



European Aviation Safety Agency

Summary of Conclusions

Subject ATM/ANS Thematic Advisory Group 2-2013 meeting
Date 09 October 2013
Location Jugendherberge Köln - Deutz, "Barcelona Room"
Organised by Rulemaking, R.5

List of Participants

	Members:			
Attendees	Ms Kamila	Drěvova	Civil Aviation Authority	Czech Republic
	Mr Flemming	Christensen	Transport Authority	Denmark
	Mr Alain	Printemps	Direction Generale de l'Aviation Civile	France
	Mr Bodo	Heinzl	Bundesaufsichtsamtsamt fuer Flugsicherung	Germany
	Mr Epameinondas	Amoratis	Civil Aviation Authority	Greece
	Ms Hlin	Holm	Icelandic Transport Authority	Iceland
	Ms Carmela	Tripaldi	ENAC	Italy
	Mr Jos	Wilbrink	DGCA, Ministry of Infrastructure and Environment	Netherlands
	Mr Pablo	Ulíbarri-Ramos	Aviation Safety Agency	Spain
	Ms Fiona	Lombardi	Fed. Office of Civil Aviation (FOCA)	Switzerland
	Mr Alec	Trevett	Civil Aviation Authority	United Kingdom
	Mr Jyrki	PAAJANEN	Directorate General for Mobility and Transport, European	EC - DG MOVE

	Commission			
	Observers:			
	Mr Jan	Sikyr	Civil Aviation Authority	Czech Republic
	Ms Gaye Betul	Dogan	Ministry of Transport, Directorate General of Civil Aviation	Turkey
	Ms Maria	Mas Rueda	European Defence Agency	EDA
	Mr Jose	Calvo-Fresno	SESAR JU	SJU
	Mr Hans-Joerg	Fietz	MAB Eurocontrol	Eurocontrol
	Mr Peter	Green	Eurocontrol	Eurocontrol
	Ms Mariann	Hintz	Eurocontrol	Eurocontrol
	Mr Horst	Schmittdiel	ERAC	ERAC
Apologies	Austria, Belgium, Bulgaria, Croatia, Cypros, Estonia, Finland, Hungary, Ireland, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Norway, Poland, Portugal, Romania, Slovak Republik, Slovenia, Sweden, Albania, Armenia, Azerbaijan, FYROM, Georgia, Moldova, Montenegro, Serbia, Ukraine			

Conclusions prepared by	Anastasiya Terzieva	05/11/2013	Signature
Conclusions reviewed by	Jussi Myllärniemi	08/11/2013	Signature

1. Welcome

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

The ATM/ANS TAG chairman, Jussi Myllärniemi, opened the meeting and emphasised the importance of the TAG feedback for EASA's future work in rulemaking. The 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. Agenda item 5 has been amended with 'Implementation of Regulation (EU) No 923/2012' as proposed by the Danish ATM/ANS TAG member.

Conclusion: The Agenda was adopted with the proposed addition.

3. Adoption of the summary of conclusions from the previous meeting;

Review of actions table

Feedback and follow-up of the quality survey

Presented by: Jussi Myllärniemi

The draft Summary of Conclusions from the 2nd ATM/ANS TAG meeting (and first for 2013) held on 19 June 2013 had been circulated to the TAG members and observers on the 19 July 2013. Comments were received from Spain and were taken into account.

The Actions table was presented.

The request of the TAG, for EASA to evaluate the transition periods of the rules, taking due account also of the anticipated EASA standardisation activities, was retained open but revised with an action to disseminate a post meeting paper on the subject by the end of November 2013 (action 1-1-2012).

The actions 1-1-2013 and 3-1-2013 ('Clarification on the scope of the rulemaking task on ASD' and 'Presentation on SES II+ initiative' respectively) were closed as they were covered by the meeting agenda.

The need for operational monitoring (e.g. SESAR implementation, etc.) to support the ATM rulemaking activity (action 2-1-2013) was kept open for further consideration by the ATM/ANS TAG members together with EASA.

The feedback from the quality survey performed after the previous ATM/ANS TAG meeting was presented by the chairman.

Conclusion: The Summary of conclusions of the previous meeting was adopted.

Action: The Agency will disseminate a post meeting paper on the transition periods reflecting the current ATM regulation.

4. 4-year Rulemaking Programme

Presented by: Jussi Myllärniemi, EASA staff

The Agenda item was facilitated with a presentation. The Chairman supported by EASA ATM and ADR rulemaking officers (R5) presented:

- The status and the main changes adopted in the 4-year RMP 2014-2017;
- Progress update on ATM/ANS rulemaking tasks; and
- The milestones for the development of the next draft 4-year Rulemaking programme 2015-2018.

To facilitate the preparation for the meeting, the TAG members and observers had been sent in advance the following papers:

- IP1 – Changes in the RMP 2014-2017
- WP2a - Progress Report on EASA regulatory activities; and
- WP2b - Progress overview of EASA rulemaking projects.

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

FR pointed out that there are positive changes adopted in RMP 2014-2017 but the comprehensive approach by EASA in the RM programme presents still a too heavy workload, which thus should be reduced. Some other TAG members expressed their consent with this.

ES expressed its dissatisfaction with the removal of the task on ATFM due to the fact that it will be needed for the certification of FMPs ('local ATFM' provision) once the on-going EASA ATM/ANS regulation is issued and applicable. ES also pointed out that it would insert a comment in that sense in the NPA 2013-08. In support to this NL indicated that a revision of Regulation (EU) No 255/2010 on common requirements for ATFM is necessary. The Agency clarified that based on the perceived high workload and the feedback from the previous TAG meeting (1-2013) the subject task was removed, while at the same being aware that the potential revision of the Regulation (EU) No 255/2010 could be the right moment of time to address also the technical requirements related to 'local ATFM' provision.

SJU highlighted the importance of the updated Annex I to RMP 2014-2017 related to (potential) SESAR and PCP tasks and underlined the on-going discussion on the subjects. Furthermore in order to ensure a successful PCP implementation, changes in EASA Certification Specifications would also be required.

A presentation on ATCO licencing CRD development was provided, pointing out the main results from the public NPA consultation. Some TAG members conveyed their appreciation to the comprehensive work performed on the matter. Some anticipated implementation questions were also addressed.

A debrief on SERA status was given. TAG members highlighted the importance to allow enough time for consultation with regard to the anticipated SERA amendment (ex-Part C). The Commission re-confirmed that the deadline for the SERA rule implementation is the 4th of December 2014 at the latest. Above the local challenges in implementation the significant decrease of the amount of European differences with the related ICAO SARPs was also acknowledged. TAG members reinforced the importance of establishing the rule maintenance mechanism (in relation to ICAO SARPs) and the need to arrange a dedicated workshop on SERA implementation issues.

The state of play on 'common requirements and safety oversight' RMTs was reported. As regards the adoption options related to the NPA 2013-08 and the subsequent deliverables, FR invited the Agency to publish the 'safety assessment of changes' NPA at earliest possibility aiming at combining the both work-streams in a joint Opinion. FR pointed out also that the NPA contains 'gaps' which have to be brought up-to-date prior to the adoption process.

Based on a request from the previous TAG meeting 1-2013, the Agency presented an overview and the scope of the rulemaking task on airspace design (ASD) activities. The TAG was informed about the forthcoming ToR consultation with a main objective to develop Implementing Rules, Acceptable Means of Compliance and Guidance Material on airspace design service provision

including procedure design, with the aim to ensure the airspace structures and flight procedures are appropriately surveyed, designed, and validated. The link expressed by ES with the PBN and PBN implementing rule under development was clearly pointed out both by EASA and Eurocontrol.

FR challenged the certification of designers of airspace structures, if this is included within the scope of airspace design task. It argued that only designers of instrument flight procedures may be under a certification scheme, if needed. FR highlighted that these two deliverables (i.e. IFP and airspace structures) are designed by different people and organisations, with different expertise and skills, so the requirements are definitely different and cannot be treated together. The Agency noted this position and reminded that no final decision is taken, even the ToR are not firmly proposing that certification scheme. The consultation process will help to define precisely the scope.

A short brief on HETA was provided by EASA focal point, Gernot Kessler. TAG was informed about the outcome from the Workshop held on 30 September and 1 October in Brussels and the steps forward.

The status of AMC/GM development for SKPI for RP2 was presented. Some TAG members mentioned the importance to clarify the SKPIs by the Agency as the compliance with safety targets to 2017 was largely questioned, especially the use of the RAT tool and related targeting.

The state of play on RMT.0486/0491 on ATM/ANS systems and ADR equipment was presented by the Agency. Some TAG members and observers expressed strong concerns to the subject RMT which would cover also interoperability (IOP) aspects. The discussion performed indicated that SES interoperability regime is ambiguous and not uniform implementation is ensured in the sense of oversight and responsibilities. Some participants expressed the opinion that this task (i.e. implementation of the ATM systems related provisions of the Basic Regulation Art. 8b) is not a priority and therefore should be linked to the SES2+ process. On the other hand, the SJU expressed the importance of the availability of different regulatory tools in relation to SESAR deployment. Furthermore, the EC told the meeting about various difficulties and complaints by the stakeholders on SES interoperability implementation which as such necessitated regulatory improvements. The Agency thanked for the broad exchange of views and agreed to consider how to react in the complex situation.

In general TAG members welcomed the efforts by the Agency in regard to the implementation of the RMP and expressed readiness to continue supporting EASA in further prioritisation as far as needed.

(Post Meeting Note: Based on the TAG advice and in relation to the finalisation of its Work Programme the Agency proposes removing for the time being the 'ATM systems' related rulemaking from the RMP.)

Conclusions:

- **The Agency presented the status on the implementation of the 4-y RMP 2014-2017 as regards the ATM related RMTs.**
- **The Agency received useful feedback by the TAG which will be duly considered when finalising the Agency Work Programme and in the RMP 2014-2017 implementation.**

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:**

There were no proposals to be brought to the attention to the RAG.

- **Feedback on implementation of SERA Rule:**

- Implementation of Regulation (EU) No 923/2012

The Danish ATM/ANS TAG member, Mr Christensen, provided a presentation on the challenges experienced with regard to the implementation of the SERA IR. The issues brought were briefly discussed and useful information was shared.

Based on the request by ATM/ANS TAG members, and at the same time being aware of the potential challenges that Member States may face on SERA Implementation, the Agency confirmed its readiness to arrange a SERA implementation workshop in February - March 2014 timeframe. It would be further considered whether the workshop will be either States only or with industry stakeholders or a public workshop.

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

Action: The Agency undertook to arrange a workshop related to SERA implementation.

6. AOB

- **State of play on SES2+ initiative, possible impact on ATM rulemaking**

Based on the TAG request from the previous 1-2013 meeting a presentation on the SES 2+ initiative was submitted by EC.

It was announced that the Commission had adopted on 11 June 2013 the proposal for a recast of the SES regulations and a corresponding amendment to the EASA Basic Regulation. The Commission advised also that it included in the proposal the comitology provisions stemming from the Lisbon Treaty and the inter-institutional agreements on standardising certain administrative arrangements in different EU agencies. The proposal is sent now to the European Parliament and the EU Council. Target is to achieve a first reading before the European Parliament breaks off on election leave in April 2014.

DE raised the concern that the planned cancellation of the IOP Regulation (Reg. (EC) No 552/2004) will have a fundamental impact on interoperability. The content on interoperability is totally missing in the EASA BR, esp. detailed requirements concerning EC declaration of verification and EC declaration for suitability for use / of conformity. Apart from this the "essential requirements" of the IOP regulation and the requirements laid down in the EASA BR are not identical. Furthermore transitional arrangements are not included in the amended BR concerning already submitted IOP documentation.

DE gave the view that also an impact on standardisation making is seen due to the vague role of the European Standardisation Organisations (ESOs). The proposal to replace the Notified Bodies (NBs) for interoperability by the wording of Qualified Entities (QEs) should be questioned because the required expertise is significantly different.

FR supported the concerns of DE and recommended to make a concrete assessment of the impact of the cancellation of the IOP regulation.

- **(poss.) Operational monitoring as an input to rulemaking**

The subject was addressed with the review of the actions table.

- **Planning of future meetings**

The schedule for the next meeting - **18th June 2014** - was announced. Some TAG members proposed to increase of the frequency of the meetings from 2 to 3 per year. The Agency will consider how the meeting could be arranged in the most suitable and efficient manner as well as

if the frequency of the meeting should be changed.

Action: Considering the proposals made, the Agency will inform in due time the TAG members and observers about the exact date of the next 1-2014 TAG meeting.

The Chairman thanked everyone for attendance and active contribution.

The meeting was closed at 17:00h.

Next meeting:

The next ATM/ANS TAG meeting is initially planned for 18th of June 2014.

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	O	Post meeting paper to be disseminated to the ATM/ATS TAG by end of November 2013.
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	O	
3-1-2013	Presentation on SES II+ initiative	EC	Next meeting	C	Agenda item 6 of 2-2013 ATM/ANS TAG meeting