



EASA
European Aviation Safety Agency

RMT.0464 ATS Requirements

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8th FISO Seminar
06.09.2017

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TE.GEN.00409-001



ATS provision in EU legislation - Today

- EU Member States obligations towards the Chicago Convention
- SES Legislation
- Reg. 216/2008, the EASA Basic Regulation
- Regulation 1035/2011, Annex II, Chapter 4: ATS providers' working methods and operating procedures compliant with:
 - Reg. 923/2012 (SERA)
 - Annex 10 Volume II
 - Annex 11 – No reference to PANS ATM, which includes procedures
- Regulation 2017/373, Annex IV, Subpart B: reference to ICAO and SERA maintained, with updates
- **RMT.0464** to implement the Essential Requirements in Annex Vb 2. (c) of the EASA Basic Regulation and replace reference to ICAO with a comprehensive set of requirements (IR, AMC,GM)



➤ RMT.0464 Objectives:

- to introduce a **complete set of measures** implementing the ERs in BR Annex Vb 2.(c) concerning the **provision of ATS**;
- to establish common EU ATS requirements by **transposing the relevant ICAO provisions**, thus contributing to their harmonised implementation, as a basis for EU aviation law;
- to harmonise ATS provisions based on **mandatory** (IRs) and **flexible** (AMC and/or GM) requirements; and
- to establish **proportionate** and **cost-efficient** rules.



RMT.0464 tasks

- Analysis and, where appropriate, transposition of provisions in ICAO Annex 10 Volume II, Annex 11, Docs 4444, 7030 EUR, 9426
- Analysis of differences filed by MS to Annex 11 and identification of commonalities to be introduced in the EU law
- Identification of gaps and, where necessary, development of new provisions complementing those transposed from ICAO (e.g. AFIS)
- Establishing correlation between ICAO provisions and the corresponding EU provisions
- Ensuring consistency with EU legislation (e.g. SERA)



RMG.0464 set up and activities

- RMG.0464 composition established based on nominations received from ATM/ANS advisory bodies
- Included representatives from:
 - National Aviation Authorities (2)
 - ANSPs (2)
 - CANSO (3)
 - Unions (2)
 - EUROCONTROL (2)
 - EASA (2)
- RMG.0464 held 11 meetings, from September 2014 to February 2016
- Work during meetings and via correspondence
- Bilateral with EUROCONTROL on specific subjects
- Thematic meetings on AFIS (before and after NPA publication, with additional experts)



Consistency with other EU legislation

- Measures developed consistently with:
 - SES Regulations
 - EASA BR, Regulation 2017/373, other Implementing Rules
 - SERA – (specific close coordination)
 - Upcoming amendments to ICAO documentation (particularly PANS ATM)

- Reminder: SERA in case of collective action (e.g. ATS/pilots) – ATS requirements for ATS providers/Units/staff

- Analysis allowed the identification of ICAO provisions to be proposed for transposition as SERA in the future maintenance mechanism



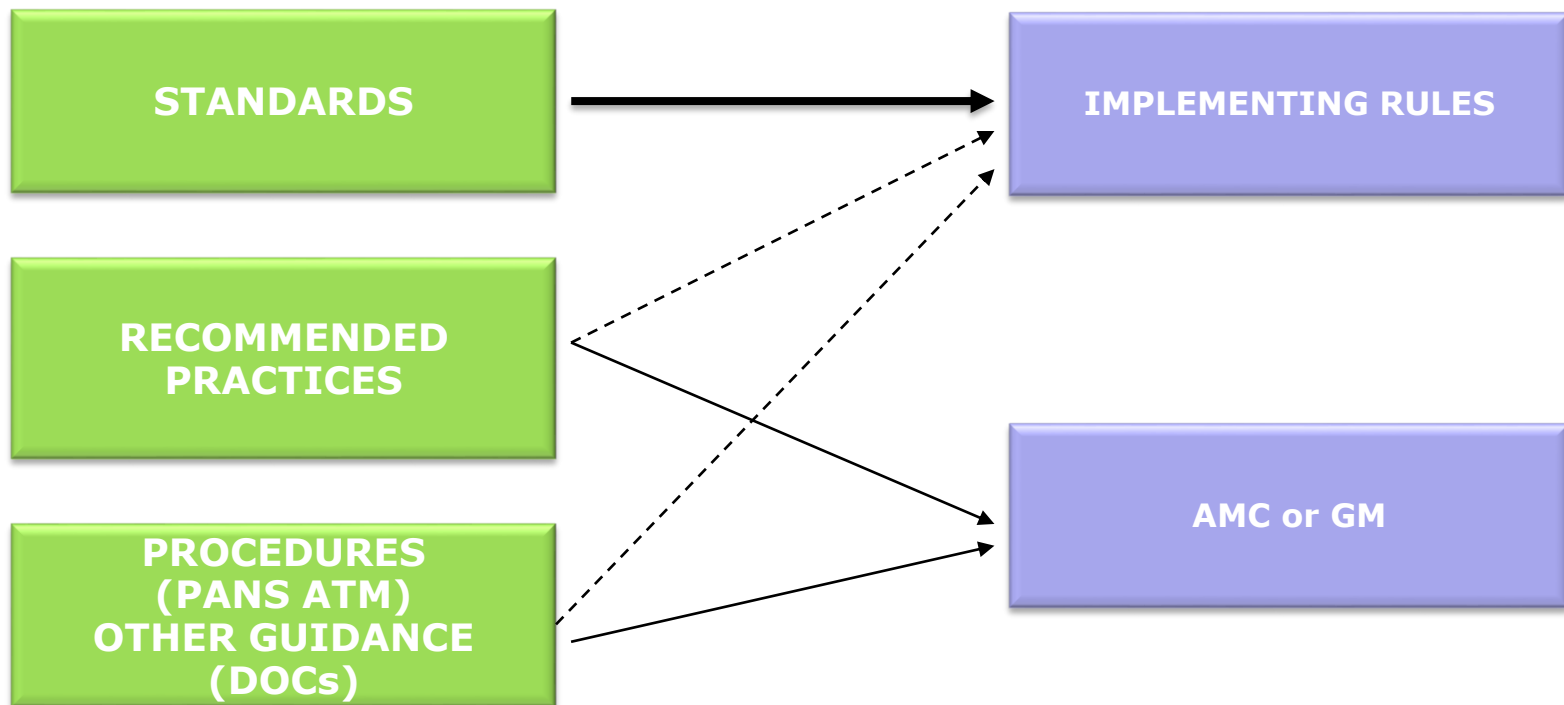
Transposition – WHY?

- Transposition of ICAO Annexes is an approach adopted for other set of aviation legislation (e.g. FCL, OPS, ATM/ANS CRs, SERA...)
- Meets objectives of the EASA BR:
 - to ensure high uniform level of safety
 - to assist states in fulfilling their obligation towards the Chicago Convention
- Adapts ICAO provisions to the EU regulatory framework
- For PART-ATS:
 - introduces the expected detailed set of requirements to replace generic reference to ICAO Annexes (Reg. 2017/373)
 - in a consistent manner with other relevant EU regulation (e.g. SERA, SES)
 - explicitly indicated in the ToRs of RMT.0464 (09.07.14)



Transposition – HOW?

- Detailed analysis of relevant ICAO documentation
- Selection of measures to be transposed on a case-by-case basis
- Proposed transposition as IR, AMC, GM not in contradiction the with the regulatory force of the original ICAO provisions





Transposition – HOW?

- Proposed measures include only 3 differences with the transposed ICAO Standards (Annex 10 Volume II and Annex 11)
- Clarity provided by clear allocation of responsibility (State, ATS provider, ATS Unit, ATCO) i.a.w. EU's legal principles, as ICAO frequently uses passive voice
- Recommendations and Procedures transposed as IRs only for imperative safety and harmonisations reasons
- Member States may establish additional or complementing requirements to those in PART-ATS, provided they are not in contradiction with existing IRs
- When AMCs are provided, approved ALTMoCs may be applied, following the established procedure



Cross-referencing ICAO transposition

Annex 11 Checklist sample

SARP identifier	Annex 11 Amendment 49	Differences between SARPs and proposed transposition	Proposed transposition into EU ATS Requirements
	Air Traffic Services		
	Standard, <i>Recommended Practice</i> , Notes, <i>transposed in SERA</i>		
2.1.4	Where air traffic services are established, information shall be published as necessary to permit the utilization of such services.		The transposition as ATS IR ATS.OR.125(a), is proposed as follows: The air traffic services providers shall provide to the relevant AIS providers information to be published as necessary to permit the utilisation of such air traffic services.

NPA File (B) sample

ATS.TR.200 Application

ATC service shall be provided:

- (a) to all IFR flights in airspace Classes A, B, C, D and E;
- (b) to all VFR flights in airspace Classes B, C and D;
- (c) to all special VFR flights;
- (d) to all aerodrome traffic at controlled aerodromes.

(Annex 11 — Section 3.1) (transposed as SERA.8001)

ICAO Originating provision(s)





ICAO provisions transposed

- Selected provisions from:
 - Annex 10 Volume II
 - Annex 11 (extensively, complementing SERA transposition)
 - PANS-ATM (extensively, complementing SERA transposition)
 - Doc 7030 EUR
 - Circular 211/AN-128
 - EANPG documents

- Coordination with other EASA RMTs (SERA, ASD, AIS, etc.) for consideration of Annex 11 Standards not selected as suitable for Part-ATS

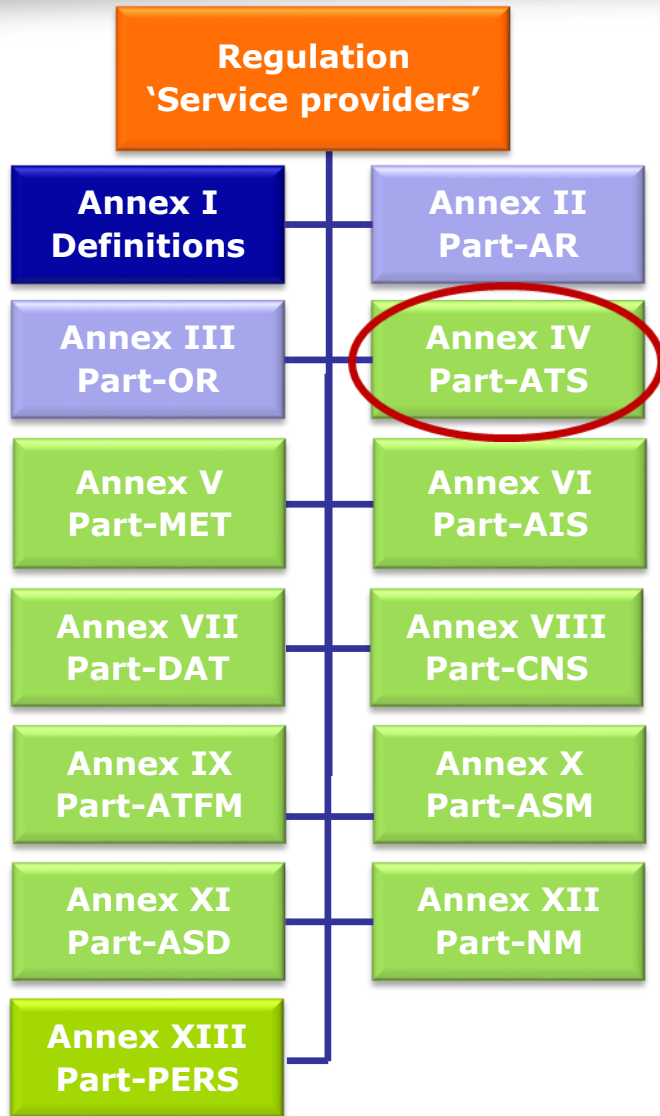


RMT.0464 – Deliverables & Deadlines

- **NPA 2016-09** published on **14.09.16**
- **Public Consultation** closed on **28.02.17**
- **1763** comments received from **83** commentators
 - 238 to NPA (A)
 - 1525 to NPA (B)
- **Review ongoing** - thematic review meetings / focused consultation
- **CRD & Opinion (+ for info draft Decision and Checklists): Q4 2017**
- **Commission IR: 2018** (subject to EC processes)
- **EASA ED Decision: 2018** (following publication of the IR)



Regulation 2017/373 - Rule Structure



Part-AR: Authority requirements

Part-OR: General organisation requirements

Parts 'xxx' – Technical requirements

- ▶ **Part-ATS:** Air Traffic Services
- ▶ **Part-MET:** Meteorological services
- ▶ **Part-AIS:** Aeronautical Information Services
- ▶ **Part-DAT:** Data providers
- ▶ **Part-CNS:** Communication, Navigation, Surveillance
- ▶ **Part-ATFM:** Air Traffic Flow Management
- ▶ **Part-ASM:** Airspace Management
- ▶ **Part-ASD:** Airspace Design
- ▶ **Part-NM:** Network Manager
- ▶ **Part-PERS:** Personnel requirements



Subpart A – ATS.OR

Section 1 - General

Section 2 – Safety of services

Section 3 – HF requirements

Section 4 – Communication reqs.

Section 5 - Information reqs.

Subpart B – ATS.TR

Section 1 – General

Section 2 – ATC service

Section 3 - FIS

Section 4 – Alerting service



Existing requirements with Reg. 2017/373



New requirements proposed with the regulatory proposal



FIS relevant aspects

- Scope of applicability of FIS – ‘aircraft otherwise known to the relevant ATS unit’ is too ‘wide’?
- Explicit clarification of responsibilities of pilots and FISOs – FIS to be provided ‘upon pilots’ request’, ‘insofar as practicable’, ‘where appropriate to the flight concerned’
- Clarification of ‘FIS instructions’ (e.g. frequency change, advice to navigation in case of adverse Met conditions)
- Use of ATS surveillance systems for FIS provision – Identification procedures and maintaining identification at all times
- Explicit reference to provision of ‘traffic information’ as a task for FIC/AFIS is missing (but there is about ‘collision hazards’...)
- FISO qualification and training – Not an EU common scheme, but requirements already exist (within the management system of the provider)



AFIS relevant aspects (1)

- General acceptance of the regulatory approach proposed (RIA)
- Need to fine-tune some aspects, based on comments received
- Designation/certification of AFIS provider is already a mandatory requirement within the current EU regulatory framework
- Explicit recognition of AFIS introduced where considered applicable (in particular within ATS.OR) and with the necessary proportionality and flexibility
- AFIS is a subset of FIS - GM is provided to represent en-route and aerodrome FIS airspace associated to AFIS mandatory (characteristics under discussion by RMT.0445 ASD including the naming of such airspace)
- Naming of AFIS Unit – suffix ‘AFIS’
- AFIS, AFIS unit, AFIS aerodrome definitions



AFIS relevant aspects (2)

- ‘Aerodrome flight information service (AFIS)’ means flight information service for aerodrome traffic provided by a designated air traffic services provider.
- ‘AFIS unit’ means a unit established to provide aerodrome flight information service and alerting service.
- ‘AFIS aerodrome’ means an aerodrome where the aerodrome flight information service is provided within the airspace associated with such aerodrome.



AFIS relevant aspects (3)

- Not all aerodrome ATC procedures may become applicable to AFIS (like suggested by numerous comments received)
- Management of vehicles and persons on the manoeuvring area allowed, when so prescribed by the Competent Authority
- Aircraft control actions by AFIS units - not allowed at any time
- Selection/indication of the runway in use – AFISO suggests, pilot elects
- AFISO qualification and training – Not an EU common scheme, but requirements already exist (within the management system of the provider)
- Phraseology for AFIS – to be introduced within SERA
- UNICOM-type aeronautical stations – non ATS entities. Guidance revised and grouped under a single GM



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Thank you very much for your attention!

Questions?

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