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ICAO EMERGING SURVEILLANCE TECHNOLOGIES SYMPOSIUM

Remote Aerodrome ATS EASA Perspective

Bryan Jolly, Senior Expert – ATM/ANS

EASA

European Examples

- Sweden – Approval given for 4 operations (single mode)
- Norway – Approval given for single operation
- Hungary – For contingency purposes
- Germany – Approval given for single operation
- UK – approval for single operation

LHBP - HungaroControl



DFS/Frequentis Remote Tower Centre in Leipzig



SESAR

- Single Remote Tower
 - Concept, OSED, Solution #71/Release 3
 - Initial implementation in 2014
 - Örnsköldsvik, controlled remotely from Sundsvall centre over 150 km away
- Multiple remote tower
 - PJ.05 project
 - Still ongoing – validation simulations running

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- Recognition of the concept in PANS-ATM
 - Mentioning the EASA Guidance Material – Issue 1.
- Global Air Navigation Plan
 - B1-RATS: Remotely operated aerodrome control
 - Maturity level: Standardization
 - EASA - GM on remote aerodrome air traffic services

EASA Guidance Material Timeline

EASA RMT.0624 Technical requirements for the provision of remote aerodrome ATS

- **2015:** ED Decision 2015/014/R
- **2019:** ED Decision 2019/004/R
 - Explanatory Notes
 - Annex I – GM on remote aerodrome air traffic services
 - Annex II - AMC & GM to Part ATCO (Regulation (EU) 2015/340)
- **2020 – 2023:** Third RMT.0624 iteration ongoing
 - RMG.0624 work done, NPA published
 - Public consultation closed, Issue 3 of the GM to be published in **Q1/2023**
 - Support to authorities, ANSPs, manufacturers, social parties

Why Soft Law – Guidance?

- Remote Aerodrome ATS is still ATS
 - No change in service provision (aerodrome ATS)
 - Existing regulatory framework (ICAO and EU) applies
 - Provisions related to the assessment of changes to functional systems and to their oversight are included in the Basic Regulation and in the ATM/ANS Common Requirements Regulation – AMC/GM on these also available
- Regulatory support in the application of existing Rules: Guidance Material

THANK YOU

