

Categorisation of systems or equipment

We are still not sure, in which category some specific equipment falls and thus we would appreciate a more detailed allocation oversight of specific systems to categories (e.g. electr. flight strips; network equipment, Server HW, virtualisation and operat

Answer

First step is to assess the scope of the equipment and which function it supports. This assessment will determine the category to which it belongs.

Last updated:

03/01/2024

Link:

<https://www.easa.europa.eu/en/faq/139167>

Division of today's EATMN components into CA categories. For some existing systems, the categorization is debatable (e.g. EFS). Does the new regulation require anything similar as so called “distribution of systems and constituents within the functional

Answer

The new regulatory framework clearly defined the ATM/ANS equipment subject to the various attestation methods – certification/ declaration of design compliance and statement of compliance. The scope will be further illustrated at DS/AMC/GM level.

Last updated:

03/01/2024

Link:

<https://www.easa.europa.eu/en/faq/139168>

Does a primary surveillance radar (PSR) being provided to the European Union require certification under Regulation (EU) 2023/1768? If so, are there any published detailed specifications (DSs) for PSRs?

Answer

No, the PSR that only performs the surveillance function does not require certification.

Since the PSR is used to provide surveillance data for the purpose of ensuring safe and interoperable air navigation, it is considered ATM/ANS equipment that falls under Article 5(1)(b) of Commission Delegated Regulation (EU) 2023/1768.

Therefore, a PSR would require a declaration of design compliance (see also Annex III to Regulation (EU) 2023/1768) rather than certification.

At the moment, DSs only contain general requirements for PSRs, but no specific technical requirements. However, DSs will follow regular updates in accordance with Rulemaking Task (RMT).0744.

Last updated:

04/04/2024

Link:

<https://www.easa.europa.eu/en/faq/139169>

Does the European Union Aviation Safety Agency (EASA) provides for the possibility of Air Traffic Management / Air Navigation Services (ATM/ANS) equipment supporting multiple functions, which falls into different categories and hence is subject to more th

Answer

EASA provides for the possibility of ATM/ANS equipment supporting multiple functions, which falls into different categories, and in such case, the attestation process for the highest-severity function would apply. For example, if one piece of equipment hosts two functions (one falling under certification and one under declaration), then the equipment would follow a certification process.

Last updated:

10/05/2024

Link:

<https://www.easa.europa.eu/en/faq/139827>