

Organised by

Air Traffic Department, ED.4, EASA

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SoC Distribution:

EASA
ATM/ANS TeB
NCP SO WG
NCP support

1 Welcome and Introduction

Presented by: Jussi MYLLÄRNIEMI(EASA/ATM/ANS TeB chair/Jani LUIRO (Traficom/NCP SO WG chair)/Anastasiya TERZIEVA (ATM/ANS TeB Secretary)

The meeting was co-chaired by Jussi MYLLÄRNIEMI as ATM/ANS TeB chair and by Jani LUIRO, the chairman of NCP SO WG.

They both welcomed the audience and opened the meeting.

EASA (Jussi MYLLÄRNIEMI) informed about the departure of Ana Marija Duranec as ATM/ANS TeB secretary and her replacement by Anastasiya Terzieva.

Furthermore, it was stressed as objectives of the meeting to receive feedback from Member States (MS) on specific implementation issues as well as to deliver a good implementation support. For this reason, and also to allow a more extensive exchange of views and to accommodate all items proposed, the duration of this ATM/ANS TeB/NCP SO WG meeting had been prolonged compared to the previous meetings.

In addition, EASA expressed its readiness in the future to extend the duration of the meetings with an afternoon session, to allow reasonable time for ATM/ANS TeB/NCP SO WG to address its specific discussion items of interest.



2 Adoption of Agenda

Presented by: Jussi MYLLÄRNIEMI (EASA) and Jani LUIRO (Traficom)

The co-chairs presented the agenda.

It was clarified that the Agenda consists of regular topics like 'EPAS 2021-2025 implementation', 'Standardisation/Implementation issues', 'ICAO synchronisation', but despite of the short time since the previous ATM/ANS TeB meeting 4-2020, the Agenda covered all proposals received from MS and NCP Support. As previously, it was announced that Jani Luuro will chair the agenda items on Standardisation and implementation issues.

The proposed Agenda was adopted without amendments and no other businesses were raised.

3 Agenda Item 3a: Update on EPAS 2021-2025 implementation | Outcome of RMT.0719 | Subtask 3

Presented by: Anastasiya TERZIEVA (EASA)

The information delivered under Agenda Item 3 is focused on the recent developments or specific issues related to the various subjects. The Plan for the various RMTs is included in EPAS 2021-2025 and is progressing accordingly.

EASA presented the forthcoming Opinion 01/2021 anticipated to be issued in the coming weeks. It proposes amendments to Commission Implementing Regulation (EU) 2017/373 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, to:

- enhance, align, and simplify the regulatory framework for ATM/ANS providers on the reporting, analysis and follow-up of occurrences in civil aviation by removing overlaps and ambiguities that exist today due to the coexistence of reporting requirements in Regulation (EU) 2017/373 and occurrence reporting Regulation (EU) No 376/2014;
- implement within the EU regulatory framework the latest ICAO SARPs as regards meteorological services, especially the provision of SIGMET/AIRMET by meteorological watch offices (MWOs), the coordination between themselves, and the facilitation of area forecasts for low-level flights, which are laid down in ICAO Amendments 78 and 79 ; and
- enable the implementation of the global reporting format (GRF) for runway surface condition via the SNOWTAM format, whose instructions for completion should be in line with the latest International Civil Aviation Organization (ICAO) Procedures for Air Navigation Services - Aeronautical Information Management and consistent with the other EU regulations.

The Opinion is intended to be presented at the EASA Committee meeting on 23-24 February 2021, after which the EC intends to process it for approval via written procedure.

Agenda Item 3b: Update on EPAS 2021-2025 implementation | Status of RMT.0476 | Subtasks 1&3&4

Presented by: Fabio GRASSO (EASA)

EASA presented the status of the various subtasks of RMT.0476 concerning amendments to SERA IR on FIS/AFIS Phraseologies, speed restriction on supersonic transport over the EU land and alignment with ICAO provisions, in particular those introduced with PANS-ATM Amendments 7 ('non-controversial issues' already consulted in



2017) and 9 (primarily concerning amendments to SERA and AMC/GM to Part-ATS on wake turbulence separation).

IT requested EASA to introduce a GM to clarify the requirements in Part-ATS concerning the management of vehicles on the manoeuvring area. In response thereto, EASA welcomed the proposal and proposed to engage with IT to get more details about its request to consider the introduction of the GM in the context of the future regular update to Part-ATS.

ES invited EASA to consider issuing the SERA AMC/GM concerning air-to-ground phraseologies in the national languages. In response thereto, EASA clarified that, by the established policy, AMC/GM are only issued in English language.

Furthermore, ES invited EASA to consider including the recent PANS-ATM amendments to wake turbulence separation into Part-ATS (at AMC/GM level). EASA clarified that it fully supports the so-called RECAT EU provisions and that a dialogue on this subject is on-going in this context.

In response to EDA's comment requiring the regulatory activity on supersonic flights not to prevent air activities undertaken for security reasons, EASA replied that OAT flights are not under the scope of the EASA rules, and that the new rule will allow Member States to apply a certain flexibility.

Agenda Item 3c: Update on EPAS 2021-2025 implementation | Update on RMT.0668 (ATCO)

Presented by: Zsuzsanna ERDELYI (EASA)

EASA presented the elements and the objectives of the recently established Action Plan on ATCO licencing, which includes the activities of regulatory nature established under RMT.0668. This plan aims at addressing in a coordinated manner the evolution of ATCO licencing from the short term until the long term, considering implementation feedback, the envisaged evolution of ATM/ANS provision and research deliveries.

In this context, EASA continues the revision of the issues that were previously identified by the subject RMT.0668, including the requirements for on-the-job training instructors, synthetic training device instructors, assessors, specifications for synthetic training devices, definitions of complex / dense traffic situations, competency-based training and assessment (according to ICAO).

Besides EASA is focusing on the recommendations of the Wise Persons Group Report and the outcome of the Airspace Architecture Study towards assessing the potential regulatory changes that are necessary to support the envisaged new operational concepts regarding ATCO licensing.

As the first element, EASA developed a proposal under RMT.0668 for amendment of Regulation (EU) 2015/340, allowing for a controlled mechanism of accreditation of the training obtained by military Air Traffic Controllers. Shortly, another NPA will be published aiming to simplify the rating and rating endorsement structure together with the necessary update and simplification of the initial training content. The same NPA will include improvements for the mobility of instructors and assessors and student air traffic controllers and enablers for dynamic cross-border sectorisation.

To reduce and streamline the regulatory outputs the comments already received during the consultation of the military conversion proposal with the EASA Advisory Bodies will be duly considered for the issuance of an Opinion covering both those NPAs in 2022.

In the end of 2020 EASA launched a call for nomination of experts and is now in the final stage to set up a rulemaking group to assist in developing regulatory proposals to tackle complex and dense traffic situations,



instructor and assessor qualifications and the aspects of training, including the use of synthetic training devices. The official notification will follow in the coming days.

The work of the rulemaking group will start in March 2021 with deliverables expected by Q1/2022.

EDA called for further dialogue on the subject 'Crediting Military ATCO training'.

Agenda Item 3d: Update on EPAS 2021-2025 implementation| RMT.0161 Proposal on 'Conformity assessment'

Presented by: Raul SANCHEZ and Bryan JOLLY (EASA)

EASA (Raul Sanchez) presented the approach for a framework to ensure the conformity and suitability for use of ground ATM/ANS systems/constituents and safety-related aerodrome equipment, which is to be proposed for consultation with the upcoming NPA scheduled for publication in Q1/2021. The presentation focused on three identified methods (certification, declaration by approved organisations, and assessment of conformity without formal attestation) and related conditions regarding scope, organisation in charge of the demonstration activities, use of specifications, and competent authorities.

Building on the principles and objectives of EASA Basic Regulation, the preliminary proposal for a conformity assessment framework envisages the use of certificates for some ground ATM/ANS systems/constituents and safety-related aerodrome equipment and the possibility of approvals for organisations involved in the design, production, and maintenance of ATM/ANS systems and constituents. The proposal is also evaluating how to align and simplify the existing processes used by service providers and aerodrome operators to manage and assess changes in order to ensure consistency and maximise the synergies with the existing regulations.

AT asked whether service providers would require an additional certificate as Design Production Maintenance Organisations? EASA clarified that service providers may act as a design and production organisation, so they could voluntarily apply for the corresponding approval. On the other hand, clarification was asked on who should pay for the certificate as DPMO (the manufacturer or the ANSP) and how would this ensure a fair competition between EU and non-EU manufacturers. EASA replied that the applicant will be the organisation involved in the design and production activities, including those cases in which service providers play such a role. Non-EU manufacturers who wish to place their products in the EU would be subject to the same obligations as EU manufacturers.

EASA clarified the other queries raised and ensured that a dedicated Workshop will take place as part of the NPA consultation.

Agenda Item 3e: Update on EPAS 2021-2025 implementation| Amendments to AUR rules

Presented by: Bryan JOLLY (EASA)

EASA (Bryan Jolly) presented the discussion papers (DP) disseminated prior the meeting on the rationale for the initiation of specific rulemaking activities supporting the introduction of a new airborne collision avoidance system known as ACAS Xa and the possible amendment to Regulation (EU) 2018/1048 (PBN IR) respectively.

AT invited EASA to consider PBN procedure with IFR cancellation and offered a bilateral discussion on the subject.

IE requested EASA to perform a sound RIA on ACAS X requirements. It was also highlighted that the definition of non-instrument runway in the ADR Regulation (EU) No 139/2014 does not match with the one in ICAO SARPs.



In response thereto, EASA reminded that this was clarified during the previous ATM/ANS TeB meeting and invited IE to verify this and to come back to EASA in case clarification was necessary.

IT invited to consider the non-EU aircraft operation in the context of ACAS X carriage for the purpose of harmonisation with ICAO.

Furthermore, IT reminded that the ongoing regulatory process on U-Space calls for carriage of conspicuity devices and raised a question on, how this would fit with ACAS X. EASA highlighted that this was a known issue and that ACAS X was compatible with the ACAS systems being considered for RPAS.

DG MOVE (Francesco Salabert) informed that the number of runways where PBN approaches are implemented is still low, this indicates that there are issues with the implementation of PBN IR. The EC will address this lack of implementation with the Member States at the next EASA Committee meeting. DG MOVE indicated that any amendment should be supported by an impact assessment and not be detrimental to the objectives of the PBN regulation. EASA confirmed that this proposal was limited in scope and would not have a detrimental PBN IR objectives.

No additional queries or clarification were requested and no objections were made. The papers were endorsed.

4 Agenda Item 4a: Standardisation activities updates; MS Reporting obligation on SES implementation

Presented by: Augustin KLUS (EASA)

EASA provided a short update on the latest standardisation activities. EASA has launched the Standardisation Inspection Annual Programme (SIAP) 2021. However, due to the travel restrictions the inspections are conducted remotely and therefore, the scope is narrower. The focus will be on requirements for the design of the oversight programme and its prioritisation in terms of safety risk and change management, as well as the conversion of certificates in relation to the provision of air traffic flow management / airspace management, and the requirements for air traffic safety electronics personnel. From the perspective of undertakings, activities are mainly focussed on safety (support) assessment of changes to functional systems and the requirements for air traffic safety electronics personnel.

Remote inspections continue to include, to a certain extent, the implementation of Reg. (EU) No 1079/2012, which lays down requirements for voice channels spacing for the single European sky.

It was pointed out that EASA is also exploring the IOP questionnaire, which was discontinued in 2015. The EC has requested EASA to establish an updated view, as minimum for SPI, DLS, PBN. DG MOVE (Jose Luis Garcia Chico) confirmed this request to EASA to include the IOP rules within the scope of the EASA standardisation activities. He also informed about the initiation of infringements procedures towards certain EU Member States on the missed implementation of specific provisions of the DLS IR.

As regards MS reporting obligations, EASA advised that the SES and EASA BR questionnaire (current version is from 2019) will be used to address this. Due date for reporting is the end of March and EASA will contact those MS, which already reported in 2020, but would require update(s), if considered necessary.



Agenda Item 4b(i): Implementation issues: DLS implementation

Presented by: Daniel MIHOCI (EASA)

Following the publication of relevant amendments to Regulation (EC) No 29/2009, EASA continues to support stakeholders with the implementation, including the management of exemptions.

In addition to the published list of frequently asked questions (FAQs) on datalink services/CPDLC under the category 'Airspace Usage requirements – DLS/CPDLC', as part of this implementation support activities, EASA published an SIB 2021-01 on Collins Aerospace VDR deafness' addressed to operators incorporating certain Collins Aerospace very high frequency data radios, which cease to decode uplink messages following a reception of a corrupted VDL (very high frequency data link) uplink message ('burst').

In accordance with the actions stemming from the 'DLS implementation status update' paper, and based on the information provided by the NM, EASA as the competent authority of third country operators (TCOs), continues the communication on compliance adherence with focus on aircraft operators, which potentially are not reflecting the CPDLC capability correctly in the flight plan. Furthermore, EASA advised that similar focused communication is addressed to EU operators.

Furthermore, it was announced that similar communication on the implementation support topics mentioned above has been provided to EASA OPS TeB as well.

No questions or comments were raised.

Agenda Item 4b(ii): Implementation issues: AIS implementation

Presented by: Emmanouil VARDAKIS (EASA)

EASA (Emmanouil Vardakis) presented two AIS subjects:

- AIP content regarding GRF: ICAO adopted the GRF concept for the assessment and reporting of runway surface conditions. Annex 15, to which Reg. (EU) 2017/373 refers, was not amended as needed and the current concept and structure in AD 1.2.2 of AIP cannot accommodate the needed operational information for GRF as it only reflects the old "seasonal" concept of friction measurement on contaminated surfaces.

EASA has analysed the issue and on 13 Jan. 2021 started consultation of a draft SIB containing certain recommendations. The ATM/ANS TeB/NCP SO WG was invited to comment. The next steps are the submission of a proposal to ICAO to amend PANS-AIM, based on the EU experience and proposing an amendment to the provisions of Reg. (EU) 2017/373.

- Instructions for the SNOWTAM format: Following the adoption of Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data, it was acknowledged that there are certain inconsistencies between the instructions for the completion of the SNOWTAM format contained in Appendix 3 of Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373 and the SNOWTAM format itself as well as the corresponding provisions and instructions for SNOWTAM origination by aerodrome operators, laid down in Regulation (EU) 139/2014, as amended. Due to the number and the nature of the inconsistencies, the amendment to the instructions for the completion of the SNOWTAM format was not considered as corrigendum; therefore, the forthcoming Opinion will propose corrections to the instructions for the completion of the SNOWTAM format laid down in Appendix 3 to Annex VI (Part-



AIS) to Commission Implementing Regulation (EU) 2017/373, which are deemed necessary for the correct implementation of the ICAO Global Reporting Format (GRF) at EU level.

AT requested clarity on a specific aspect in AMC1 AIS.OR.210(a) concerning the use of the AIXM for data delivery from the originator. EASA confirmed the understanding presented by AT.

Agenda Item 4b(iii): Implementation issues: ATS implementation

Presented by: Jani LUIRO (Traficom)

FI raised implementation questions as regards Identification of ATS (as per ATS.TR.115), respectively:

- Translations to national language, to be used in regional area
- Many language versions have suffixes as English only, but some have national translations
- Harmonisation issue, but for regional areas national language could be used
- Who decides on the translation, should be EU translators or national decision?

In response thereto, EASA invited the Member States facing this issue to consider requesting a corrigendum to the text of the provision in their national language by the EC, to reflect the suffix of the ATS units being used currently.

Agenda Item 4b(iv): Implementation issues: Oversight Cycle Determination (ATM/ANS.AR.015)

Presented by: Karsten TILENDA (BAF)

DE presented its difficulties and considerations about the determination of the Oversight programme as per ATM/ANS.AR.C.015 to Regulation (EU) 2017/373.

It considered that that the rule provision in question does not appear to be sufficiently accurate in some of its elements, to help determining how the oversight cycle for ATM/ANS providers is to be established by the competent authority.

EASA commented that this programme and related arrangements should be established in a continuous dialogue/continuous oversight with the ANSPs, by setting appropriate performance indicators.

Agenda Item 4c: NATS – Third country ANSP

Presented by: Manuel RIVAS VILA (EASA)

EASA (Manuel Rivas Vila) presented the status of delegation of services between UK (NATS) and the EU MS (and EFTA States). He also informed about the new status of NATS as a '3rd country' provider and the current arrangements concerning its certification, issued under specified conditions on 01 January 2021. EASA (Jussi MYLLÄRNIEMI) complemented that this important aspect is to be seen into a wider picture, and that further clarification on some aspects is expected by the implementation of the agreements between EU and UK.

5 Agenda Item 5: ICAO synchronisation

Presented by: Daniela DEFOSSAR(EASA)

EASA (Daniela Defossar) presented a summary of the EASA activities concerning rule synchronisation with ICAO provisions. Details of the established register for processing of ICAO State Letters and the activities concerning issuance and maintenance of EFOD Compliance Checklists were provided.



AT requested clarity on the rules to be applied by a Member State in case of discrepancy between the ICAO and the EU regulatory framework. The example provided was the amendment to PANS AIM becoming applicable but not yet 'transposed' into the EU regulatory framework.

IT underlined that the dual regulatory frameworks (ICAO and EU) and the related obligations call for a streamlined regulatory process to the best possible extent.

EASA noted the comments and made a commitment to organise a bilateral meeting with AT on the specific subject.

It was agreed that the ICAO synchronisation subject will be addressed again at the next ATM/ANS TeB /NCP SO WG meeting.

6 Agenda Item 6: A.O.B.

Presented by: Anastasiya TERZIEVA (EASA)

No A.O.B. were raised.

7 Agenda Item 7: Future meetings

- **Feedback from NCP 16 plenary;**
- **Planning and set-up;**

Presented by: : Jani LUIRO (Traficom)

Jani LUIRO (Chair of NCP SO WG) presented the outcome of the last NCP plenary session held in November 2020, in particular on the dialogue on the TeB/NCP SO WG integration process.

It was highlighted that:

- the feedback is generally positive by praising for increased time dedicated to NSA issues;
- limiting attendance to 2 representatives per MS is seen as restrictive as NSAs might not be able to send the right expert;
- the replacement of the support function currently provided by NCP Support should be considered for when the transition phase comes to an end;
- Some NSAs feel uncomfortable sharing their implementation issues in the presence of EASA;
- IOP topics should continue to be covered in the TRANS WG for the time being

In response to the key messages, the chair of the NPC SO WG highlighted:

- EASA openness to longer or more frequent meetings;
- EASA readiness to accommodate additional technical NSA staff joining (upon request from their TeB representative) and consideration of mixed mode meetings when face-to-face meetings resume to enable some members/experts to join the meeting remotely;
- EASA openness to organise thematic meetings dedicated to a specific topic, incl. "Blind (i.e. preparation) sessions" to facilitate the preparation of the NSAs for the discussion items without EASA presence before the ATM/ANS TeB meetings take place;
- the topics proposed for discussion via the NCP Survey have either already been address in recent meetings or are noted for upcoming agendas; and
- EASA has no objection to addressing IOP under both forums whilst IOP rules are already under the EASA Basic Regulation scope.



EASA expressed appreciation to all involved and confirmed its commitment to a final integration, based on agreed principles.

DG MOVE (Frederik Rasmussen) expressed the EC satisfaction for the integration process so far and for EASA's availability to continue the work by supporting of an 'stock-taking' session, as necessary.

Both chairs of the ATM/ANS TeB/NCP SO WG expressed appreciation for the administrative support received from Helios and the NCP SO WG chair concluded that the transition period may be considered concluded.

Next ATM/ANS TeB/NCP SO WG meeting was tentatively planned for 19 May 2021, subject to successive confirmation. A 'basic template for agenda' was proposed to be used (with appropriate adaptations) for the future meeting.

8 Agenda Item 8: Closure of the meeting

Presented by: Jussi MYLLÄRNIEMI (EASA) /Jani LUIRO (Traficom)

The chairs thanked the audience for their active participation and contributions.

The placeholder for the next joint ATM/ANS TeB /NCP SO WG meeting on 19 May 2021 will be subject to change and will be communicated in due time.

Post-meeting note: The next ATM/ANS TeB/NCP SO WG meeting is scheduled for 26 May 2021.

9 List of actions

Item	Action	Responsible	Deadline/Status
#1	EASA to liaise with TeB members regarding the WebEx event in Q1 2021 regarding safety assessment of changes to the air traffic management/air navigation services functional systems	EASA	31 Mar 2021 / on-going
#2	EASA to provide at the next TeB NCP/SO meeting, i.e. 1-2021 an update on the status of the EFOD already published and those being developed or updated	EASA	2 Feb 2021 / completed
#3	EASA to invite AT for a bilateral meeting on the discrepancy between the ICAO and the EU regulatory framework and discuss the example provided: amendment to PANS AIM becoming applicable but not yet 'transposed' into the EU regulatory framework, and report back at the next ATM/ANS TeB/NCP SO WG meeting	EASA, AT	May 2021/ on-going
#4	ENAC to submit a Working Paper on their experience with Frequency Monitoring Code (FMC) implementation		May 2021

