



## European Aviation Safety Agency

### Summary of Conclusions

**Subject** ATM/ANS Sub-SSCC 1-2013 meeting

**Date** 05 June 2013

**Location** EASA, meeting room 04.015

**Organised by** Rulemaking, R.5

#### List of Participants

Attendees	Members and delegates:		
	Mr Nuno	<b>Simoes</b>	ATCEUC
	Mr Dave	<b>Nakamura</b>	Boeing
	Mr Maciej	<b>Rodak</b>	CANSO
	Mr Isa	<b>Alkalay</b>	CANSO
	Mr Michel	<b>Rocca</b>	CANSO
	Mr Frederic	<b>Liorzou</b>	ETF
	Mr Dany	<b>Van de Biest</b>	IFATSEA
	Mr Bernard	<b>Pauly</b>	ASD Thales
	Mr Roland	<b>Vermeiren</b>	ESAM
	Ms Sandrine	<b>De Backer</b>	ESSP
	Mr Dirk	<b>Eggert</b>	ERAC
	Mr Philippe	<b>Rollet</b>	Eurocopter ASD
	Ms Joelle	<b>Monso</b>	AIRBUS
	Ms Anna-Karin	<b>Sogndal</b>	Entry Point North AB

	Mr Dirk <b>Geukens</b> ACI
<b>Apologies</b>	Zeljko Oreski (IFATCA), Ben Stanley (IAOPA).

<b>Conclusions prepared by</b>	Anastasiya Terzieva	<b>06/07/2013</b>	<b>Signature</b>
--------------------------------	---------------------	-------------------	------------------

## 1. Welcome

*Presented by: Michel Rocca, chair of the ATM/ANS Sub-SSCC and Jussi Myllarniemi, Head of ATM and Airport Department, EASA*

The sub-SSCC chair welcomed the attendees to the event and opened the meeting. He expressed the importance of the future work. Sub-SSCC members and delegates presented themselves.

## 2. Adoption of the agenda

*Presented by: Michel Rocca, chair of the ATM/ANS Sub-SSCC*



Item 2\_Draft Agenda  
- Sub-SSCC ATM/ANS

Mr Rocca explained the Agenda items of the meeting.

**Conclusion:** The Agenda was adopted

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

*Presented by: Anastasiya Terzieva, sub-SSCC secretary*



Item 3\_Summary of  
conclusions of Sub-SS

The minutes were reviewed.

**Conclusion:** The Minutes of last SSCC 1-2013 were adopted by the Group with some changes to the attendance list.

## 4. 4-year Rulemaking Programme

**4.1. Progress update on the 4-year Rulemaking Programme 2013-2016 (for ATM/ANS), including information on on-going Rulemaking groups/activities**

**4.2. Sub-SSCC ATM/ANS opinion on the draft 4-year Rulemaking Programme 2014-2017 (i.e. recommendations on tasks to be added, deleted, advanced or postponed)**

*Presented by: Jussi Myllarniemi and EASA focal points*



Item  
4\_implementation of 4

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 ATM-related rulemaking task (RMT) in the current RMP. Each ATM/ANS rulemaking task has been presented, by providing overview of the state of play and the changes to the current RMP 2013-2016. Each change/modification introduced with the draft 4-y RMP 2014-2017 has been justified and explained.

The following provides a summary of the discussions held:

The consistency between the rulemaking activities with EASp was positively acknowledged.

A brief on ATM.001 and ATM.004 Rulemaking activities was given and it was noted that the

request for extension of the subject NPA consultation till 31<sup>st</sup> October 2013 was well received.

CANSO welcomed the outcome of the SATF work and the initiative of the Agency to hold a Joint ATM/ANS Sub-SSCC/TAG Thematic meeting on the subject on 18<sup>th</sup> of June 2013.

The Agency reported about the closure of the public consultation of the NPA 2012-18 on the licensing and medical certification of air traffic controllers. It informed that thematic review meetings were to be held during the months of May and June 2013 in order to review the comments received. The thematic review meetings aim at identifying options and solutions to issues that aroused from the formal consultation in order to assist the Agency in the review of the proposal towards establishing its Opinion. Based on the nature and amount of comments the Agency concluded at this stage of the process that the NPA has been well received and offered a good basis for further discussions with stakeholders. Further work is required in the comment-intensive areas, such as mutual recognition and the exchange of licences, provisional inability, language proficiency, qualification and certification requirements for instructors and assessors as well as in the field of training organisation certification. The Agency plans to publish the CRD containing the responses to the comments by the end of Q3/2013, followed by an Opinion by the end of 2013. Some members questioned the participation of the stakeholders in the review thematic meetings. The Agency responded that the individuals involved into the subject work are invited based on their expertise, not as representatives of organisations, and a full 'coverage' of all thematic meetings cannot be ensured.

The questions on 'Remote provision of ATS to aerodromes' put into the ATCO NPA 2012-18 was acknowledged. As a complex task the Agency promised to develop a concept paper on the subject together with the ToR. The Sub-SSCC supported the amendment of the draft RMP 2014-2017 with the matter RMT.

A short brief on HETA was given. A positive feedback was expressed on the management and approach for the task.

The SERA status was presented followed by an extensive discussion. It was felt that enough time for consultation with regard to the anticipated SERA amendment (ex-Part C) would also be necessary. It was 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. It was however noted that this task on maintenance of this rule and, in general, all the rules related to ICAO material (annexes, PANS, documents, etc.), would be quite demanding.

The RMT related to ATCO fatigue and rostering systems was subject to a thorough dialogue. The discussion led to the conclusion that the timing could be amended next year if/when more information on ICAO work is available. A consensual view was to align 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.

*Post-meeting note:* ICAO plans to finalise the related guidance material in October/November 2014.

The Sub-SSCC noted the on-going study on 'safety related roles and functions in ATM/ANS'. The study results are anticipated to be available by Q4/2013 based on which further activities would be identified. The Sub-SSCC considered the ATCO fatigue management task with higher priority.

The Agency presented the proposal on the split of AIS/AIM into two RMTs by launching DAT (providers of data for air navigation purposes) as a stand-alone RMT. It was emphasised however that both RMTs (AIS/AIM and DAT) are planned to proceed in parallel. It was reminded by Sub-SSCC member that significant implementation difficulties have been faced with the SES ADQ1 rule. The Agency clarified that it is aware of the situation and would be willing to help as far as it would be possible, even with regulatory proposals if deemed necessary. The aim of this

RMT is mainly to transpose ICAO Annex 15, which approach was supported.

The initiative to launch the RMT on air space design service providers in Q3/2013 was noted by the Committee.

A short brief on RMT.0486/0491 on ATM/ANS systems and ADR equipment was submitted by the Agency. Some clarifications on the background and legal basis were provided. The Agency confirmed that the purpose is to develop a framework whose provisions would be applicable to the specific systems or equipment only if so decided on a case by case basis. The ATM sub-SSCC confirmed its readiness to 'look at EASA concept paper on safety certification' before proceeding further. However to support the task Airbus presented two slides to visualise its view of the current 'dual' system in Europe – safety & interoperability (IOP). A strong support was expressed by Airbus on the need for total system approach on the subject.



1-2013

ATM\_ANS\_Sub-SSCC.

With regard to SESAR Annex, the discussion led to firm recommendation to amend what was presented therein based on the latest planning on the PCP. The Agency expressed that it would welcome further advice on the RMP SESAR Annex. On the subject Airbus presented a presentation on the general process from SESAR deliverable to its implementation.

#### **Conclusions:**

- **The ATM/ANS Sub-SSCC discussed the Agency proposals for the draft 4-y RMP 2014-2017 as regards the ATM/ANS related RMTs.**
- **The Agency received several useful inputs, which it will duly consider and take into account when finalising the draft RMP 2014-2017.**

**Action: agreement to distribute the presentation to the ATM/ANS TAG members and observers.**

#### **5. Conclusions of the main points to be reported by the chair to the full Sub-SSCC**



Item 5\_

Conclusionson the ma

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

- Attendance at the ATM/ANS Sub-SSCC was 15 (out of 17);
- A very good support was provided by the Agency;
- All subjects into the ATM/ANS RMP were intensively discussed aiming at clarification and common understanding;
- The Sub-SSCC noted the 1-year postponement of some RMTs.
- One case of disagreement with diverging views on the timeline for RMT on ATCO fatigue risk management;
- 'Risk-based' approach rulemaking was strongly supported as a key input to the RMP prioritisation (EASp, standard. visits);
- The Sub-SSCC expressed intent to make a joined request for the 2-month extension of NPA 2013-08 consultation period;
- The Sub-SSCC was informed on the split of the RMTs on AIS/AIM and DAT running in parallel as separate tasks and is ready to be consulted in the coming weeks and to propose experts;
- The Sub-SSCC stressed that the deliverables should be quality driven, not constrained by planning timeframes;
- The establishment of 'Maintenance' mechanism with regard to ICAO Amendments

(e.g. SERA IRs) was welcomed;

- The Sub-SSCC noted that a concept paper related to ATM/ANS sys. & cons. and ADR equipment is progressing (Airbus provided contribution on the subject);
- Following the discussion on SKPIs, the full SSCC is invited to consider another 'Regulatory Challenge' in 2013-2023 (ref. WP03) to use risk areas and to set-up changes to the Key Performance Areas;
- The Sub-SSCC noted the indicative list of SESAR tasks and recommended further review with Stakeholders;
- The Sub-SSCC will provide the formal written comments on the draft RMP 2014-2017 by 17 June 2013.

## 6. AOB

### - Towards 'risk-based' oversight and the impact on Rulemaking



Item 6\_Towards  
risk-based oversight.

Due to time constraints only the presentation prepared for the agenda item was disseminated to the sub-SSC members.

### - Feedback on the Agency evaluation according to Article 62 of the BR

As a response to the question made the Agency reported that the panel is expected to make a presentation in September Management Board meeting and to submit the report in December.

### - Update on future Sub-SSCC/SSCC working arrangements starting as from December



Item 6\_AI 5 -  
Presentation on nomi

The presentation on the subject was disseminated to the sub-SSCC members.

The Chairman thanked everyone for their attendance and active contribution.

The meeting was closed at 17:00h.

### Next meeting:

The next ATM/ANS Sub-SSCC meeting will be arranged on 4 December 2013.