

# ATM/ANS.TEC Update

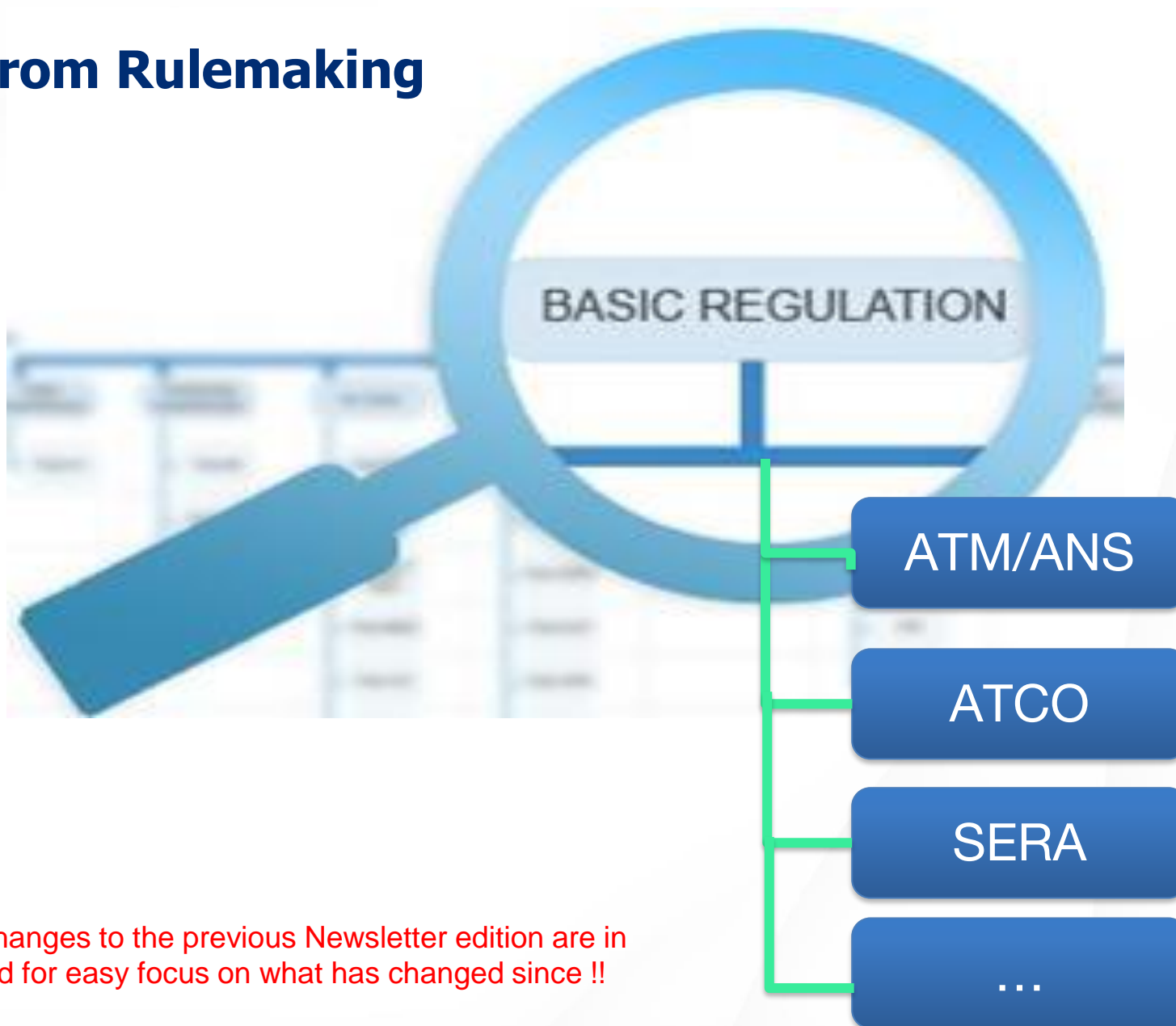
SAB Plenary 2023-18

# Key issues

1. **Improved working procedures** which aim at fostering discussions during meetings (as opposed to reactive reception of information):
  - Meeting agenda and presentations will be delivered at least 2 weeks before the meeting so that members can share with their organisation/stakeholder group.
  - The idea is that if proper preparation of meetings is facilitated, group members will be able to give EASA better strategic input on regulatory developments in the ATM-ANS domain.
2. Regarding **relation of the group with other EASA bodies**, there is a firm commitment to organise a joint TEC – TEB session in 2023 (second half), the nature (virtual, in-person) and duration of which are still subject to confirmation of what topics are to be included in the agenda.
3. Main agenda items/hot topics:
  - ATCO Action Plan
  - Establishment of a regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment)
  - Fatigue study
  - Updated rulemaking procedure.

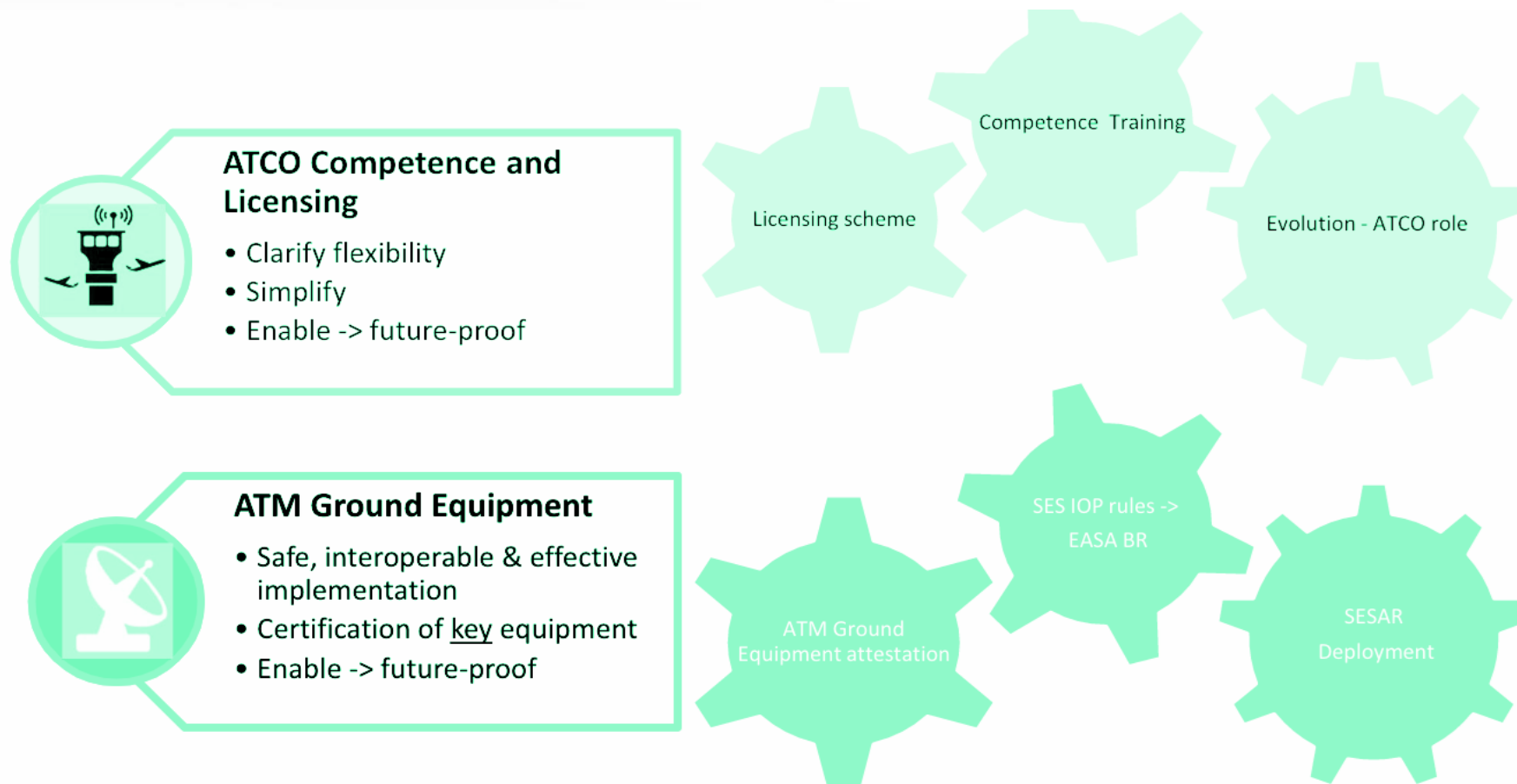
Next meetings:  
ATM/ANS.TEC 1-2023 20.4.2023

## News from Rulemaking



★ Changes to the previous Newsletter edition are in red for easy focus on what has changed since !!

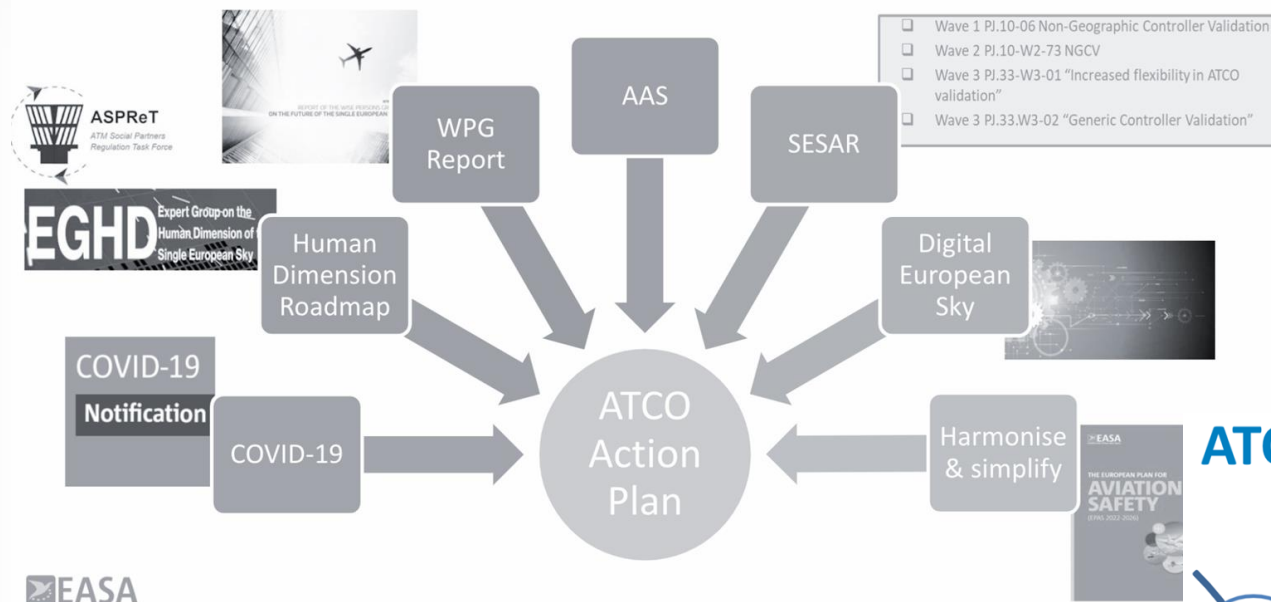
# High-level steering groups to better guide work of related rulemaking groups



CAN SO SPG established two ad-hoc groups to support involved CEOs as selected by EASA

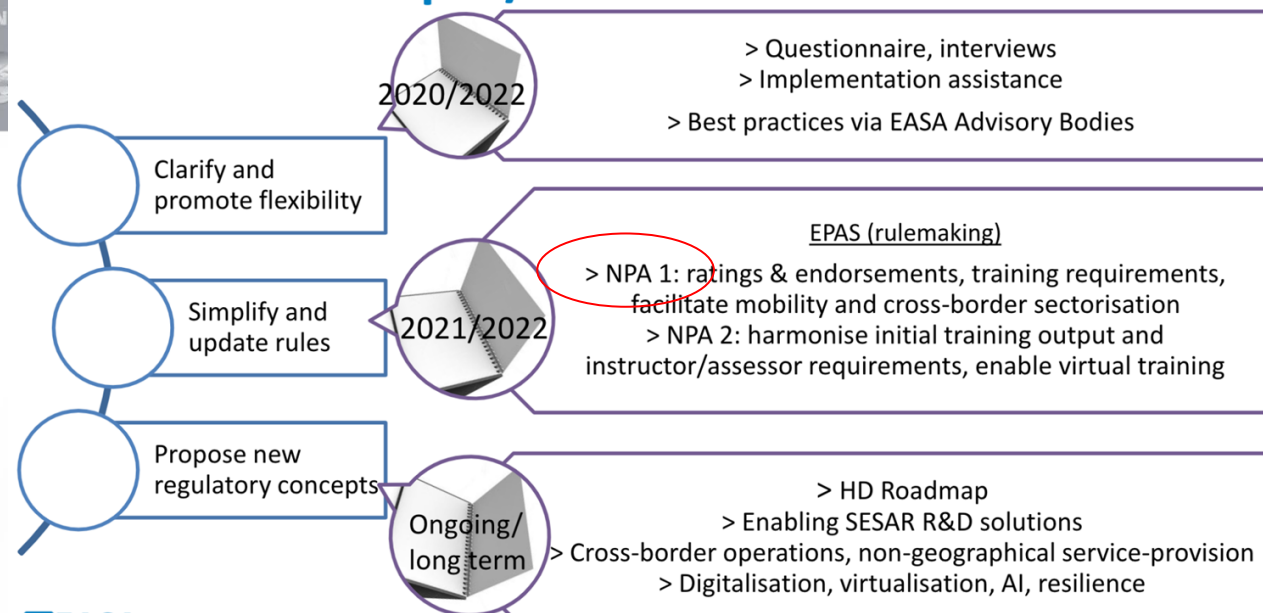
# ATCO IR

## ATCO Action Plan – inputs for the change



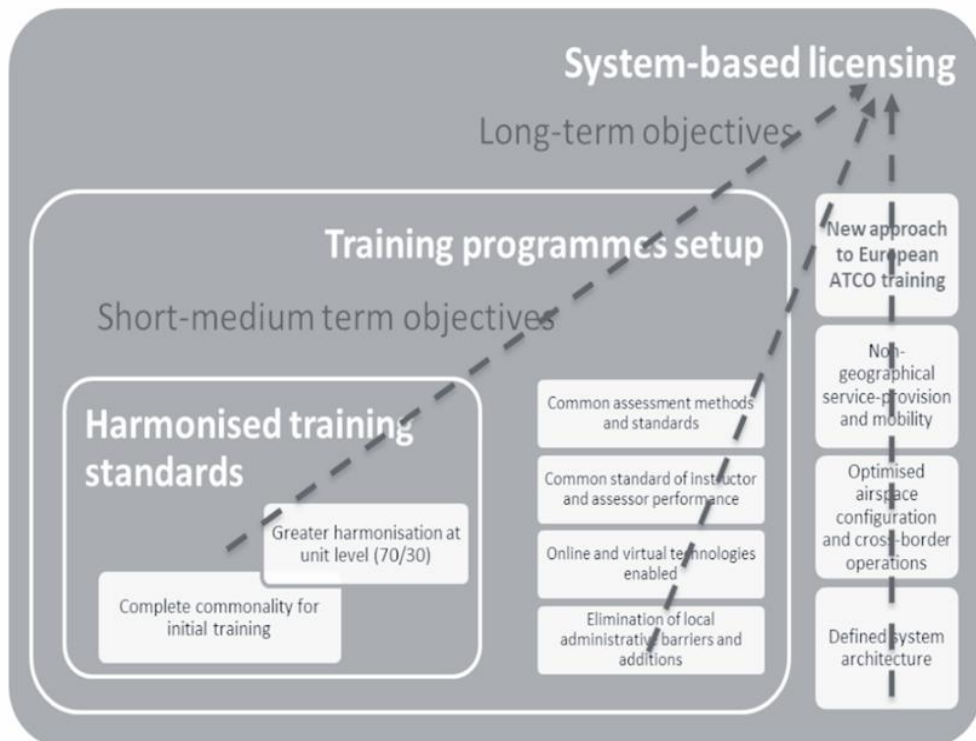
After 4 Meetings the **ATCO Licensing Steering Group** endorsed the ATCO Action Plan in Spring 2022. Since, work on the NPA including CBTA is ongoing. NPA issue date has been **postponed to April 2023**.

## ATCO Plan – output/deliverables



# ATCO Action Plan – Evolution of European ATC Training

A roadmap to support system-based licensing



- ACTIONS**
- ☐ - Implement CBTA principles & framework in Initial training (NPA Q3/2022)
  - ☐ - Identify the competences needed by the NSA staff (study/review)
  - ☐ - Assess ANSP/TO performance re training duration, costs and technical complexity (assess -> 'best practices')
  - ☐ - Review Unit & Continuation training harmonisation using CBTA principles
  - ☐ - EASA Study on ATCO fatigue

Also in Spring 2022 CANSO has established the **SPG sub group** to give support to the selected CEOs within the steering group.

some Actions were decided:

- Prepare a 1-pager describing our understanding of *performance based training and competence based training*, highlighting the pros and cons
- propose questions for the EASA survey to benchmark ANSPs/TO and identify best practices on: ATCOs training duration, success rate, costs, technical complexity...

None of these are done yet due to delay of the first NPA.

# ATCO Implementing Rule (IR)



= Rulemaking Group



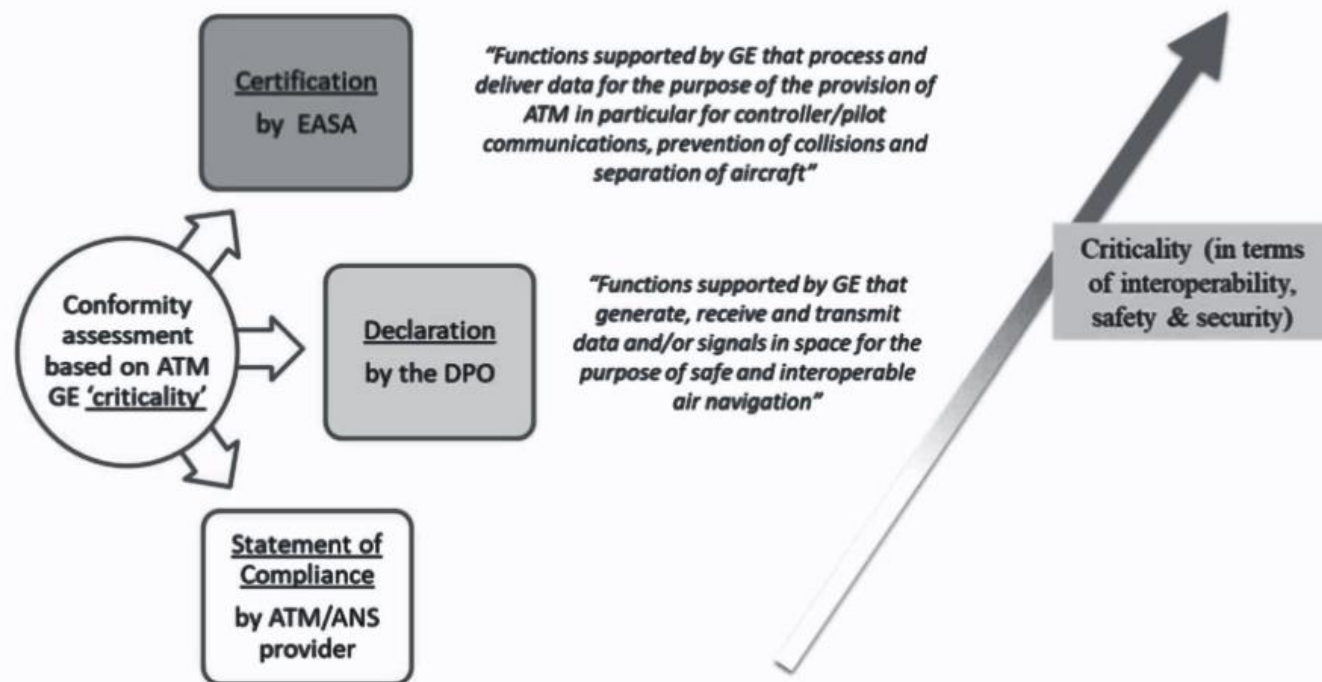
|  |  |
|--|--|
| <b>RMT.0668</b><br><b>Regular Update ATCO IR</b>         | <p>Focus on ICAO amendments, updates due to AAS, WPGR:</p> <p>ST1: Crediting MIL ATCO licences NPA Q1 2020</p> <p>ST2: simplify ratings, enhanced mobility for instructors/assessors, update ATCO CCC <b>NPA 08-2021</b>.</p> <p><b>ST1+2 Opinion issued Q2 2022. Presentation in EASA Committee in Q1/23.</b></p> <p>ST3: Recognise 3rd country ATCO licences</p> <p>ST4: 1. initial training qualification, 2. instructor&amp;assessor, 3. virtual training and synthetic training devices (RMG Kickoff in March 2021)</p> <p><b>NPA ST3+4 Q2 2023</b></p> |
| <b>RMT.0738</b><br><b>Next Generation ATCO</b>           | <p>Affected by WPGR and AAS:</p> <p>ST1: Common initial training and assessment standards, common STDI and assessor standards, common training syllabi. <b>NPA 2024</b></p> <p>ST2: harmonise unit and continuation training to support system-based licensing. <b>NPA 2026</b></p>  |
| <b>RMT.0737</b><br><b>Electronic Personnel Licensing</b> | <p>Introduce a self-contained mobile electronic visual display device (in addition to paper) in transposing ICAO Annex 1 for pilots, examiners/instructors, ATCOs, AeMCs/AMEs and airworthiness maintenance personnel.</p> <p><b>NPA Q4/2023</b></p>   |



# ATM Ground Equipment Regulatory Framework

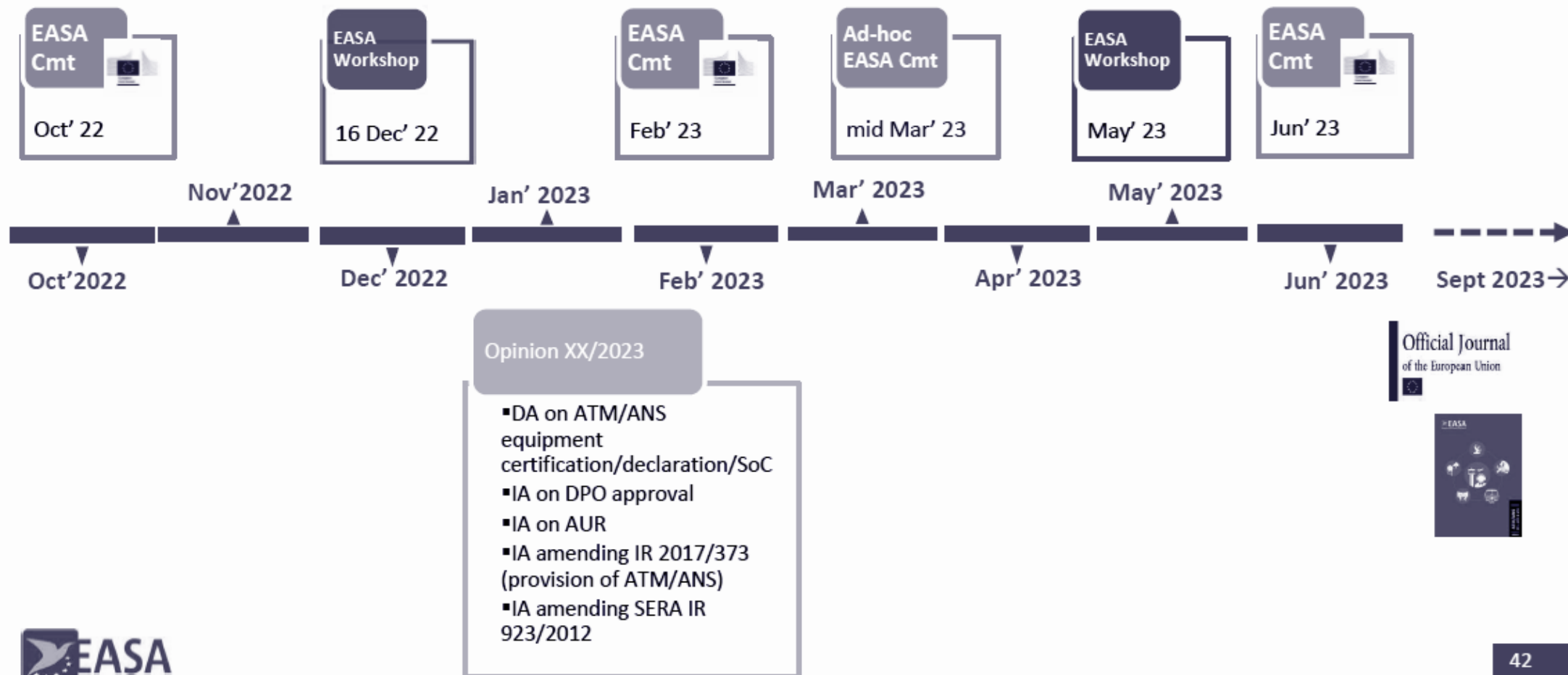
The high-level **ATM GE steering group** (of selected members) was established to facilitate a strategic reflection on the improvement of the processes for the deployment of safe and interoperable ATM/ANS systems to set the cornerstones of the newly developed regulatory framework, implementing the provisions of EASA Basic Regulation (EU) 2018/1139 after repeal of SES Interoperability Regulation (EC) 552/2004 by September 2023.

Certification and declaration of equipment by an approved manufacturer is key:






## RMT.0161 – Time plan for consultation



# Interoperability (IOP) IRs

|   |   |
|---|---|
| <b>RMT.0161</b><br><b>Conformity Assessment</b>  | Rules for Manufacturers for equipment certification/declaration and for ANSP's conformity assessment of ATM/ANS systems.<br>ST1: define a framework<br><b>NPA 2022-09</b> 'Establishment of a regulatory framework as regards the conformity assessment of certain ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment)'<br>For comments by October 7th 2022. |
|   | ST2: Adapt current IOP rules to new framework<br>fast consultation <b>NPA 2022-107 consulted</b><br><b>Opinion 01-2023 for ST1+2 published 1.2.23</b>   |
|   | ST3: Establish AMC/GM and a first set of EASA detailed specifications<br>fast consultation NPA Q2/2023  |
|   | ST4: establish the framework for safety-related aerodrome equipment NPA Q3/2023   |


# SERA IR

|  |   |
|--|---|
| <b>RMT.0476</b><br>Regular Update SERA | Ensure consistency with ICAO framework.<br>ST1: Non-controversial modifications and PANS-ATM Amd. 9.<br><b>NPA 2022-04 comments till 25.8</b>   |
|  | ST2: RCF & SID/STAR phraseology<br><b>Proposal included in NPA 2022-04</b><br>published AMC with Decision 2022/020/R  |
|  | ST4: Speed restriction for supersonic flights over land. Intent: instead of national banning bring it on EU-level.<br><b>Proposal included in NPA 2022-04</b><br><b>Opinion ST1,2,4 expected for Q2 2023</b>          |
|  | ST5: Proposal to amend the SERA RT phraseologies in order to ensure the necessary harmonisation in the pilot-ATCO communication.<br><b>Proposal included in NPA 2022-106 (AMC published with Decision 2022/020/R)</b> |

## ATM/ANS IR “373”

|                                  |  |
|----------------------------------|--|
| RMT.0720<br>Information Security | Management of Information Security Risks as input to CR-O.<br>NPA 2019-07, <b>Opinion 2021-03 issued 11 June 2021</b> . Approved by the EASA Committee at their meeting in June 2022.<br><b>Regulation 2023/203 published 2.2.23</b> |
| RMT.0719<br>Regular Update       | ST2: introduce additional AMC/GM based on SESAR safety reference material NPA 2019-04, Decision planned for publication Q2/2023  |
|                                  | ST4b: align Part AIS and Part ATS with ICAO AMD ( <b>to introduce specific implementation issues, feedback from stakeholders</b> )<br><b>NPA Q1 2023</b><br><b>Opinion Q1 2024</b>   |
|                                  | ST5: Part NAV: introduce AMC/GM as regards Flight inspection/calibration of equipment<br><b>NPA postponed Q4/2023</b>  |

## New Technologies and Concepts

|  |  |
|--|--|
| <p><b>RMT.0524</b><br/>Datalink Services</p>  | <p>Ensure operational improvement<br/>ST1: update CS-ACNS (regular RMT.0519)<br/><b>NPA Q12023</b><br/><b>Decision Q4/2023</b><br/>ST2: update DLS IR<br/><b>NPA Q1/2023</b> included in <b>NPA 2022-107 ATM GE</b><br/>ST3: establish AMC/GM for ST2<br/><b>NPA Q1/2023</b><br/>ST4: establish a first set of EASA detailed specifications<br/><b>NPA Q1/2023</b></p> |
| <p><b>RMT.0682</b><br/>SESAR deployment</p>  | <p>ST#1 amend IR 1322/2011 (ACAS) and CS-ACNS to align with ICAO updates and IR 2018/1048 (PBN) as regards “Oceanic” RNAV5 <b>NPA Q1/2023.</b><br/><b>Opinion Q3/2023.</b></p>   |
| <p><b>RMT.0624</b><br/><b>Remote Tower Operations</b></p>  | <p>RMT is active since end 2019. Introduce updates as service evolutes. Existing GM have been published as „easy access rules“ in August 2020. Collaboration with EUROCAE WG-100. Further amendments to the GM <b>NPA 2022-02 (A) and (B) consulted until 2.8.22</b><br/><b>Decision will be published Feb. 23</b></p>   |

# Regulatory Framework for the operation of Drones and urban air mobility

|   |  |
|---|--|
| <b>RMT.0230</b> Drones                          | ST-B: closed. <b>Decisions 2022-022/23/24 of 16.12.2022</b><br>ST-C: for „certified category“ amendments to ATM/ANS, SERA, etc. w.r.t<br>#1 IFR operation in airspace classes A-C <b>NPA Q2/2022</b><br>#2 Operations in congested environment with U-Space services <b>NPA 2023</b><br>#3 Operations in airspace without U-Space service <b>AMC NPAs 2023/2025</b><br>ST-D: CS-UAS+CS-VTOL <b>AMC/GM NPAs 2023/2024</b><br>ST-E: update AUR +ATM/ANS rules w.r.t „airspace integration“, <b>NPAs 2023/2024</b><br>ST-F: environmental protection <b>AMC/GM TBD</b> (probably integrate in RMT.0729/730) |
| <b>RMT.0729</b><br>Regular Update Drones IR     | ST-1 additional standard scenarios Regulation 2020/639<br>ST-2 need for amendments <b>NPA 2023</b>   |
| <b>RMT.0730</b><br>Regular Update Drones AMC/GM | ST-3 additional PDRAs, JARUS guidelines (2022), then more AMC/GM<br>ST-4 more guidelines for publication on EASA website<br><b>NPA 2022-06</b> VTOL Operation and Approval plus amendments to SERA (according to EPAS this is RMT.730, but traceability quite poor) Opinion expected by Q4/23  |



## other

|      |  |
|------|--|
| ACAS | change Regulation 1332/2011 and CS-ACNS to align with ICAO updates   |
| PBN  | IR update as regards RNAV5. <b>NPA expected Q4 2022, but delayed.</b> Further implementation support on the website (mainly for airspace users “hands up, modify your aircraft and equip in a timely manner” |

## Past publications IR/AMC/GM

| publication date | publication subject  | date of applicability  |
|------------------|--|------------------------|
| 3.11.2022        | ED Decision 2022/020/R<br><i>Amendments to the <b>SERA</b> radiotelephony phraseologies for pilot–air traffic controller voice communications   AMC and GM to the rules of the air — Issue 1, Amendment 5</i>                            | 1.12.2022              |
| 16.12.2022       | ED Decisions 2022/022/R - 024/R<br><i>Development of and amendments to the acceptable means of compliance and guidance material to support the implementation of the <b>U-space</b> Regulation as well as amending Part ATS and SERA</i> | as with IR (26.1.2023) |
| 2.2.2023         | Regulation (EU) 2023/203<br><i>Requirements for the management of <b>information security risks</b> with a potential impact on aviation safety for organisations and competent authorities</i>   | 22.02.2026             |
|                  |  |                        |
|                  |  |                        |

A good and constantly updated overview of SES related Regulations can be found [here](#)

## Expectations overview for 2023

|    |            |   |
|----|------------|---|
| Q1 | Decision   | AMC/GM Update for Remote Tower Operations               |
| Q2 | NPA        | ATM/ANS update Part OR, AR, ATS, AIS, CNS               |
| Q2 | NPA        | ATCO IR ST3+4   |
| Q2 | NPA        | PBN IR + ACAS X updates                                 |
| Q2 | NPA        | AMC/GM and CS for ATM GE Opinion 2023-01                |
| Q2 | Opinion    | following SERA NPA 2022-04                              |
| Q2 | Decision   | AMC/GM SESAR safety reference material (Reg. 373)       |
| Q3 | NPA        | ATM GE framework for safety-related aerodrome equipment |
| Q3 | Regulation | ATM Ground Equipment following Opinion 2023-01          |
| Q3 | Regulation | ATCO update ST1+2 following Opinion 2022-06             |
| Q4 | NPA        | Reg. 373 Part NAV flight inspections                    |
| Q4 | NPA        | Electronic Personnel Licensing                          |
| ?  | NPA        | AMC/GM to the ISMS IR 2023/203                          |
| x  | several    | Updates and add-ons as regards Drones operations        |

# EASA Study on ATCO Fatigue

EASA launched last December a research study on the impact analysis, prevention and management of ATCOs fatigue in the EU, with the support of a consortium led by NLR. The study is due to last 1 years and includes three main tasks:

- Task 1: Implementation of ATCO fatigue related regulations in the EU
- Task 2: To conduct scientific research in this area with a view to provide guidance and assess the need for a possible further development of the European rules and practices.
- Task 3: Assessment of impact of new technologies on ATCO fatigue risks

In order to better understand the issues associated with this topic NLR requested CAN SO's support.

We have advised NLR to use CAN SO as a platform when clear understanding on a particular topic is needed. Individual ANSPs might provide different recommendations, depending on their context. CAN SO is able to provide a unified answer.

# EASA study on Mental Health

## EXPECTED RESULTS

### AEROMEDICAL MENTAL HEALTH RISK ASSESSMENT PROCESS

- evidence-based **recommendations** for the definition of the **acceptable incapacitation risk levels** for each type of **aeromedical certification** and for **mental health assessment methods** and **treatment options** suitable for **aeromedical fitness assessments**
- **mitigation measures** for temporary and permanent **loss of license**
- **guidance material** on the updates to the **fitness assessment** of applicants

### POLICY MAKING RECOMMENDATIONS

- evidence-based **recommendations** for updating the **mental health requirements** in **Part-MED** and **Part-ATCO.MED** in line with the medical developments
- an **impact assessment** of the recommended regulatory changes

### HUMAN CENTERED TOOLKIT

- innovative **strategies** for **proactive monitoring** and **management** of **pre-clinical signs** and **symptoms** of **psychological discomfort**
- evidence-based **recommendations** for **stress management** at individual and group levels
- **guidance material** on **mental health assessment** and the **updates** to the **fitness assessment**



# THANK YOU

