

# Update on EASA activities regarding FIS/AFIS

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# Outline

## **EASA Rulemaking activities**

ATM/ANS regulation road map  
SERA regulation amendment

## **Other relevant activities**

EASA Runway safety team  
Remote tower expert group

## **Points for consideration**

Standardisation/Harmonisation?

**Questions?**

# Road map for ATM/ANS Common Requirements

## □ **European Plan for Aviation Safety (EPAS)**

EPAS constitutes the regional aviation safety plan for EASA Member States, setting out the strategic priorities and main risks affecting the European aviation system and the necessary actions to mitigate those risks and to further improve aviation safety. The plan is an integral part of EASA's work programme and is developed by EASA in close consultation with the EASA Member States and industry.

[European Plan for Aviation Safety | EASA \(europa.eu\)](#)

- [EPAS Volume I - Strategic Priorities – 2023-2025 Edition](#)
- [EPAS Volume II - EPAS Actions 2024 Edition](#)
- [EPAS Volume III - Safety Risk Portfolios 2024 Edition](#)

# Standardised European Rules of the Air (SERA) amendment

## ☐ **Commission Implementing Regulation (EU) 2024/404 of 30 January 2024**

- ensure synchronisation between the SERA regulatory framework and the International Civil Aviation Organization (ICAO) provisions, especially those of ICAO Doc 4444 'PANS-ATM' up to its Amendment 9, particularly in relation to new procedures on standard instrument departures (SID) and standard instrument arrivals (STAR) and other provisions identified as being of a 'rules-of-the-air' nature;
- introduce changes to the existing radio communication failure procedure in anticipation of a future amendment to ICAO Annex 2, thus bringing forward in time the related operational benefits;
- shall apply from 1 May 2025

☐ **Commission Implementing Regulation (EU) 2024/403 of 30 January 2024** amending Implementing Regulation (EU) 2017/373 as regards the definition of SIGMET and certain requirements for special visual flight rules and air traffic control clearances

☐ **Commission Delegated Regulation (EU) 2024/405 of 30 January 2024** amending Regulation (EU) No 139/2014 as regards the use of signals in case of radio communication failure

# FIS/AFIS phraseology

- As of 27 January 2022
  - Common rules for the provision of flight information service (FIS), which includes aerodrome flight information service (AFIS);
  - Standardised RT phraseologies for the provision of FIS and AFIS.

## Appendix 1 to AMC1 SERA.14001 General

ED Decision 2022/020/R

1. ATS PHRASEOLOGIES
  - 1.1 General

Section	Circumstances	Phraseologies	Applicable to	
			ATC	FIS
1.1.1	Description of levels (subsequently referred to as 'level')  <i>Note. — In circumstances where clarification is required, the word 'ALTITUDE' or 'HEIGHT' may be included, e.g. 'DESCEND TO ALTITUDE TWO THOUSAND FEET'.</i>  when passing level information in form of vertical distance from the other traffic	a) FLIGHT LEVEL (number); or b) [HEIGHT] (number) FEET/METRES; or c) [ALTITUDE] (number) FEET/METRES.   d) (number) FEET/METRES ABOVE (or BELOW)	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>   <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>   <input checked="" type="checkbox"/>
1.1.2	Level changes, reports and rates   ...instruction that a climb (or descent) to a level within the vertical range defined is to commence	a) CLIMB (or DESCEND); followed as necessary by:  1) TO (level)  2) TO AND MAINTAIN BLOCK (level) TO (level);	<input checked="" type="checkbox"/>   <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/>   <input type="checkbox"/> <input type="checkbox"/>

# EASA Runway Safety Team (ERST)

## □ Establishment of EASA Runway Safety Team (ERST)

- Cross-domain team of experts: ATM/ANS, OPS, ADR, AIR
- Work holistically on runway safety and address various processes: safety analysis, safety risk management, rulemaking, safety promotion, standardisation, certification

## □ Developments (1/2)

- Gap analysis of current EU regulations – ICAO provisions
- Survey to Member States on runway incursion prevention
- Follow developments in the context of ICAO's publication of Global Runway Safety Action Plan – GRSAP, published February 2024

# EASA Runway Safety Team (ERST)

## □ Developments (2/2)

- Identify synergies with the Global Action Plan for the Prevention of Runway Incursions – GAPPRI (FSF, Eurocontrol), published Dec 2023 / Aug 2024
  - Some recommendations could be considered for inclusion in the regulatory framework
- Review relevant safety issues in the safety risk management portfolios
- Identify technical/operational barriers for detection and prevention of RI
  - Status of solutions not mandated by the regulation
  - Identify relevant onboard solutions
  - Assess new innovative technical solutions and ongoing research
  - SESAR JU3 solutions under research or proposed for future development
  - Operational concepts applied for runway operations

## Remote tower expert group

- ❑ RT-EG is a permanent EASA stakeholders' supporting group
- ❑ Enable a regular exchange of views between EASA, aviation authorities, professional organisations, and industry leads
- ❑ Facilitate the exchange on implementation experience and best practices
- ❑ Members
  - 12-ANSP, 3-CAA, 6-international aviation organisations/industry associations, 1- observer from outside of Europe
- ❑ A work plan is being established, some of the top priority topics are:
  - Further discussion on multiple service provision
  - Cooperation between ANSP, AD operator and/or Competent Authority



# Standardisation or Harmonisation?

- Standardised RT phraseologies for the provision of FIS and AFIS?
- Management of the movement of vehicles and persons on the manoeuvring area by AFIS units?
- Use of the English language in the provision of FIS?

**Has your organisation identified risks?**

**Does your organisation collect feedback from airspace users?**

**Does your organisation monitor how their services impact on, e.g., runway safety?**

Thank you for your attention!  
Questions?

[easa.europa.eu/connect](https://easa.europa.eu/connect)



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