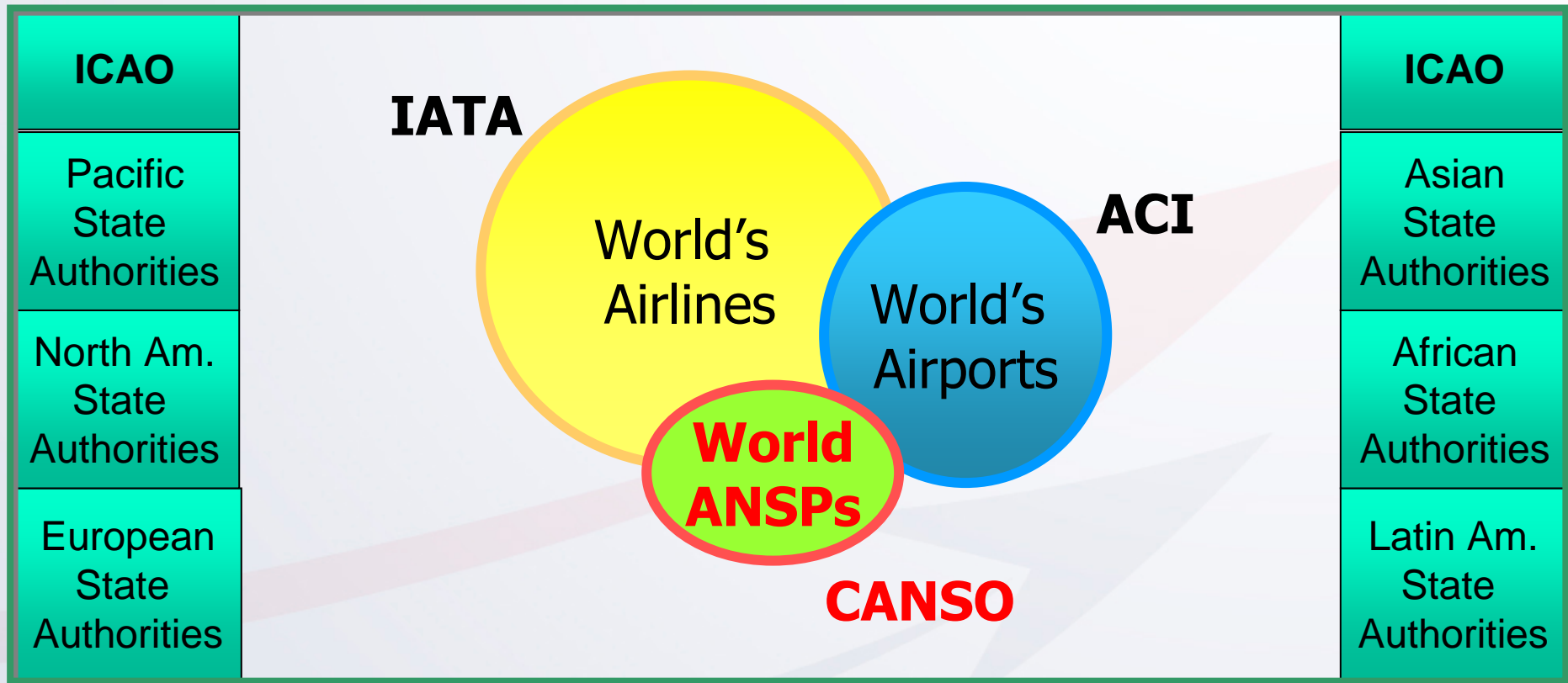


**canso**

civil air navigation services organisation

**CANSO perspective  
EASA workshop  
Köln 16 October 2008**

# CANSO in the Aviation Industry



**ANSP = air navigation service providers**

# Aviation Industry Value System



# 1. Need to ensure continuity of the existing regulatory framework

- **Single European Sky II will provide the framework for a new air navigation services organisation in Europe.**

- EASA should take into account all existing rules related to ATM in particular the SES Regulations, the Common Requirements Regulation and Eurocontrol ESARRs.

- **Successful process for certification of ANSPs and verification of systems & procedures has been established.**

- The progress made to date by the National Supervisory Authorities and Air Navigation Services Providers in this area should also be respected.

## **2. Clear allocation of roles and responsibilities for aviation safety**

- CANSO supports that EASA fully takes over the safety regulatory activities for ATM.
- A roadmap should define the transition from the current situation to the extended scope of EASA competence to items in the area of Eurocontrol safety regulation.
- CANSO expects that this induces a parallel reduction of resources in Eurocontrol.

### 3. Scope of the EASA competence

- CANSO supports the extension of competence of EASA to ATM safety. Other ATM areas such as airspace policy, economic regulation and interoperability should be out of the scope of EASA competence.
- Interoperability is about ensuring compatible functionalities to improve performance – it is not limited to safety considerations.
- Of course EASA should ensure that the safety aspects are taken into account when new interoperability requirements are being drawn up.
- Single European Sky Regulation on interoperability already includes Essential Requirements for safety.

## 4. NSAs should be the organisations responsible for certifying ANS providers

- CANSO does not support that EASA issues certification for *"organisations providing ATM/ANS services in more than three Member States"*.
- CANSO considers that the certification of a cross-border ANS provider should be done by NSAs and based on an agreement between the States concerned.
- Regarding FABs, according to the bottom-up approach, it is up to States to establish a FAB and to agree on working arrangements to ensure the delivery of the regional services and certification.

## 5. No separate certification scheme for particular ATM equipment

### ➤ For Safety critical systems & constituents

- Not appropriate to arrange separate certification scheme
- Safety requirements on a constituent are determined by its use (derived from a concept of operations).
- The certification scheme set in the Common Requirements Regulation is considered to be sufficient to cover this issue.

### ➤ For synthetic training services (simulators)

- It is not appropriate to arrange separate certification. ATC simulators are part of a training system for which the user of those devices will get a certification.



# Conclusion

- CANSO fully supports the extension of EASA competence to ATM safety
- Interoperability has be out of the EASA competence
- CANSO supports EASA to take over Eurocontrol safety regulatory activities. Clear roadmap to define transfer from the current situation to extended scope of EASA
- No role for EASA in certification of ANS providers- NSAs only should be responsible
- No separate certification scheme for safety critical systems nor for ATC simulators