



## European Aviation Safety Agency

### Summary of Conclusions

**Subject** ATM/ANS Thematic Advisory Group 1-2012 meeting  
**Date** 11 September 2012  
**Location** EASA, meeting room 04.049  
**Organised by** Rulemaking, R.5

#### List of Participants

	<b>Members:</b>				
Attendees	Mr	Kalin	<b>Raychev</b>	DG CAA	<b>Bulgaria</b>
	Mr	Lukáš	<b>Vaněk</b>	Civil Aviation Authority	<b>Czech Republic</b>
	Mr	Flemming	<b>Christensen</b>	Transport Authority	<b>Denmark</b>
	Mr	Eve	<b>Harm</b>	Estonian Civil aviation Administration	<b>Estonia</b>
	Mr	Kari	<b>Siekkinen</b>	Transport Safety Agency	<b>Finland</b>
	Mr	Alain	<b>Printemps</b>	Direction Generale de l'Aviation Civile	<b>France</b>
	Mr	Bodo	<b>Heinzl</b>	Bundesaufsichtsamtsamt fuer Flugsicherung	<b>Germany</b>
	Mr	Epameinondas	<b>Amoratis</b>	Civil Aviation Authority	<b>Greece</b>
	Mr	Reynir	<b>Sigurdsson</b>	Icelandic Civil Aviation Administration	<b>Iceland</b>
	Ms	Carmela	<b>Tripaldi</b>	ENAC	<b>Italy</b>
	Ms	Erika	<b>Neimane</b>	CAA of Latvia	<b>Latvia</b>
	Mr	Romain	<b>Kohl</b>	Direction de l'Aviation Civile	<b>Luxembourg</b>

Mr	Joseph	<b>Bonnici</b>	Civil Aviation Directorate	<b>Malta</b>
Mr	Jos	<b>Wilbrink</b>	DGCA, Ministry of Infrastructure and Environment	<b>Netherlands</b>
Mr	Svein J.	<b>Pedersen</b>	Civil Aviation Authority	<b>Norway</b>
Mr	Vojtech	<b>Šproch</b>	Civil Aviation Authority	<b>Slovak Republic</b>
Mr	Pablo	<b>Ulíbarri-Ramos</b>	Aviation Safety Agency	<b>Spain</b>
Mr	Lars-Eric	<b>Blad</b>	Swedish Transport Agency	<b>Sweden</b>
Ms	Fiona	<b>Lombardi</b>	Fed. Office of Civil Aviation (FOCA)	<b>Switzerland</b>
Mr	Harry	<b>Daly</b>	Civil Aviation Authority	<b>United Kingdom</b>
Mr	Jyrki	<b>PAAJANEN</b>	Directorate General for Mobility and Transport, European Commission	<b>EC - DG MOVE</b>
<b>Observers:</b>				
Mr	Radomir	<b>Gavric</b>	Directorate of Civil Aviation	<b>Bosnia and Herzegovina</b>
Ms	Tanja	<b>Abramović</b>	Civil Aviation Agency	<b>Croatia</b>
Ms	Gaye Betul	<b>Dogan</b>	Ministry of Transport, Directorate General of Civil Aviation	<b>Turkey</b>
Ms	Maria	<b>Mas Rueda</b>	European Defence Agency	<b>EDA</b>
Mr	Jose	<b>Calvo-Fresno</b>	SESAR JU	<b>SJU</b>

	Mr Hans-Joerg <b>Fietz</b>	MAB Eurocontrol	<b>Eurocontrol</b>
	Mr Peter <b>Green</b>	Eurocontrol	<b>Eurocontrol</b>
<b>Apologies</b>	<b>Austria, Belgium, Hungary, Lithuania, Poland, Romania, Slovenia Albania, Armenia, Azerbaijan, FYROM ,Georgia, Moldova, Montenegro, Serbia, Ukraine</b>		

<b>Conclusions prepared by</b>	Anastasiya Terzieva	<b>10/07/2013</b>	<b>Signature</b>
<b>Conclusions reviewed by</b>	Jussi Myllärniemi	<b>17/07/2013</b>	<b>Signature</b>

## 1. Welcome

*Presented by: Jussi Myllärniemi, Head of ATM/Airport Department*

The chairman of the ATM/ANS TAG, Jussi Myllärniemi, welcomed the attendees to the second meeting which was also the first one in 2013. He expressed the importance of the TAG feedback for EASA's future work in rulemaking. The meeting was opened and TAG members and observers presented themselves.

## 2. Adoption of the agenda

*Presented by: Jussi Myllärniemi*

The chairman presented the planned Agenda items of the meeting. Five additional subjects were proposed:

- a. Alignment of EASA RMP with the SESAR Regulatory & Standardization roadmaps and the regulatory/standardisation needs raised from the elaboration of the Pilot Common Project (in conjunction to item 4 on RMP) – proposed by SJU
- b. Flimsy on Remote TWR (under Agenda item 4 on RMP) – proposed by the Agency
- c. Compliance monitoring (under Agenda item 5 on Feedback on implementation of EASA rules) – proposed by NL
- d. Conflict of interest (under AOB) – proposed by the Agency
- e. SES2+ initiative (under AOB) – proposed by ES

**Conclusion: The Agenda was adopted with the proposed additions.**

## 3. Adoption of the minutes of the previous meeting;

### Review of action table

*Presented by: Jussi Myllärniemi*

The draft Summary of conclusions from the 1<sup>st</sup> ATM/ANS TAG meeting held on 11 September 2012 had been circulated to the TAG members and observers on the 14<sup>th</sup> December 2012.

It was noted that one open conclusion from the previous meeting is pending and not included in the agenda; TAG had asked the transition periods of the rules to be duly evaluated, taking due account also of the anticipated EASA standardisation activities. The Agency fully concurred with the importance of transition periods which shall adequately reflect the nature of changes potentially imposed. The Agency will evaluate how best to address the issue and present it at the next TAG meeting.

**Conclusion: The summary of conclusions of the previous meeting was adopted.**

**Action: The Agency will evaluate the transition periods in the current ATM regulations taking also due account of the anticipated EASA standardisation activities and will present it at the next TAG meeting.**

## 4. 4-year Rulemaking Programme

*Presented by: Jussi Myllärniemi, EASA staff*

The Agenda item was facilitated with a presentation, first on the background of the 4-year Rulemaking programme (RMP) and the structure of the ATM rules (current and in preparation), which was then complemented by the contents and status of each current ATM-related rulemaking task (RMT) in the RMP. The Chairman supported by EASA ATM rulemaking officers (R5) presented briefly the status of the RMTs in the recent 4-year RMP 2013-2016, the proposed changes/updates into the draft RMP 2014-2017 and the justification for the change (where proposed). The following provides a summary of the discussions held:

After the general part of the presentation, the TAG members and observers emphasised the need to link well with the other domains and proposed:

- Holding a joint meeting of the ATM/ANS and OPS TAGs on ACAS II;
- Holding some joint meetings of the Aerodrome and ATM/ANS TAGs to discuss horizontal RM activities with the detailed business done back in the regular TAG meetings.

The Agency fully agreed with the need to work horizontally but pointed out some practical challenges in arranging that while TAGs are expected also to hold joint meetings with their industry counterparts (i.e. the ATM sub-SSCC).

After the brief on ATM.001 and ATM.004 Rulemaking activities some clarifications were given related to the difference between the initial names of the related ToRs and the name of the NPA 2013-08 resulting from the work of the both Rulemaking tasks. The extension of the NPA consultation period was well received.

A short brief on HETA and SERA and their status was given. One TAG member felt that enough time for consultation with regard to the anticipated SERA amendment (ex-Part C) would also be necessary.

The Commission confirmed that by 4<sup>th</sup> of December 2014 at the latest the current SERA rule should be implemented by the Member States which at the same time reduces significantly the amount of European differences with the related ICAO SARPs.

The state of play on 'safety assessment of changes' RMT was reported as well as the outcome from the joint thematic workshop held on 18<sup>th</sup> June 2013. Some TAG members welcomed the results of the work so far. The applicability of the NPA 2013-08 (Requirements for ATM/ANS providers and the safety oversight thereof) was questioned in the sense of the Opinion resulting from 'safety assessment of changes' being a significant element of it. The Agency supported by the Commission clarified the issue by confirming that the results of the both work-stems must be amalgamated on the level of the EASA opinion or the Commission proposal.

The Agency presented the proposal on the split of AIS/AIM into two RMTs by launching DAT as a stand-alone RMT. It was emphasised however that both RMTs (AIS/AIM and DAT) are planned to proceed in parallel. FR TAG member expressed strong concerns with the initiation of AIS/AIM due to the implementation difficulties with the SES ADQ1 rule. The Agency clarified that it is aware of the implementation difficulties faced and would be willing to help as far as it would be possible. It has also received a request by the Commission to address the ADQ2 mandate requirements in the AIS/AIM RMT activity. Furthermore, the aim of this RMT is mainly to transpose ICAO Annex 15, which was supported by the TAG and the Commission.

A short presentation on RMT.0486/0491 on ATM/ANS systems and ADR equipment was submitted by the focal point, Emmanouil Vardakis. Some clarifications on the background and legal basis were provided.

Some concerns were indicated with regard to the RMT related to ATCO fatigue and rostering systems. The Agency told that this RMT was subject to a thorough dialogue in the industry consultative bodies meetings (ATM sub-SSCC and SSCC). There a consensus was found by aligning the task by its contents and timing with the recently established ATCO fatigue management task force of ICAO which the Agency will actively be involved in. After the discussion also the TAG showed a consensus to follow the ICAO approach.

After some clarifications the TAG welcomed the initiative to launch in Q3/2013 the RMT on airspace design.

No disagreement has been shown with regard to the postponement of the forthcoming RMTs related to ASM, ATFM and CNS. (*Post meeting note:* Based on its overall consideration, including a 'low priority' feedback by the consultative bodies, the Agency decided to propose removing the ASM and ATFM tasks from the RMP for the time being and addressing them if/when these services were subject to further regulatory processes.)

Some TAG members expressed positive expectations on the forthcoming stable ATM/ANS regulatory framework to be established (which is the case in other aviation domains such as airworthiness) but wondered about the quite long process ahead. The Agency expressed its commitment to progress the matter as swiftly as possible.

The SESAR JU, as a TAG observer, presented how it sees the regulatory needs stemming from SESAR deployment needs and confirmed in general the possible rulemaking areas as presented in the current Annex I to the RMP. He then (immediately after this meeting) provided more detailed technical comments on the contents of the Annex I as seen stemming from the PCP (Pilot Common Projects) proposal.

The Agency tabled a flimsy on 'Remote provision of ATS to aerodromes' to justify and support a new potential rulemaking task. The issue was commented and supported by several TAG members who invited the Agency to amend the draft RMP 2014-2017 accordingly.

In general some TAG members felt that the draft RMP is ambitious and would necessitate good project management practices by the Agency. They would also wish to support EASA in further prioritisation as the need may be.

#### **Conclusions:**

- **The ATM/ANS TAG discussed the proposals to the draft 4-y RMP 2014-2017 as regards ATM related RMTs.**
- **The Agency received several useful inputs by the TAG. Beyond the overall consensus, the Agency will duly consider and take into account the input when finalising the draft RMP 2014-2017.**

**Action: agreement to distribute the presentation 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**

*Presented by: Jussi Myllärniemi*

- **Horizontal issues to be brought to the attention of the RAG:**

UK TAG member suggested that RAG is invited to consider the Total System Approach and in this respect develop and offer a set of common strategic principles that would apply to all TAGs to help steer and initiate convergence in their work. Some other TAG members actively expressed their support.

In addition to this, joint meetings of the Aerodrome and ATM/ANS TAGs (e.g. once per year) were proposed to discuss horizontal RM activities between these closely interdependent activities with the detailed business done back in the separate and routine TAG meetings as normal.

- **Feedback on implementation of EASA Rules**

Implementation issues raised by the TAG:

- Relation to SES interoperability regulation was recognised as an issue of interest jointly to ATM/ANS and OPS TAG meetings.
- EASA confirmed its readiness to organise a WS on 'Safety Directive' and 'Risk based oversight' that was considered useful by the TAG as necessary. Agency participated also recently on an NCP WG activity which initiated a similar action.
- NL raised a need for operational monitoring to support the ATM rulemaking activity. The Agency agreed with its importance and expressed principal readiness to support

such initiative. But time and resourcing would also be needed in order to evaluate what would be the most appropriate set up for such a support mechanism. One possibility would be for a small group of TAG members to prepare further ideas on the issue.

**Action: The Agency undertook to consider the proposals made and will come back to them later on.**

## 6. AOB

### **EASA policy on Conflict of Interest (CoI)**

Stephan Mick (EASA) provided a short presentation on the general aspects of CoI management ~~and~~ and Specific Declarations of Interest.

### **Planning of future meetings**

The schedule for the next meeting - **9th October 2013** - was agreed. TAG members requested to increase the frequency of the meetings from 2 to 3 per year and in order to facilitate the travel arrangements to reallocate and extend the meeting e.g. by starting in the afternoon of the first day and finishing in the afternoon on the next day. The Agency promised to consider how the meeting could be arranged in the most suitable and efficient manner.

The TAG meeting request to address as an ad-hoc AOB issue the SES 2+ initiative but which was not finally possible due to the time constraints.

**Action: The Agency will evaluate the proposed meeting arrangements and will inform the TAG members accordingly.**

The Chairman thanked everyone for attendance and active contribution.

The meeting was closed at 17:00h.

### **Next meeting:**

The next ATM/ANS TAG meeting will be arranged on the 9<sup>th</sup> October 2013.