

# New regulatory framework with ATM/ANS equipment conformity assessment

Regulations (EU) 2023/1768 and 2023/1769

4<sup>th</sup> June 2024

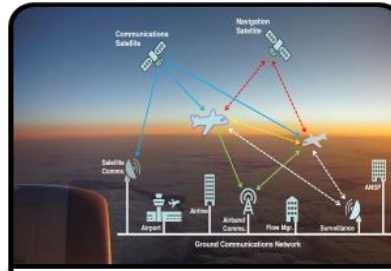
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## ATM/ANS RULES IMPLEMENTING THE BASIC REG



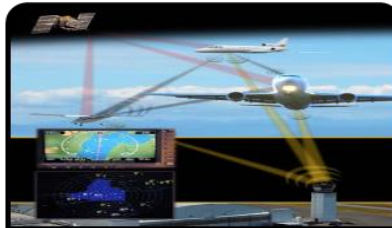
## ATCO Licensing



## Provision of ATM/ANS



Standardised  
European Rules of  
the Air (SERA)



## Airspace Usage Requirements (AUR)

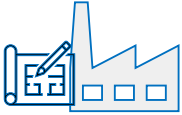


## ATM Ground Equipment

# EU ATM/ANS ground equipment framework as of October 2023



- Delegated act on the rules for **conformity assessment of ATM/ANS ground equipment** introducing a regime with certification and declarations (**Regulation (EU) 2023/1768**)

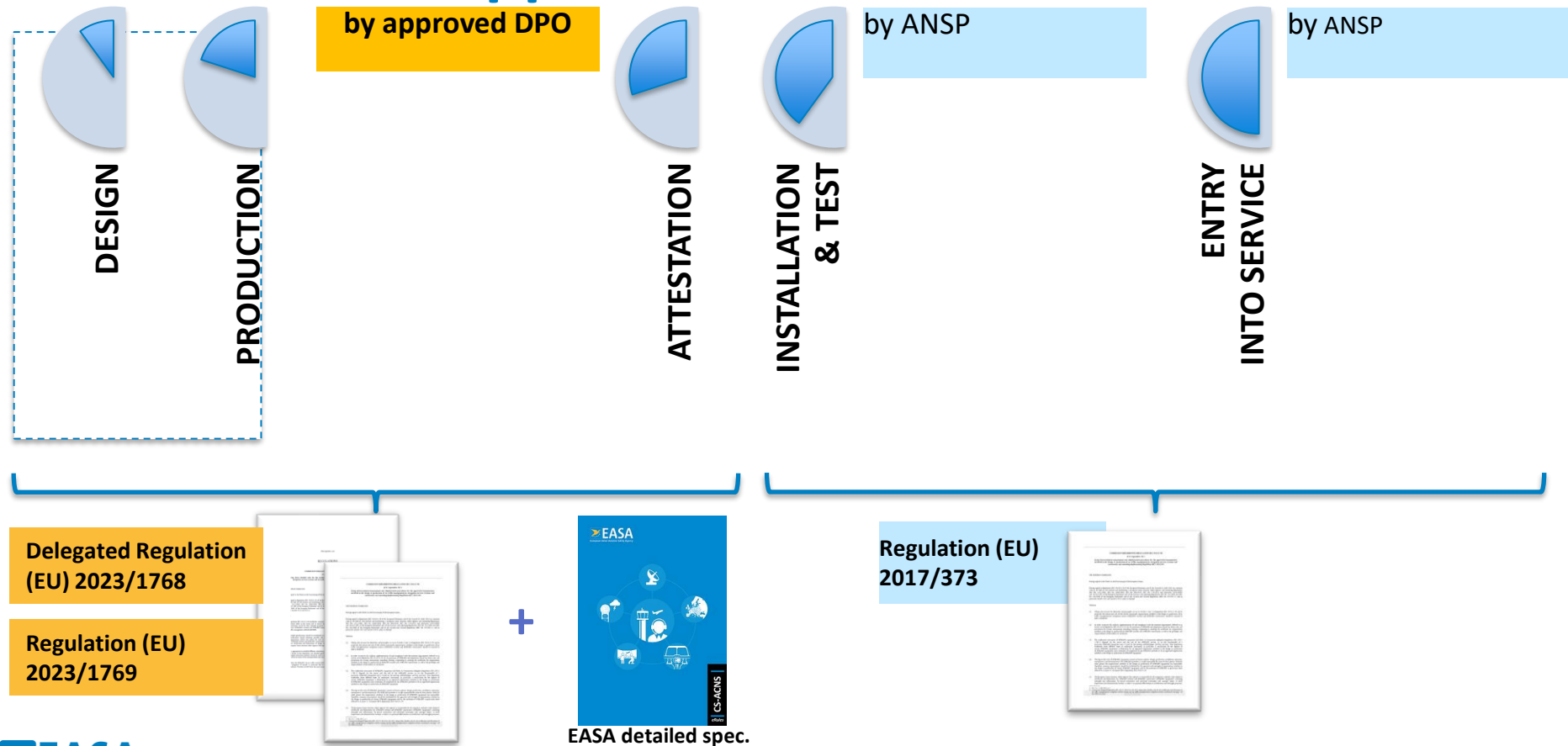


- Implementing act on **approval of design or production organisations** concerning obligations and privileges of such organisations (**Regulation (EU) 2023/1769**)



- Regulation (EU) 2023/1771 - Amendment to the **ATM/ANS common requirements** regulation (**Regulation (EU) 2017/373**)

# An end-to-end approach



# Main elements in a nutshell



Approved Design & Production Organisation (DPO)

- Manufacturers (DPOs) are **approved by EASA**
- Only approved DPOs apply for equipment certificates and issue declarations – **level playing field**
- **Flexibility**: manufacturers not approved may work under others' DPOs approval



Conformity assessment:  
3 methods of attestation

- Based on criticality (safety and interoperability)
  1. Certification of equipment by EASA
  2. Declaration of design by DPOs to EASA
  3. Issuance of Statement of Compliance by ANSP to NSAs (today's practice)



Common technical requirements:  
Detailed Specifications (DSs)

- DSs make extensive use of **industry standards** (e.g. EUROCAE ED)
- **Common reference** for technical requirements, but possibility to deviate (e.g. special conditions)
- EASA “detailed specifications” adoption after consultation

# What the new framework aims to deliver?

## Streamlining ATM/ANS GE attestation

- Single and common demonstration of compliance valid for the entire EU market

## Common source of technical specs

- Uniform implementation of safety and interoperability requirements
- Extensive use of industry standards
- Reduction of fragmentation at EU level
- Compatibility of ATM equipment with airborne and satellite constituents
- Minimising implementation issues

## Harmonised equipment performance

- Uniform implementation of safety and interoperability requirements
- Manufacturing industry bringing fit-for-purpose solutions to the EU market



## Better use of resources

- Single and common demonstration of compliance by manufactures
- ANSP can focus on core business and local needs

## Level playing field

- Clearer responsibilities for manufacturers
- Harmonised oversight across EU
- Single manufacturer compliance demonstration (DPO approval) by EASA

## Effective implementation of novel technologies

- Less fragmentation
- Flexibility to depart from technical specifications in case of innovative technological solutions

# Transition Period

**Oct/2023**  
New rules enter into force / Transition Period Begins

**Oct/2028**  
Transition Period Ends  
Certification or Declaration by approved DPO is required

Legacy equipment with **DoV pre-2023** are provisionally compliant and remain in service



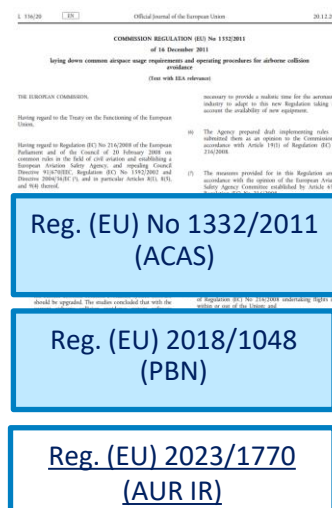
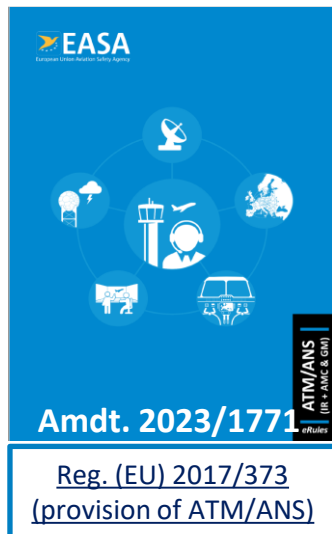
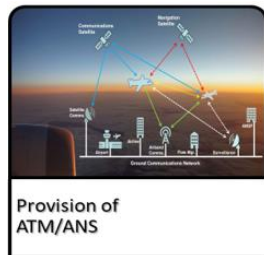
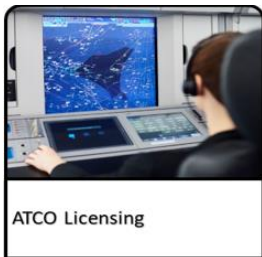
# Thank you

## Any question?

**Your safety is our mission.**



# Regulatory framework to be considered



# Next Steps: Regulatory and Implementation Support

