP3) and beyond. It aimed to be forwarded the issue to the RAG for eventual adoption into the EASA rulemaking programme. The ATM/ANS TAG was invited to support and agree the following recommendation:

Establish a task force (working group) supported by the EASA secretariat, as soon as practical, to develop proposals for Safety Key Performance Indicator(s) for RP3. The Task Force Terms of Reference/Programme will allow for a period of research in order to enable the creation of robust and practical Safety KPI(s).

With a consensus the proposals was supported by the ATM/ANS TAG members and observers for further processing.

6.2. On a request from the ATM/ANS TAG, the Agency presented the outcome of the study on 'Safety related roles and functions and related jobs in ATM/ANS'. The TAG was informed about the possibility for the complete study to be provided in case of further interest (following the instructions published on EASA website).

6.3. The subject paper circulated prior to the meeting already addressed the issue and no further questions were raised.

6.4. Shortly prior the meeting a flimsy was circulated to the ATM/ANS TAG. It has been developed to raise awareness on the need for coordination between the Agency (in its role as competent authority of Pan-European ATM/ANS organisations) and the National Supervisory Authorities (NSAs) of the Member States in respect of their respective ATM/ANS oversight responsibilities.

6.5. An update on the role of TAG in the rulemaking process has been presented. Questions on the different consultation platforms were answered.

6.6. The ATM/ANS TAG was informed that the next meeting is scheduled for 01/10/2014 at 10:00 hrs in Cologne.

**Conclusion/ actions:**

- The proposal of CAA UK to be brought to the attention of RAG;
- The ATM/ANS TAG requested further information to be provided on the need for coordination between the Agency (as competent authority of Pan-European ATM/ANS organisations) and the NSAs in respect of their respective ATM/ANS oversight responsibilities.

**Next meeting:**

The next meeting is arranged for 01/10/2014 at 10:00 hrs in Cologne

**Actions table**

Number	Action	Action owner	Due date	Status	Comments
1-1-2012	To be evaluated the transition periods in the current ATM regulations taking also due account of the anticipated EASA standardisation activities and to be presented it at the next TAG meeting.	Agency	Next meeting	C	Post meeting paper disseminated to the ATM/ATS TAG.



1-1-2013	Clarification on the scope of the rulemaking task on ASD for next meetings	Agency	Next Meeting	C	Part of the presentation under Agenda item 4 of 2-2013 ATM/ANS TAG
2-1-2013	Initiative on 'operational monitoring as an input to rulemaking'	ATM/ANS TAG member	Next meetings	C	Please refer to point 3 of the Summary of conclusions
3-1-2013	Presentation on SES II+ initiative	EC	Next meeting	C	Agenda item 6 of 2-2013 ATM/ANS TAG meeting

