

SAB 18 (01-2023)

Agenda Item 6

Update on ATM Activities

Athanassios TZIOLAS
EASA ATM Department

14 March 2023

Your safety is our mission.

An Agency of the European Union 

Main Activities

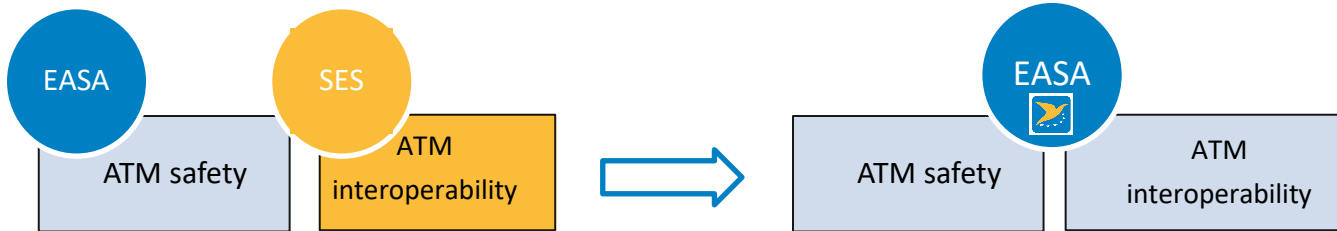
- Development of the AMC/GM on conformity assessment
- ATCO licensing
- ATCO fatigue study
- Role of EASA in SESAR R/D & deployment: Initial Trajectory Information Sharing

Common Project One - ATM Functionality 6 (CP1-AF6)

RMT.0161 Status-quo

Conformity assessment of ATM/ANS equipment
for the safe and seamless operation of the European ATM network

Your safety is our mission.



SES today

Essential Requirements – Interoperability

all ATM constituents subject to declaration of conformity (DoC) / of suitability for use (DSU) by manufactures

all ATM systems subject to declaration of verification (DoV) by ANSP



from 12/09/2023 by EASA

Essential Requirements – safety & IOP

Specified ATM/ANS equipment subject to certification by EASA

Specified ATM/ANS equipment subject to declaration by DPO

Other specified ATM/ANS equipment subject to Statement of compliance (SoC) by ANSP (or DPO)

Annex VIII
and, if app., Annex VII.

Art. 45(2)

Art. 45(1)

Rulemaking task - RMT.0161 with Subtasks 1 → 2 → 3

[illegible]

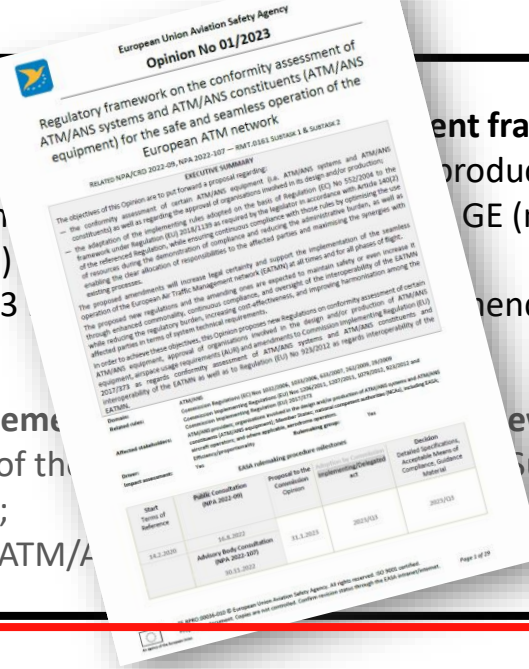
NPA 2022-107

Subtask 1: Establishment

- Approval of organisation
- Certification/Declaration (certification/declaration)
- Amendment to 2017/373

Subtask 2: Simpler IOP scheme

- Review and assessment of the (and SubT2 to RMT.0524);
- Draft IR amending EASA ATM/A

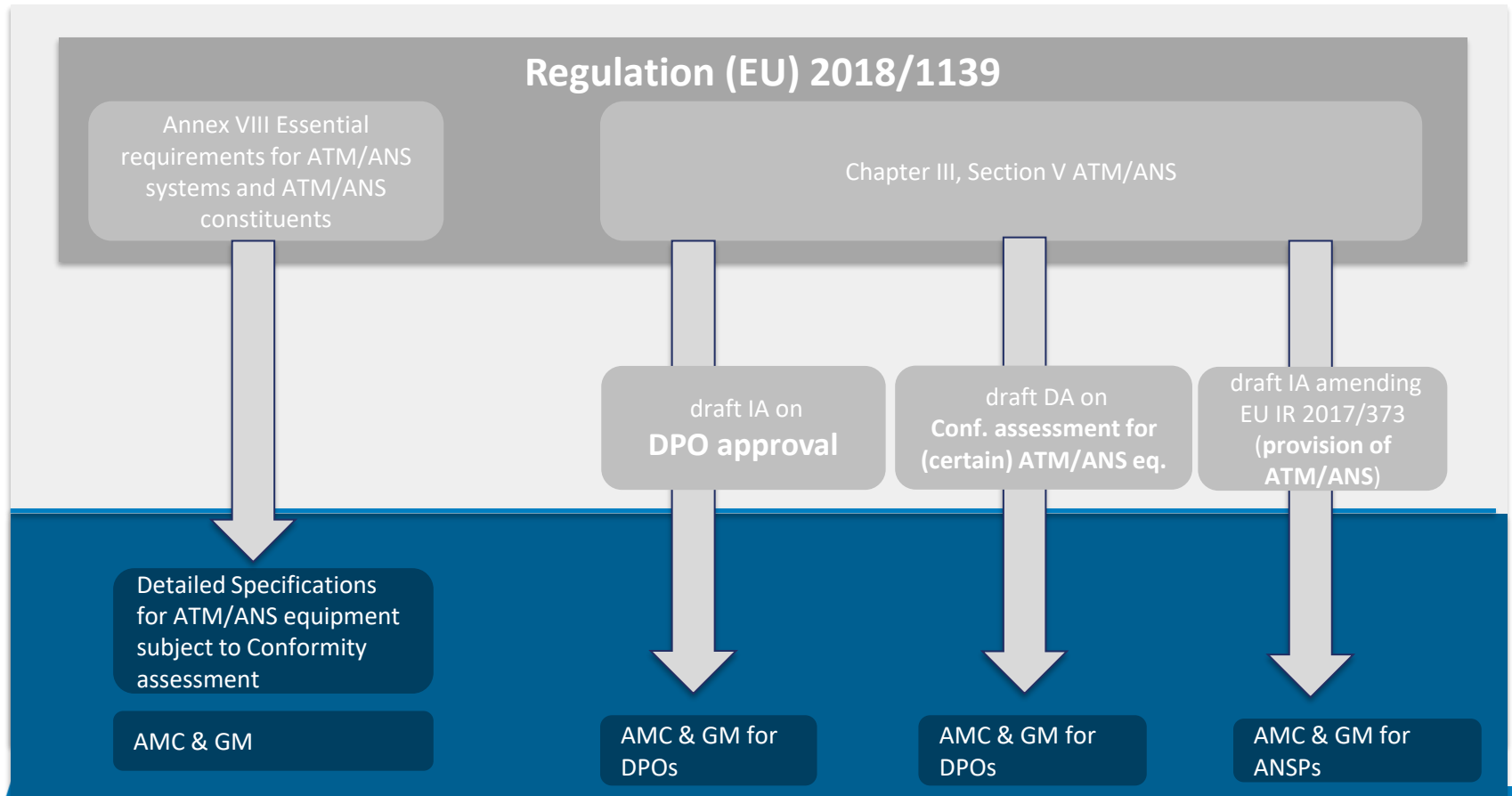


Subtask 3: Implementing measures to support the ATM/ANS ground equipment framework

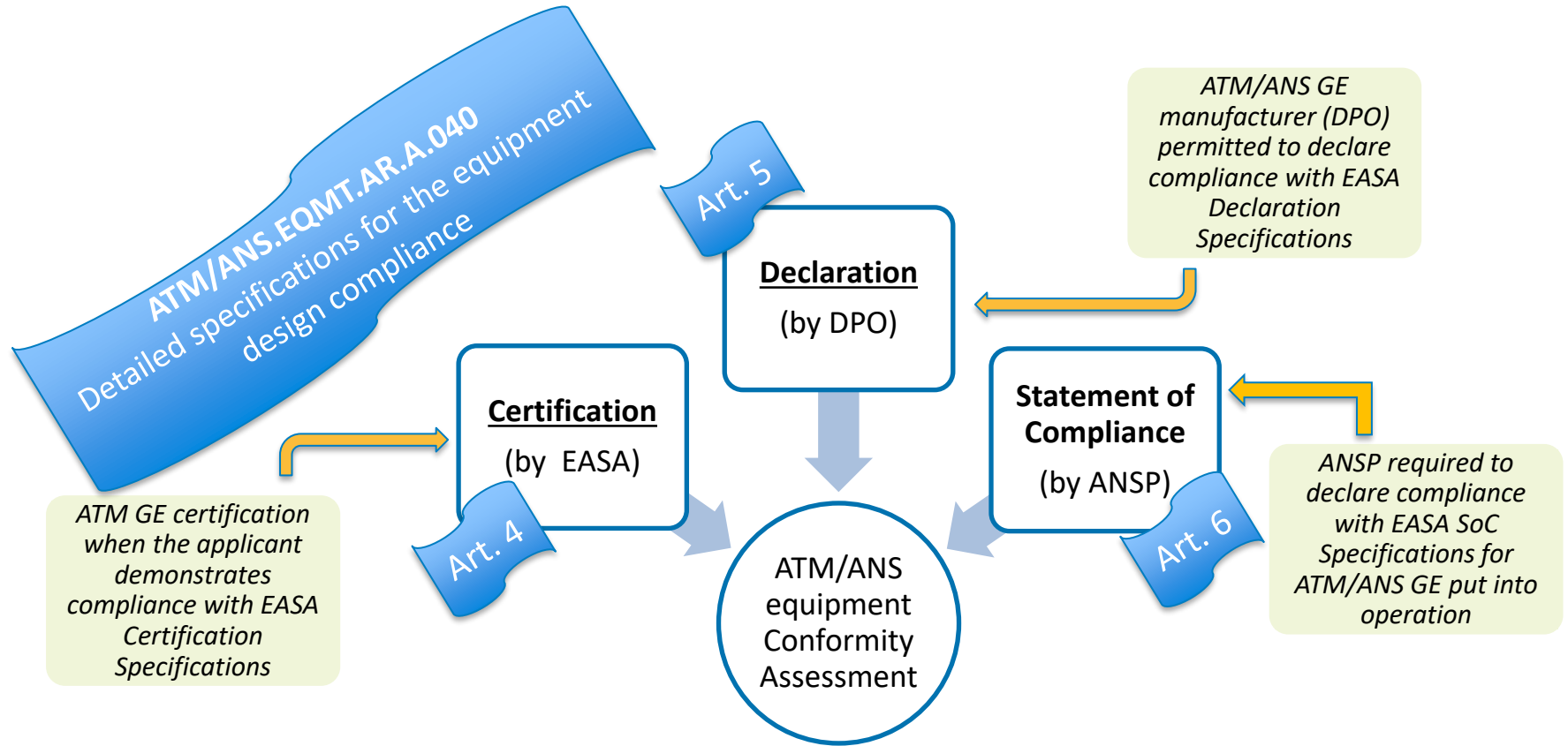
- Draft AMC/GM associated to NPA(a)
- 1st set of draft detailed (certification/declaration) specification for the ATM/ANS systems subject to certification & ATM/ANS equipment subject to declaration



RMT.0161 Subtask 3 | Scope of work

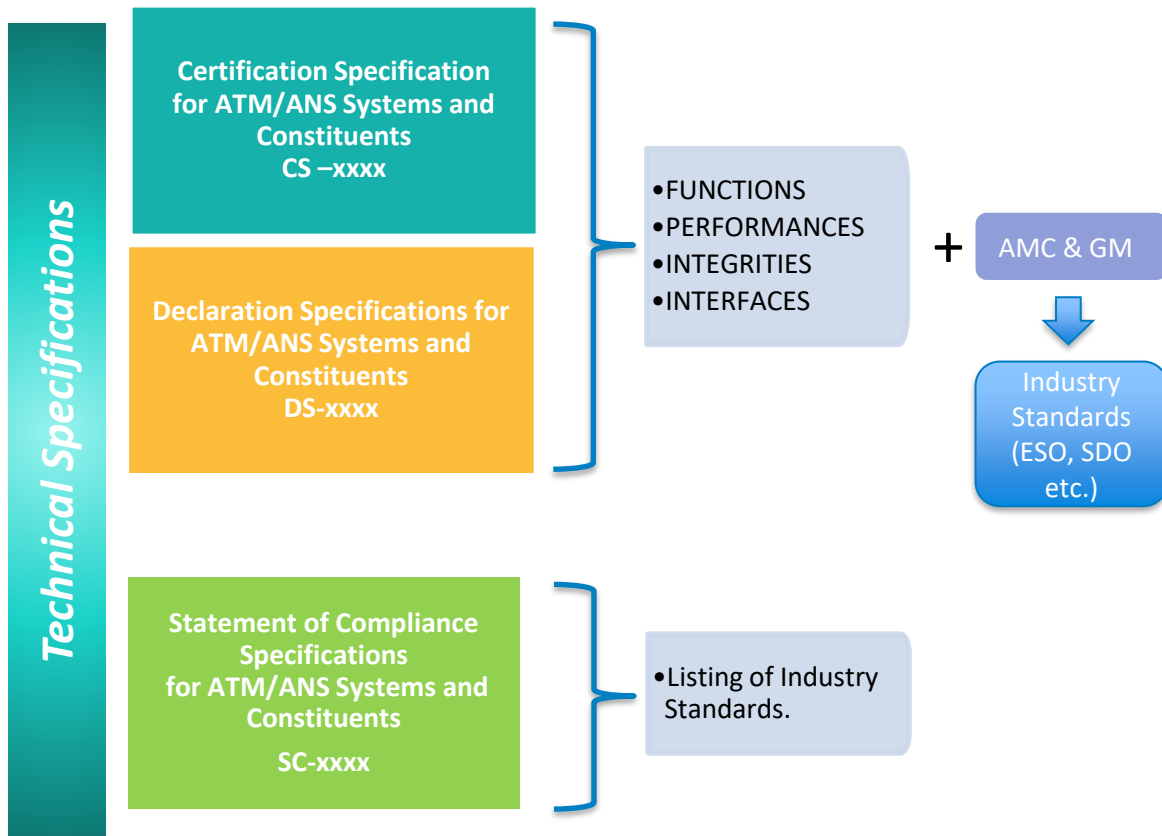


Technical Specifications

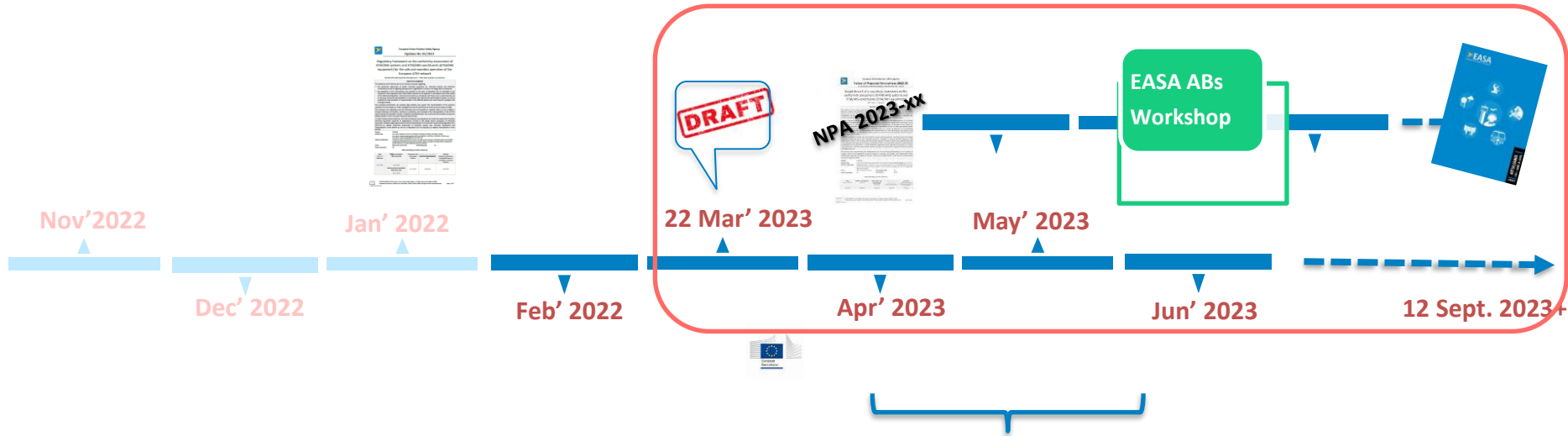


Structure and format of the technical specifications

#	Point 3 to Annex VIII ER
1.	Airspace management
2.	Air traffic flow management
3.	Air traffic services - in particular flight data processing systems, surveillance data processing systems and human-machine interface systems
4.	Communications - including ground-to-ground/space, air-to-ground and air-to-air/space communications
5.	Navigation
6.	Surveillance
7.	Aeronautical Information services
8.	Meteorological services



RMT.0161 Subtask 3 Timeframe



(*) NPA 2023-XX on draft AMC/GM/DS will follow standard EASA Rulemaking process, i.e. 40+ days consultation

ATCO Licensing

Your safety is our mission.

Action Plan – objectives and deliverables

Clarify and promote flexibility

2020/2021

- > Questionnaire, interviews
- > Implementation assistance & best practices via ABs (e.g. adapting competency requirements to low COVID traffic levels)

Simplify and update rules

2021/2022

- > NPA 1->Opinion 06/2022: reduce number of ratings and endorsements, streamline training requirements, facilitate mobility and cross-border sectorisation,
- > NPA 2: harmonise initial training output and instructor/assessor requirements, enable virtual training

Propose new regulatory concepts

Ongoing/
long term

- > HD Roadmap
- > ATCO Fatigue study
- > Enabling SESAR R&D solutions
- > New tasks to capture new operational concepts
- > Digitalisation, virtualisation, AI, resilience

Outlook

The legislative text to Opinion 6-2022 was adopted by EASA Committee on 14-15 February 2023

Subtasks 3&4 - NPA 2 (public consultation) scheduled for Q1/2023

Developed with Rulemaking Group support, with focus on:

- enhancing/harmonizing student ATCOs skills standards following initial training to ensure handling of complex and dense traffic situations
- update of the instructors and assessors requirements
- based on Covid-19 experience, enabling virtual training and enhancing the use of simulators
- enabling third country ATCO license recognition

EASA Study on ATCO fatigue

Your safety is our mission.

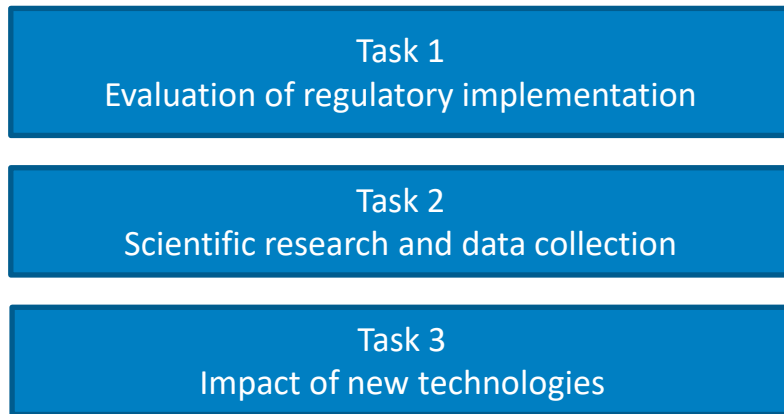
'ATCO fatigue study'

Research/scientific study on the impact analysis, prevention and management of ATCOs fatigue in the EU

Objectives:

- Address the human dimension of the Digital Single European Sky
- Assess possible evolution of ATCOs role, workload and fatigue

Consortiu



December
2022



December
2023

Study – Stakeholders' consultation and contribution

Several consultations foreseen in 2023:

- Advisory Bodies (ATM/ANS TeC, ATM/ANS TeB)
- ATM/ANS CAG
- One public Workshop/Webinar: date tbc

Several contributions possible:

- Invitation to share any previous study, material or data (email to SAB on 13 February)
- Invitation to participate to Phase 1 of the study through survey/questionnaire
- Possibility to participate to Phase 2 of the study

Role of EASA in SESAR R/D & deployment:

**Initial Trajectory Information Sharing -
Common Project One - ATM Functionality 6 (CP1-AF6)**

Your safety is our mission.

Growing role by EASA on SESAR R/D & deployment

Basic Regulation - 2018/1139

Art. 93 - Implementation of SES

“EASA to assist SES implementation by implementation of ATM Master Plan and development/deployment of the SESAR-programme”

SESAR 3 JU Regulation – 2301/2085

“EASA to advise on individual projects on issues related to safety, interoperability and environment, to ensure a timely development of standards, testing and regulatory requirements.”

Common Project 1 Regulation - 2021/116

- *“EASA to ensure safety, interoperability and environmental requirements and standards of Common projects are established”*
- *Coordinate with EUROCAE, CEN/CENELEC/ETSI*, EUROCONTROL, SESAR Deployment Manager & SJU3 for timely development of necessary standards*

Contribution Agreement with DG Move on SESAR Deliverables



Deliverables

- Common project readiness assessment methodology
- Assess the CP1 implementation status/readiness
- **AF6 fitness-for -purpose**
- SDM SESAR deployment programme review

Benefits

- Effectiveness: correct level of maturity for deployment
- Efficiency: Decreases deployment risk
- Other: Recognition and increased role of EASA in the deployment of new ATM functionalities

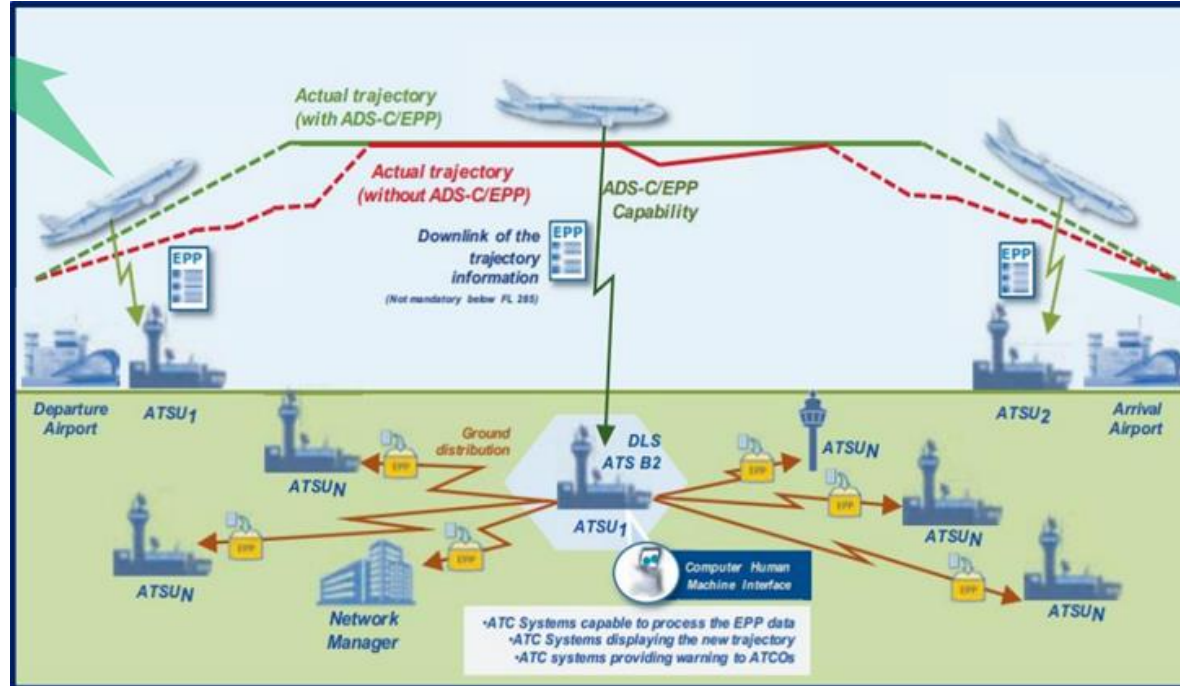
What is CP1-AF6 'Initial Trajectory Information Sharing'

Onboard predicted trajectory available to the controller

- downlink of the Automatic Dependent Surveillance-Contract (ADS-C)/Extended Projected Profile (EPP) data from the aircraft in accordance with the 'ADS-C contract terms'
- processing by ATC systems presented to the controller

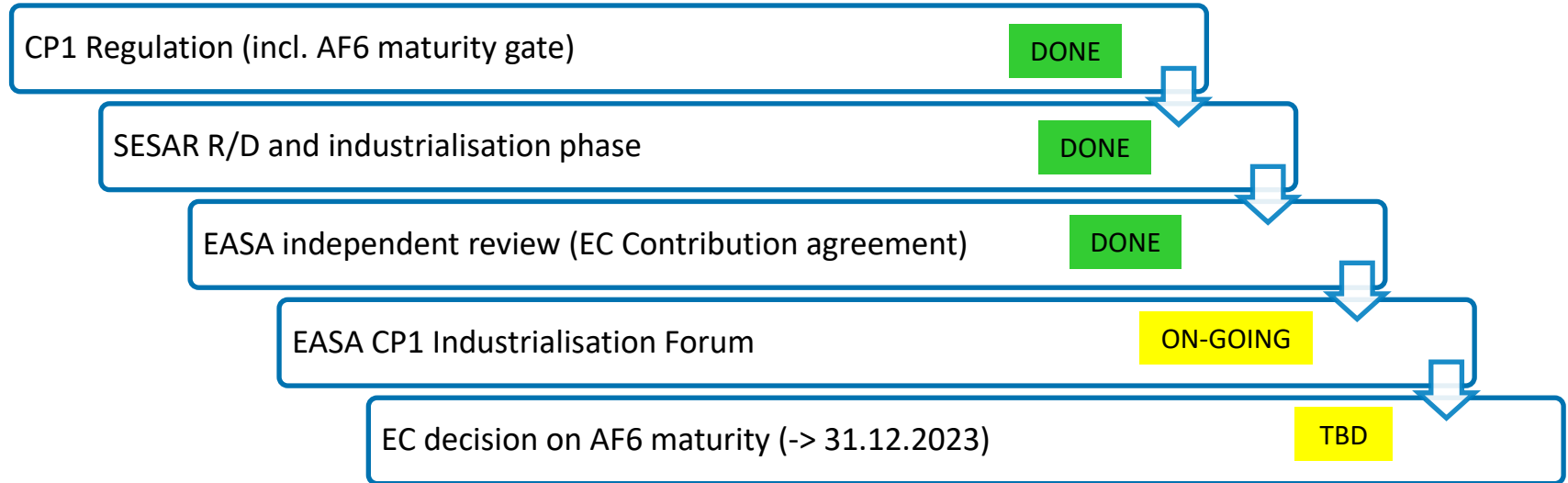
Benefits:

- Capacity,
- Operational Efficiency,
- Environment and Cost Efficiency



EASA committed to support stakeholder with effective implementation

CP1-AF6 – current status?



Thank you for your attention
Any Questions?

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 