



Luftfartstilsynet
CIVIL AVIATION AUTHORITY - NORWAY

NNF Work-shop on Navigation, Safety and Technology

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Scope

- Present an overview of the main regulatory activities currently undertaken by EASA in the field of ATM/ANS
- Give a brief introduction of the new EASA regulation for ATM/ANS Oversight and Common Requirements for Service Providers, i.e the most significant changes compared with the current regulations (1034/2011 and 1035/2011)



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The EASA Rule Making Process – some keywords

- Rule Making Group (RMG)
- Notices of Proposed Amendment (NPA)
- Comment Response Documents (CRD)
- Opinions
- Single Sky Committee (SSC) voting



EC regulation

Regulation (EU) 2015/3403 ATCO Licensing

- The new **ATCO licensing Regulation (EU) 2015/3403** became applicable on 30 June 2015.
- The corresponding AMC/GM has also been published (Decision 2015/010/R4).
- It has been amended to incorporate guidance on the unit training for remote tower operations (ED Decision 2015/015/R5).



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Technical Requirements for Remote Tower Operations

- Technical Requirements for Remote Tower Operations - a Comment-Response Document along with the ED Decisions (ED Decision 2015-014-R and ED Decision 2015/015/R) were published on 3rd July 2015.
- They introduce Acceptable Means of Compliance (AMC) and Guidance Material (GM) on the implementation of the remote tower services concept and the establishment of high-level guidance as regards training and qualifications of ATCOs.



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Technical requirements and operation procedures for AIS/AIM

- The work on 'Technical requirements and operation procedures for AIS/AIM are in progress and the related NPAs are anticipated to be issued in 2016.
- The NPAs will transpose the ICAO Annex 15 and review Regulation (EU) 73/2010 (**SES ADQ1**), for ATS and for Airspace design (ASD), including procedure design

Performance-Based Navigation (PBN) implementation in the European Air Traffic Management Network (EATMN)

- As regards PBN implementation in the European ATM Network (EATMN), NPA 2015-01 has been developed.
- EASA is preparing the related CRD and the Opinion is anticipated to be issued Q1 2016.



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Performance-Based Navigation (PBN) implementation in the European Air Traffic Management Network (EATMN)

This NPA proposes that Air Traffic Service Providers (ATSPs) and aerodrome operators implement:

- PBN Standard Instrument Departure (SID)/Standard Instrument Arrival (STAR) and Air Traffic Service (ATS) routes as required to meet locally defined performance objectives that conform to RNP1 performance requirements as of December 2018; and
- PBN approach procedures with vertical guidance (APV) (RNP APCH) at all instrument runway ends where there are currently only non-precision approach procedures published before January 2024.

SERA (Standardised European Rules of the Air) – Part C

- EASA has issued Opinion 04/2014 on the last missing element of the common rules of the air, Part C.
- Opinion 04/2014 has been prepared for voting by the SSC in February 2016.
- NPA 2015-14 'AMC and GM to Regulation (EU) 2016/XXX laying down the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) was published in the autumn of 2015.



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HETA (Harmonised European Transition Altitude),

- The EASA Report concludes that no regulatory action shall be performed to harmonise the transition altitude in Europe.
- Technical recommendations for further non-regulatory work are given, addressing some observations attached to altimeter matters in the wider sense.



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Requirements for service providers and the oversight thereof, Opinion 03/2014 & 02/2015

- EASA Opinion 03/2014 on 'Requirements for service providers and the oversight thereof' proposed to repeal Regulations No 1034/2011 (safety oversight) and 1035/2011 (common requirements)
- Opinion 02/2015 on Part-DAT (including the former SES ADQ2 mandate)
- A consolidated version of the two Opinions have been prepared for voting by the SSC in February 2016.



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Requirements for service providers and the oversight thereof, Opinion 03/2014 & 02/2015

Opinion 03/2014 includes

- The authority and organisation requirements (compliant with ICAO Annex 19 SSP and SMS)
- Assessment of changes to functional systems in ATM/ANS and other ATM network functions
- The provisions on meteorological services by transposing the ICAO Annex 3 (including all applicable amendments)
- Common requirements on Air Traffic Safety Electronics Personnel (ATSEP) competences.
- ...

Requirements for service providers and the oversight thereof, Opinion 03/2014 & 02/2015

Opinion 02/2015

- ensure that the aeronautical data and information for use on certified aircraft systems are processed in a way that guarantees their quality and meets the requirements set by the aircraft manufacturers for the airspace end-users intended use;
- avoiding double oversight of the data services by the competent authority and by the operators contracting their services; and
- ensure that the Single European Sky (SES) objectives on interoperability with respect to data used on aircraft systems are achieved.

Opinion 03/2014 & 02/2015 , Annex overview

- Cover Regulation
- Annex I - Definitions
- Annex II – Requirements for competent authorities in ATM/ANS (Part-ATM/ANS.AR)
- Annex III – Common requirements for the provision of ATM/ANS (Part-ATM/ANS.OR)
- Annex IV - Specific requirements for the provision of air traffic services (Part-ATS)
- Annex V - Specific requirements for the provision of meteorological services (Part-MET)
- Annex VI - Specific requirements for the provision of aeronautical information services (Part-AIS)
- Annex VII - Specific requirements for the provision of data for airspace users for the purposes of air navigation (Part- DAT)

Opinion 03/2014 & 02/2015 , Annex overview

- Annex VIII - Specific requirements for the provision of communication, navigation and surveillance services (Part-CNS)
- Annex IX - Specific requirements for the provision of air traffic flow management (Part-ATFM)
- Annex X - Specific requirements for the provision of airspace management (Part-ASM)
- Annex XI - Specific requirements for the provision of airspace design (Part-ASD)
- Annex XII - Specific requirements for the network manager (Part-NM)
- Annex XIII – Specific requirements for ATM/ANS providers regarding personnel training and competence assessment requirements (Part-PERS)

Opinion 03/2014 - Important changes from 1035/2011

Regulation (EC) nr. 482/2008 is repealed

- The objectives of regulation (EC) nr. 482/2008 are continued by extending the definition of “functional systems” to cover both hardware og software.
- The scope of the regulation have been extended and are including ATFM-, ASM-, DAT- og NM – services in addition to ATM/ANS.
- ATFM-, ASM-, DAT-, NM- and ASD services will require certification.



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Opinion 03/2014 - Important changes from 1035/2011

- FIS serviceproviders with only one working position on the airport and offering only temporary services, will be allowed to offer their services without a certification.
- FIS providers will have to declare compliance with certain parts of the regulation.
- FIS providers can offer their services when they have received a confirmation from CAA that a declaration of compliance have been received.



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Opinion 03/2014 - Important changes from 1035/2011

- Safety Management System requirements have been harmonised with similar requirements in ICAO Annex 19.
- Introduction of Human Factor requirements for ATC providers.
- Harmonisation the MET requirements by including ICAO Annex 3 requirements in Annex V of the regulation.
- Detailed training og competence requirements for ATSEP.



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Opinion 03/2014 - Important changes from 1035/2011

- Introduction of the term Safety Support Assessment
“Assure that the service will behave and will continue to behave only as specified in the specified context”
CNS-, MET-, AIS-, .. providers are seen as subcontractors to the ATS provider and will as an input to a Safety Assessment deliver a Safety Support Assessment.
- Multiactor changes is new term introduced
“Change to a functional system proposed by a service provider that affects other service providers and/or aviation undertakings”



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Opinion 03/2014 - Entry into force

- Competent authorities involved in the certification and oversight of service providers shall comply with relevant requirements in this Regulation by 18 months from the date of the entry into force of the Regulation.
- The service providers certified in accordance with Commission Implementing Regulation (EU) No 1035/2011 shall comply with the requirements in the Regulation by 24 months from the date of the entry into force of this Regulation.