

MINUTES OF MEETING
Subject: ATM/ANS Sub-SSCC 1-2014 meeting
Date 04 June 2014

Location Horion-Haus, LVR; Köln - Deutz

Organised by Rulemaking, R.5

List of Participants

Attendees	Mr	Philippe	Pierre	ESSP
	Mr	Dirk	Eggert	ERAC
	Mr	Dirk	Geukens	ACI
	Mr	Luigi	D'Iddio	ETF
	Mr	Sauli	Kuortti	IAAPS
	Mr	Frederic	Liorzou	ETF
	Ms	Catherine	Crocoll	CANSO
	Mr	Bernard	Pauly	ASD Thales
	Mr	Maciej	Rodak	CANSO
	Mr	Philippe	Rollet	Airbus- Helicopters, ASD
	Mr	Roland	Vermeiren	ESAM
	Mr	Carlos	Valdrez	ATCEUC
	Mr	Jyrki	Paajanen	EC
Apologies	Guenter Bertram (EAS), , Michael Hickey (ELFAA), Robert Mather (AIAC), Joelle Monso (AIRBUS), Eno Siewrdt (AIAB), Anna-Karin Sogndal (ENP), Ben Stanley (IAOPA), Paul Vissers (ECA), Zeljko Oreski (IFATCA).			

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MoM prepared by	Anastasiya Terzieva	22/07/2014	Signature
MoM reviewed by	Jussi Myllärniemi	22/07/2014	Signature

1. Welcome and introduction

Presented by: Maciej Rodak, acting chair of the Sub-SSCC

The acting chair welcomed the attendees to the ATM/ANS Sub-SSCC meeting and opened the meeting. Sub-SSCC members and observers presented themselves.

2. Adoption of the draft agenda

Presented by: Maciej Rodak, acting chair of the Sub-SSCC

Mr Rodak explained the Agenda items of the meeting.

Conclusion: The proposed Agenda was adopted without changes.

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

Presented by: Anastasiya Terzieva, sub-SSCC secretary

The summary of conclusions from the previous meeting (Sub-SSCC 2-2013) was reviewed. Some corrections to the content of the summary of conclusions were asked for with regard to:

- presence of Mr Vermeiren (ESAM) since he was marked mistakenly as absent;
- the removal of ASM and ATFM rulemaking tasks from the 4-year Rulemaking programme;
- - the issue on temporary OJTI and assessors for small ATC units;

Conclusion: The summary of conclusions from the previous Sub-SSCC, 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;
The forthcoming summary of conclusions of this meeting to be provided for consideration to the Sub-SSCC members well in advance and if possible within a month after the event.

4. Election of the ATM/ANS Sub-SSCC chair and vice chair

Presented by: Anastasiya Terzieva, sub-SSCC secretary

The secretary presented the WP3 disseminated prior the meeting to the ATM/ANS Sub-SSCC members on the subject. She reminded that to the call for candidature for the posts of Chair and vice-Chair of the ATM/ANS Sub-SSCC sent on 22nd of January 2014 (in accordance with the SSCC Rules of Procedure) nominations have been received from CANSO as follows:

- Mr Maciej Rodak (PANSO) as the ATM/ANS SSCC sub-committee Chair; and
- Ms Catherine Crocoll-Bichara (Skyguide) as the ATM/ANS SSCC subcommittee Vice-Chair.

Some ATM/ANS Sub-SSCC members who were not present at the meeting sent in advance their consent on the nomination of the two candidates.

Conclusion: The ATM/ANS Sub-SSCC agreed that Mr Maciej Rodak, CANSO and Ms Catherine Crocoll-Bichara, CANSO, will be the ATM/ANS Sub-SSCC Chair and Vice Chair respectively for the next 2 year term.

5. 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**

Presented by: Jussi Myllärniemi, EASA staff



For preparation of the meeting the following papers had been sent in advance to the Sub-SSCC members and observers :

- IP1 – 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 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, exceptionally a revised Rulemaking Programme (that supersedes the earlier published Rulemaking programmes) 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 were presented and discussed at EASA and SES 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.

As at the previous Sub-SSCC meeting, some implementation questions were addressed at the meeting. One of the issues was the temporary OTJI and assessor authorisation and its restrictive nature. The Agency responded the questions raised.

Also the applicability question of the future ATCO rule by military was raised. EASA explained that the Basic Regulation excludes services provided by the military, but due to requests from States a specific provision was included in the ATCO licencing rule to provide that States may apply it also to military ATCOs on a national basis. EC also reminded that the question of military scope is being proposed for clarification in the context of the SES2+, where the intention is to maintain the SES approach also in EASA rules.

Furthermore, on a question by a Sub-SSCC member, the Agency explained that whilst it already works with maintenance of rules to synchronise with ICAO annexes, but in ATM it 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 Sub-SSCC 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.

- 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 the both work-streams 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. However, the Sub-SSCC would see a need for a thematic meeting after the closure of the NPA consultation. The Agency confirmed that it will arrange a thematic meeting with the stakeholders involved.
- The Agency informed that the NPA on MET technical requirements 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 (said NPA) and the one on MET.TR (technical requirements), with the consequence that it was difficult to comment without knowing the content of the 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 Sub-SSCC 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 NPA 2014-05 (SERA Part C) was published for public consultation until 19 May 2014. 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.
- 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 under the ATM performance scheme. The closure of the NPA consultation is 26 May 2014.
- The Sub-SSCC was also informed about Agency's activities related to SESAR. The Rulemaking Programme contains rulemaking projects deemed necessary to support the implementation of the regulatory needs stemming from SESAR deployment. However, the envisaged contents of PCP (Pilot Common Projects) would require some re-assessment of the Programme .

The Sub-SSCC 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 RMP 2014-2017 as regards the ATM related RMTs.
- - The Agency received the Sub-SSCC feedback to be considered in its implementation

Action: The presentation on the implementation of the Rulemaking Programme 2014-17 will be distributed to the ATM/ANS Sub-SSCC members.

6. Technical issues

- **Study on Safety-related and Safety-critical functions and related jobs in ATM/ANS (EASA 2011 FC25);**
- **PBN implementation;**
- **Remote TWR operations**

Presented by: EASA staff

On a request from the ATM/ANS Sub-SSCC, the Agency presented the outcome of the study on 'Safety related roles and functions and related jobs in ATM/ANS'. Agency had also received prior to the meeting a letter by CANSO concerning the study and making proposals related to its contents and further use. The issue was discussed with some further questions by the other committee members too. As a conclusion CANSO expressed its willingness to coordinate future activities on this important issue e.g. by trying to define the 'safety-related' and 'safety-critical' functions and to analyse the issue further. Furthermore, CANSO declared to initiate the way forward as far as the further development of the issue is concerned. An interest was also expressed by the social partners as being concerned with the topic. promised to propose a way forward by involving also other social partners on the subject.

The Agency informed the Sub-SSCC on the European PBN concept and on the progress achieved so far, including on the need for balanced approach between airborne and ground requirements. To enable the implementation of the PBN concept, the Agency is in progress of developing the regulatory framework; technical requirements are to be set-up via common rules, while the PCP (European Commission) will address the economic aspects. The PBN concept to be implemented will follow the solution resulting from the earlier SES PBN mandate by EUROCONTROL (PBN Regulatory Approach Document). A member of the committee pointed out that this PBN concept is lacking certain functionalities which are important for rotorcraft operations.

The state of play on the activities by the Agency related to the Remote TWR operations was presented to the Sub-SSCC. The preparation of the subject pre-RIA is in progress since April 2014 aiming at stakeholders' consultation in June 2014. Based on the pre-RIA comments review the Agency will proceed with the RMT ToR development (drafting, consultation, publication) and first consultation with stakeholders in autumn at ATM/ANS TAG meeting (1st October '14).

The work done so far by the Agency was appreciated by the committee. The Sub-SSCC members will use the formal consultation to address their specific comments.

Conclusion/Action:

- CANSO committed to take up and coordinate a further effort on safety related ATM tasks/jobs;
- The Agency undertook to elaborate the question on lacking functionalities in the envisaged European PBN concept;
- The work by the Agency on the 'Remote TWR operations' task was well received by the Sub-SSCC.

7. Conclusions on the main points to be reported by the Chair to the full SSCC

Presented by: Maciej Rodak, chair of the Sub-SSCC

The discussion led to the following conclusions to be presented at the full SSCC:

- A good support was provided by the Agency presenting the respective topics;
- A report on the key subjects of the ATM/ANS RMP was welcomed and no reservations were raised;
- A focussed thematic consultation of NPA related to 'assessment of changes to functional system' would be expected by the Committee;
- It was supported that the PCP deployment related initial regulatory activities presented in the RMP 2014-2017 require re-assessment;
- "Study on safety-related and safety-critical functions and jobs in ATM/ANS " was welcomed by the Committee which expressed willingness to pro-actively contribute to future evolution of this concept;
- The Sub-SSCC supports to PBN process led by EASA and encourages the Agency further to elaborate the concept, if needed; two drivers were identified: PCP/SESAR Deployment and lack of appropriate consideration of rotorcraft operations.
- Pre-RIA work on Remotely Operated Tower (ROT) was welcomed as a step in the right direction.



- The Sub-SSCC requests the Agency to extend the A-NPA (on BR amendment) consultation period by 2 months.

Conclusion: Agreement on the conclusions to be presented at the SSCC plenary session on 5th of June 2014;

Action: Agreement to distribute the presentation to the ATM/ANS Sub-SSCC members.

8. A.O.B: Planning of future Sub-SSCC meetings

Presented by: n/a

The Committee was informed that the next ATM/ANS Sub-SSCC meeting is scheduled for 2nd of December 2014 and not on the 7th as indicated in the draft Agenda.

Conclusion: n/a

Action: n/a

9. Closing

Presented by: Maciej Rodak, chair of the Sub-SSCC

The Chairman thanked everyone for attendance and active contribution.

The meeting was closed at 17:30hrs

Next meeting:

The next meeting is arranged for 02/12/2014 at 10:00 hrs in Cologne

