

Information Session on **NPA2025-06:
proposed update of AMC/GM
associated with the conformity assessment of
ATM equipment**

Cologne, 25/11/2025

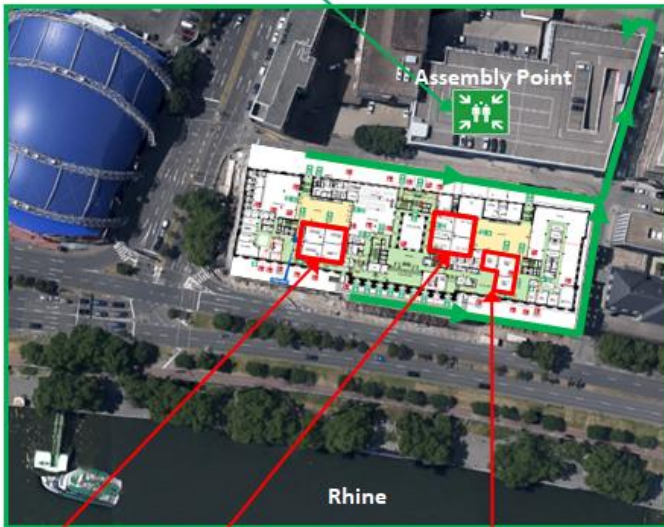
José L Garcia-Chico
RMT.0743, ATM/ANS expert

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Evacuation instructions: conference rooms

Escape route

Assembly Point: EASA Parking: Parkhaus Rhein Triadem, 3rd & 4th floor



Boeing

Airbus

Caravelle, Comet, Constellation

EASA Emergency Number: **1111**

In case of emergency call: **1111**

The desk phones have a emergency speed dial button.



1. when to Evacuate

- Following acoustic signal
- Following instructions by emergency team

2. Evacuation signal and route

Signal: Continuous siren and/or voice message over loudspeaker

Routes: Nearest fire exit

3. Evacuation procedure

- Warn other people, help handicapped or injured persons
- Only use stairs and marked escape routes
- Do not use lifts
- Do not return to collect personal belongings
- Go directly to the assembly point
- Do not return to the building until instructed to do so

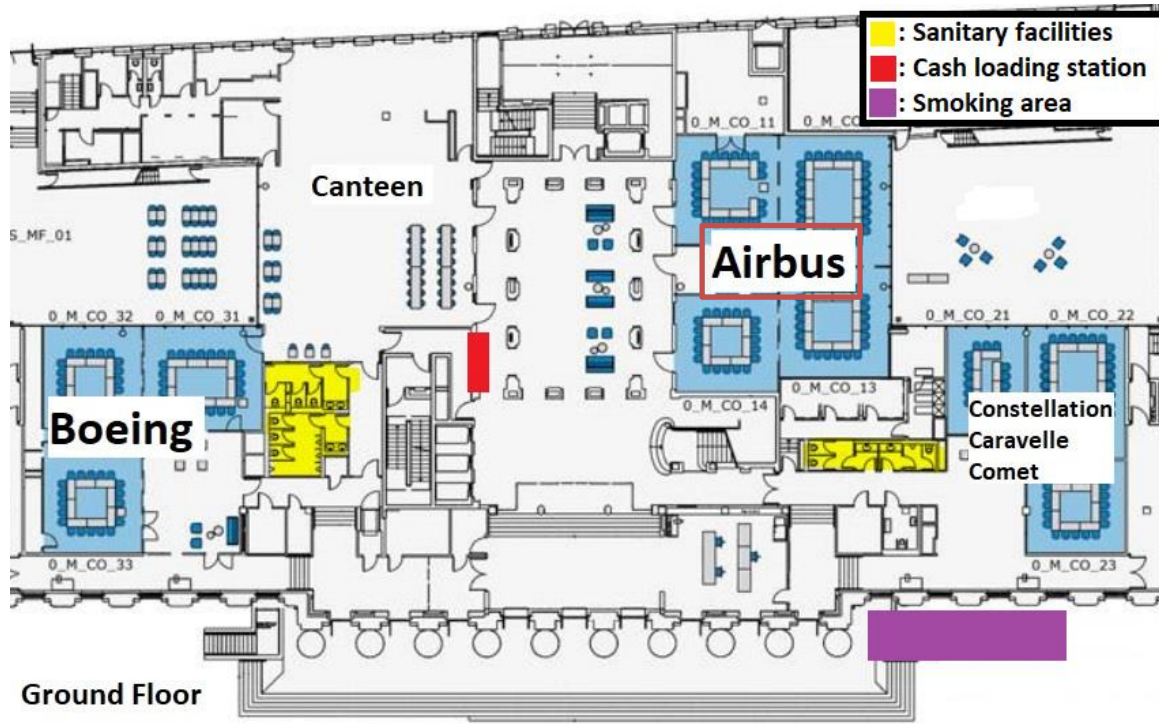


EMERGENCY
PROCEDURE CARD

European Aviation Safety Agency
Kortrijk-Altenhofer Ufer 1,
D-50668 Cologne, Germany

Find more information at your
EASA Emergency Procedure Card
on your visitor lanyard!

EASA Direktion house rules



→ Respect

- Silence your phones
- For phone calls kindly use the lobby

→ Health and Safety

- The whole building is a non-smoking zone
- Smoking is allowed in front of the building to your left
- Do not re-arrange the seating configuration of the room (evacuation reasons)

→ Hospitality

- Drinks and food will be served for participants
- If extra catering is wished → EASA Bistro welcomes visitors

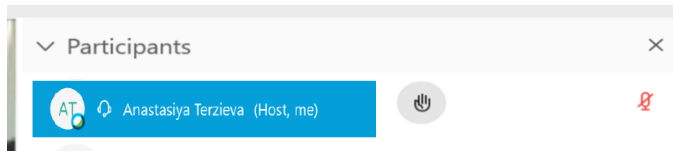
Rhine river

WebEx functionalities

- To ensure good communication & avoid technical issues, please:
 - Disable your video; and
 - Mute your microphone(s), when you do not speak



- If you would like to comment and/or raise a question, please 'raise your hand'

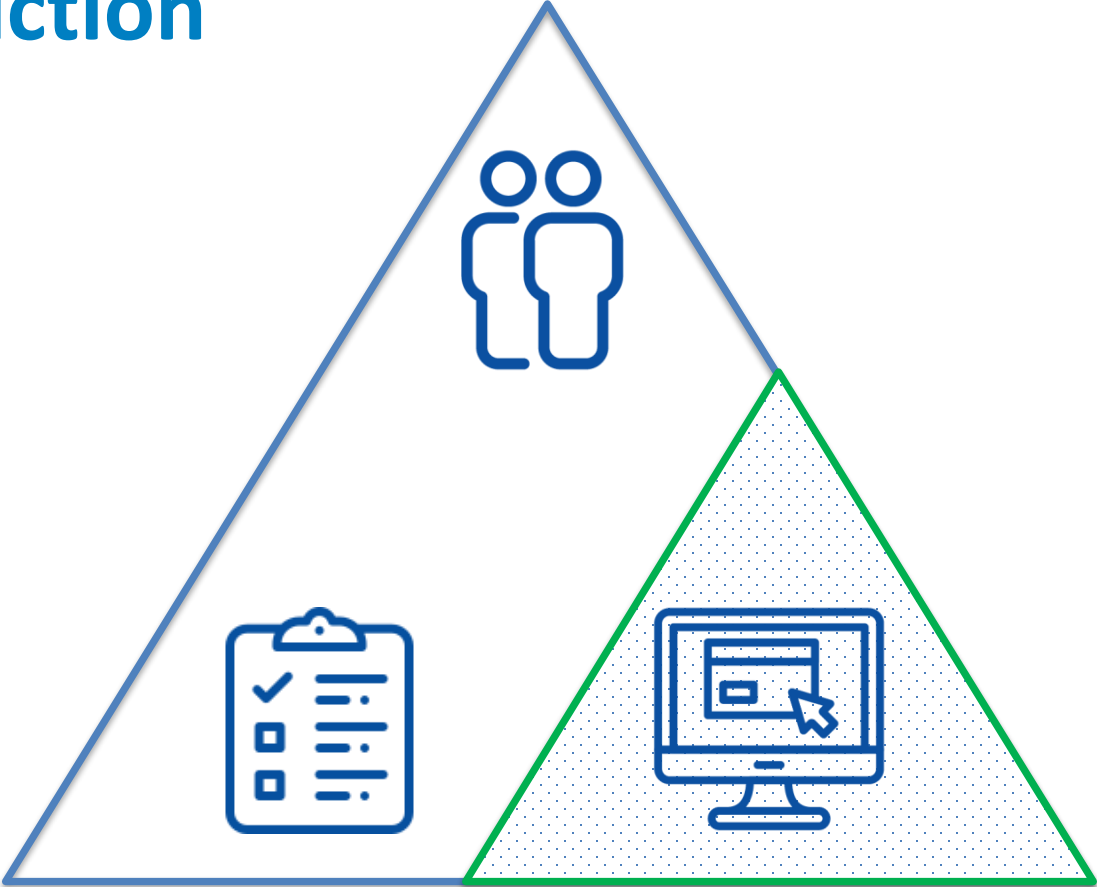


- Written questions can be asked by the chat functionality

How Information Session is being conducted

- Objective is to provide overview/explanation of the proposed AMC/GM to facilitate consultation
- A short slot for clarifications will follow each block of the session
- Wait until the end of each block to raise questions

Introduction



Agenda

TIME	TITLE, SPEAKER
09:30 H – 10:00 H	CHECK-IN
10:00 H – 10:10 H	Opening & Welcome, EASA
10:10 H – 10:30 H	About the NPA2025-06, EASA Q&A
10:30 H – 11:00H	Proposed AMC/GM to Articles of Regulation (EU) 2023/1768, EASA Q&A
11:00 H – 11:15 H	COFFEE BREAK
11:15 H – 11:45 H	Proposed AMC/GM to Annex I (Agency) of Regulation (EU) 2023/1768, EASA Q&A
11:45 H – 12:15 H	Proposed AMC/GM to Annex II (Certificates) of Regulation (EU) 2023/1768, EASA Q&A
12:15 H – 13:15 H	LUNCH BREAK
13:15 H – 13:45 H	Proposed AMC/GM to Annex III (Declarations) of Regulation (EU) 2023/1768, EASA Q&A
13:45 H – 14:30 H	Proposed AMC/GM to Annex I (DPO) Regulation (EU) 2023/1769, EASA Q&A
14:30 H – 15:00 H	COFFEE BREAK
15:00 H-15:30 H	Next steps, conclusions & closure, EASA

Thank you

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About NPA2025-06

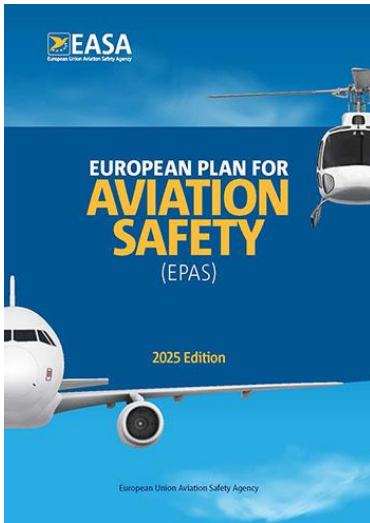
AMC/GM to the ATM/ANS equipment
Conformity Assessment framework

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RMT.0743 - Regular update of the AMC & GM associated with the conformity assessment of ATM equipment

→ subtask 1:

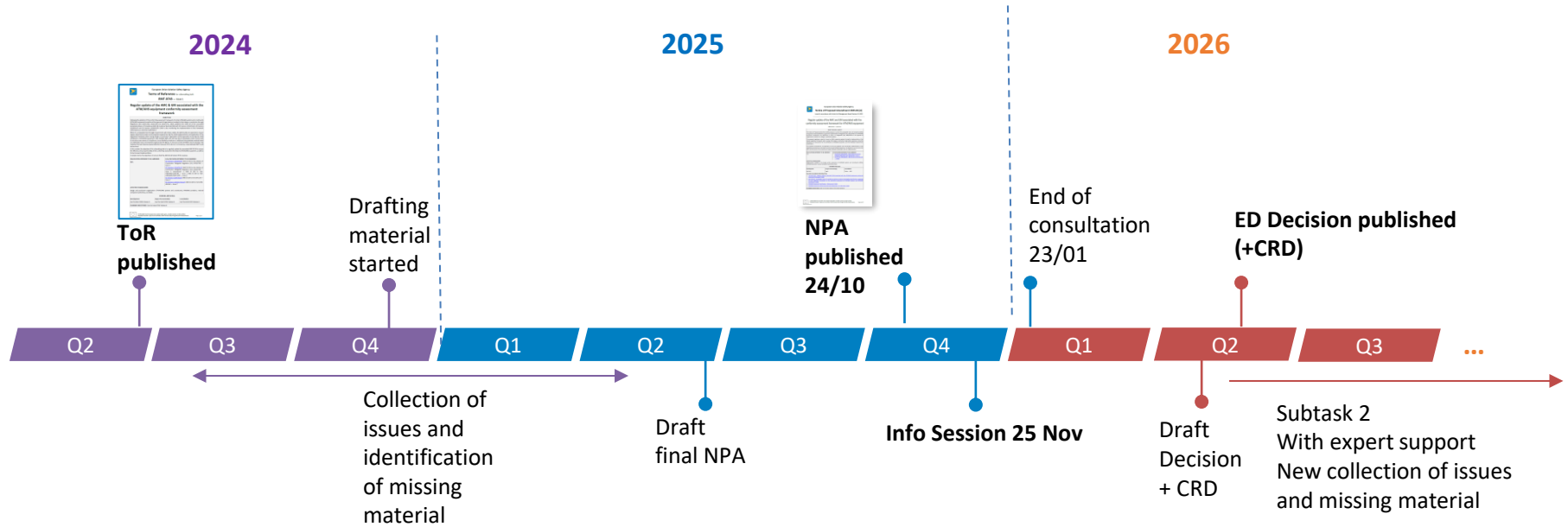
- rule text not in scope
- to ensure the efficiency, proportionality and harmonised implementation
- to address less controversial items



WORKING METHOD					
Owner	ED.4 - Air Traffic department				
SubT	Development	Impact Assessment(s)	Consultation		
1	By EASA	Light	NPA - Public		
PLANNING MILESTONES					
SubT	Initiation	Consultation	Opinion	Commission IR	Decision
1	ToR RMT.0743 2024-06-11	2025-Q2	n/a	n/a	2026

- NPA2025-06 published 24 October 2025
<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-06>
- Open consultation until **23 January 2026**
comments via Comment-Response Tool (CRT) available at <http://hub.easa.europa.eu/crt/>

RMT.0743 Subt1: Main milestones



NPA2025-06 Content: three documents A-B-C



NPA2025-06 (A) Explanatory Note

Proposed AMC/GM to:

- Articles of Regulation (EU) 2023/1768
- Annex I (Part-ATM/ANS.EQMT.AR) of Regulation (EU) 2023/1768
- Annex II (Part-ATM/ANS.EQMT.CERT) of Regulation (EU) 2023/1768
- Annex III (Part-ATM/ANS.EQMT.DEC) of Regulation (EU) 2023/1768
- Annex II (Part- DPO.OR) Regulation (EU) 2023/1769

NPA2025-06 (B)

NPA2025-06 (C)

NPA2025-06 (A) Explanatory Note: a reading suggestion

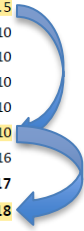
European Union Aviation Safety Agency

NPA 2025-06 (A)

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1. Motivation is described & identified under “Issue #x”
2. Followed by description how EASA approached the resolution (*Resolution of Issue #x*)
3. Final proposed text

How amendments are proposed:

→ deleted text is **struck through**;

~~AMC1 ATM/ANS EQMT AR.B.001(b) ATM/ANS equipment certification basis~~

~~Additional features, characteristics or functions not specified into the applicable detailed specifications should be addressed through demonstration to provide assurance that their inclusion in the certification basis does not detrimentally interfere with those specified in the applicable~~

→ new text is highlighted in **blue**;

GM1 Article 2 Definitions

ATM/ANS EQUIPMENT AND THE FUNCTIONAL SYSTEM OF ATM/ANS PROVIDERS

'ATM/ANS equipment' is a term used in this Regulation to collectively refer to any ATM/ANS constituent or ATM/ANS system, as defined in Article 3 of Regulation (EU) 2018/1139, which requires the attestation of the equipment's conformity with applicable technical specifications. ATM/ANS

→ text unchanged of already published AMC/GM is indicated by an ellipsis '[...]'

AMC1 Article 7(3) Transitional provisions

STATEMENT OF COMPLIANCE

[...]

- (b) **During the transitional period**, the **attestation** basis for the issue of a SoC should be the DSS that are applicable to the ATM/ANS equipment on the date of the issue of the SoC.

NPA2025-06 (B) : Overview AMC/GM to Regulation (EU) 2023/1768

European Union Aviation Safety Agency

NPA 2025-XX (B)

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ATM/ANS Equipment & Functional System ATM/ANS Providers

ATM/ANS Equipment Perimeter & Attestation Basis

Attestation method required for given ATM/ANS Equipment

Align criteria to classify minor/major changes with AMC to CER/DEC

Clarifications about documents referred in SoC

Amendments to SoC form

Definition of “deviations” included in the SoC
Flexibility added to minor changes of legacy equipment during transition:
standards used when equipment was added may be applicable, re-use of deviations

Clarifications about additional features, characteristics and functions of the ATM/ANS equipment (no credit by certificate, but non-interference)

Request of deviations by means of a technical letter;

Content of technical letter;

Clarifications on Equivalent level of safety

Content of declaration of design and performance (DDP);

DDP updates resulting from changes

Content of Declaration of Design Compliance (DDC) aligned with published template

Clarifications on the items included in DDC

DDC updates resulting from changes to ATM Equipment Design

Deviations and its approval process when equipment is subject to DDC

NPA2025-06 (C) : Overview AMC/GM to Regulation (EU) 2023/1769

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GM1 DPO.OR.A.045(c) Failures, malfunctions and defects	4	Reporting to EASA via ECCAIRS
AMC1 DPO.OR.B.001(9)(i) Management system	4	Procedures for the design of ATM equipment
GM1 DPO.OR.B.001(9)(i) Management system	5	▪ Sequence of activities, including those to obtain certificates and issue DDC/SoC;
GM2 DPO.OR.B.001(9)(i) Management system	5	▪ Identify design out significant changes to the original
AMC1 DPO.OR.B.005(a) Change management	5	Notification of significant changes to MS
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Thank you

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Proposed AMC/GM to Articles of Regulation (EU) 2023/1768

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NPA2025-06 (B):

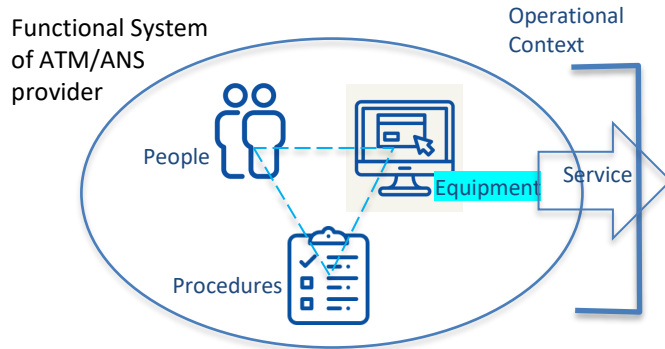
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Proposal: 5 new GMs, amendments to 3 AMCs/2 GMs

Scope of ATM/ANS equipment under CAF (Reg 2023/1768)

Scope of ATM/ANS equipment requiring attestation needs additional clarification.
Link between ATM/ANS equipment covered by the Regulation and the functional system of ATM/ANS providers is not obvious.



ATM/ANS equipment

ATM/ANS constituent: means tangible objects such as **hardware** and intangible objects such as **software** upon which the interoperability of the EATMN depends

ATM/ANS system: means the **aggregation of** airborne and ground-based constituents, as well as space-based equipment, that provides support for air navigation services for all phases of flight

Scope of ATM/ANS equipment under CAF (Reg 2023/1768)

Scope of ATM/ANS equipment requiring attestation needs additional clarification.
Link between ATM/ANS equipment covered by the Regulation and the functional system of ATM/ANS providers is not obvious.



NEW

GM1 Article 2 Definitions

ATM/ANS EQUIPMENT AND THE FUNCTIONAL SYSTEM OF ATM/ANS PROVIDERS

- functional system is common to both Regulations (EU) 2023/1768 & 2017/373
- ATM/ANS equipment is the **“equipment component”** of the functional system of ATM/ANS providers
- systems/constituents upon which EATMN interoperability depends
 - services in point 3.1 of Annex VIII to Regulation (EU) 2018/1139 leaves a out **DAT, FPD, Network functions other than ATFM**

Perimeter of ATM/ANS equipment & Attestation basis

The framework is flexible and does not prescribe the precise boundaries of given equipment, leaving freedom to DPOs
Depending on the functionalities embedded in the equipment, when they are regulated by more than one of the attestation methods, there is unclarity what attestation method applies



NEW

GM2 Article 2 Definitions

ATM/ANS EQUIPMENT PERIMETER AND THE ATTESTATION BASIS

→ If ATM/ANS equipment incorporates multiple functions, each subject to different attestation methods (as per Articles 4, 5 and 6), the DPO should use the conformity assessment method associated with the most stringent

Certification > Declaration > SoC

→ Definition of attestation basis is added: DS + deviations + special conditions

The attestation basis is the set of requirements that are used to demonstrate compliance with the relevant essential requirements — set out in Annex VIII and, if applicable, Annex VII to Regulation (EU) 2018/1139 — for receiving a certificate or for issuing either a DDC or a SoC.

Perimeter of ATM/ANS equipment & Attestation basis

The framework is flexible and does not prescribe the precise boundaries of given equipment, leaving freedom to DPOs
Depending on the functionalities embedded in the equipment, when they are regulated by more than one of the attestation methods, there is unclarity what attestation method applies



NEW

GM2 Article 2 Definitions

ATM/ANS EQUIPMENT PERIMETER AND THE ATTESTATION BASIS

- It is possible to add functions beyond the attestation basis, but they will not be covered by the certificate/declaration/SoC
- Demonstration that they do not interfere or have detrimental effect (link to [ATM/ANS.EQMT.CERT.025\(f\)](#))

Allocation of attestation method to given equipment

The high-level criteria for determining the attestation method (provided in Articles 4, 5 and 6) that apply to practical examples are not always clear



NEW

GM2 Article 4 Certification of ATM/ANS equipment; Article 5 Declaration of design compliance of the ATM/ANS equipment; Article 6 Statement of compliance

ATTESTATION METHOD REQUIRED FOR GIVEN ATM/ANS EQUIPMENT

- ATM/ANS systems and constituents directly used in the provision of services that are part of the EATMN
 - when their failure or malfunction would result in the immediate loss or degradation of the services they support
- Explanation of Articles 4, 5 and 6, together with examples, are provided

Allocation of attestation method to given equipment

System/constituent	Article	Attestation
Radios & VCS used by ATC	Art 4 (1)	CERT
Radios & VCS used (exclusively) by FIS	Art 6 (1)	SoC
ATC operational equipment use in ensuring separation or preventing collision: FDP, SDP, TBS, safety nets, monitoring aids	Art 4(1)(b)	CERT
ATC operational tools to provide efficient sequencing/metering: AMAN, DMAN	Art 6	SoC
Equipment that directly supports G/G com: SWIM infrastructure, routers	Art 5(1)(a)	DEC
Equipment that generates, receives and transmits data and/or signals in space: Radars, ILS, ADS-B receivers, MLAT...	Art 5(1)(b)	DEC
Other equipment: stand alone recording/replying equipment, ATIS systems, local FMPs	Art 6 (1)	SoC

Alignment of criteria for classifying major/minor changes to equipment subject to SoC

The criteria laid down in AMC1 Article 6 for classifying changes to the design of equipment subject to SoCs differ (in some cases) from the criteria laid down in AMC1 DPO.OR.B.005(b), which are applicable to equipment subject to certification and declaration.



Amendment

AMC1 Article 6 Statement of compliance

REISSUE

- (a) Having identified the need for a change (~~modification~~) to ATM/ANS equipment, the ATM/ANS provider or an approved DPO acting on its behalf should classify the change **to equipment design** as minor unless one or more of the following apply, in which case the change is classified as major and a reissue of the SoC is required:
 - (1) ~~The~~ change **to the design** (~~modification~~) includes one of the following technological evolutions:
 - (i) new concept of operation **of the equipment**;
 - (ii) new technologies **or techniques used** in the ATM/ANS equipment **development** (**e.g. used in design or verification**);
 - (iii) **changes to the ATM/ANS equipment that could significantly impact its functions and its verification**;

About supporting information and detailed specifications applicable to issue SoCs

AMC2 Article 6(1) seems to suggest that the documents containing evidence to support the issuing of SoCs are to be submitted at the time the SoCs are issued
Current AMC include the obligation for DPOs that issue SoCs on behalf of ANSPs to issue an EASA release form



Amendment

AMC2 Article 6(1) Statement of compliance

[...]

- (b) The SoC should refer to ~~be accompanied by~~ all documents that form the basis for the issuance of it, ~~and should be made available to the competent authority upon its request and, when issued by an approved DPO, an EASA release form issued in accordance with DPO.OR.C.001(d) of Commission Implementing Regulation (EU) 2023/1769 by the same DPO.~~
- (c) The attestation basis of the ATM/ANS equipment for which a SoC is issued should be the DSs that are applicable on the date of issue of the SoC.

GM3 Article 6(1) Statement of compliance

DOCUMENTS THAT FORM THE BASIS FOR THE ISSUANCE OF SOCS

[...]

When issued by a manufacturer, these documents must be made accessible to the ATM/ANS provider as evidence in support of the SoC and to ensure they can be provided to the competent authority upon request.

When the SoC is issued by an approved DPO on behalf of an ATM/ANS provider, the inclusion of an EASA release form issued in accordance with point DPO.OR.C.001(d) of Commission Implementing Regulation (EU) 2023/1769 by the same DPO is recommended. In this case, blocks 6 and 11 of the form will refer to the associated SoC for the relevant equipment design.

Deviations used in SoCs

There is no regulatory material concerning deviations that apply to equipment subject to Article 6 (SoC). This may be interpreted as a lack of flexibility in the framework, preventing deviations from DSs and from AMC to DSs.



NEW

GM4 Article 6(1) Statement of compliance

DEVIATIONS

- Deviations in SoC are of the same nature as in certification
- Definition proposed:

Deviations from the applicable DSs for ATM/ANS equipment subject to a SoC as per Article 6 or from the AMC to such DSs are alternative to those applicable as specified in the published DSs and in the AMC to the DSs. They may be used when neither an existing requirement nor the intention thereof can be met to the full extent, but compensating factors or design features have been found to provide an equivalent level of safety or are deemed to provide equivalent results in terms of safety, security, performance and interoperability.

- Deviations to be submitted to NCAs, with demonstration of an ‘equivalent level of safety’ or equivalence with the applicable DSs
- Suggestion to obtain approval prior to the submission of the SoC to expedite the process of approval of the change to functional system

SoCs of legacy equipment during transition

In general, SoCs are issued with reference to the detailed specifications that are applicable on the date they are issued. When minor changes are introduced to legacy equipment, this may be too onerous.



Amendment

AMC1 Article 7(3) Transitional provisions

STATEMENT OF COMPLIANCE

[...]

- (b) During the transitional period, the attestation basis for the issue of a SoC should be the DSs that are applicable to the ATM/ANS equipment on the date of the issue of the SoC.
- (c) By way of derogation from point (b), when the ATM/ANS equipment was put into service before the date of entry into force of this Regulation on the basis of a European Commission declaration issued in accordance with Article 5 or 6 of Regulation (EC) No 552/2004, and a change is made to the equipment's design that is classified as minor, a SoC may be issued on the basis of the standards used in the original European Commission declaration.

Thank you

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BREAK

BACK AT 11:20

Proposed AMC/GM to ANNEX I of Regulation (EU) 2023/1768

Requirements for the Agency PART-ATM/ANS.EQMT.AR

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NPA2025-06 (B):

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Proposal: 1 new AMC, 4 new GMs, deletion of 1 AMC

Management of deviations used in the certification of ATM/ANS equipment

Deviations are used to provide flexibility as regards attestation of ATM/ANS equipment. The term is used in the regulation but is not defined as such. Procedures used by EASA to evaluate and approve requests for deviations are missing

ATM/ANS.EQMT.AR.B.001 ATM/ANS equipment certification basis

- (a) The Agency shall establish the ATM/ANS equipment certification basis and notify it to the applicant for an ATM/ANS equipment certificate. The certification basis shall consist of the following:
 - (1) detailed certification specifications issued by the Agency in accordance with point ATM/ANS.EQMT.AR.A.035 that are applicable to the ATM/ANS equipment on the date of submission of the application for that certificate, unless:
 - (i) the applicant chooses to comply, or is required to comply in accordance with point ATM/ANS.EQMT.CERT.015(e), with detailed certification specifications that became applicable after the date of the submission of the application, in which case the Agency shall include in the ATM/ANS equipment certification basis any other certification specifications that are directly related; or
 - (ii) the Agency accepts any alternative to a determined detailed certification specification that cannot be complied with, for which compensating factors have been found that provide an equivalent level of safety or to ensure equivalence with the applicable certification specifications; and
 - (2) any special conditions prescribed by the Agency in accordance with point ATM/ANS.EQMT.AR.B.005

DEVIATIONS

NEW

GM1 ATM/ANS.EQMT.AR.B.001(a)(1)(ii) ATM/ANS equipment certification basis

DEFINITION OF 'DEVIATIONS'

Management of deviations used in the certification of ATM/ANS equipment

Deviations are used to provide flexibility as regards attestation of ATM/ANS equipment. The term is not defined but the concept is captured in the Regulation.



NEW

AMC1 ATM/ANS.EQMT.AR.B.001(a)(1)(ii) ATM/ANS equipment certification basis

CONSULTATION ON DEVIATIONS

- EASA should assess deviations and determine the validity of their justifications;
- EASA should consult on them publicly, except if they have been previously agreed on and published by EASA;
- Deviations should be published;
- Accepted deviations may be then used by any DPO applicant, provided the same conditions apply

Management of deviations used in the certification/DDC of ATM/ANS equipment

Procedures used by EASA to evaluate and approve requests for deviations are missing



NEW

GM2 ATM/ANS.EQMT.AR.B.001(a)(1)(ii) ATM/ANS equipment certification basis

CONSULTATION STEPS

GM3 ATM/ANS.EQMT.AR.B.001(a)(1)(ii) ATM/ANS equipment certification basis

REUSE OF DEVIATIONS

- Generic description of steps: internal evaluation, **publication** for limited period; if accepted it is added to a **list of accepted deviations** (EASA's website)
- CRD and rejected deviations may be included
- **Any DPO** may make use of deviations to amend the certification basis **without needing** to submit a new deviation request to EASA, provided the deviation is used under the same conditions
- The reuse of already accepted deviations will be identified **as part of the certification programme**

Additional features, characteristics and functions to those included in the certification basis

Clarifications are needed to provide a better understanding of what features, characteristics and functions ATM/ANS.EQMT.AR.B.001(b) refers to. They are additional to those covered by the certification basis



NEW

GM1 ATM/ANS.EQMT.AR.B.001(b) ATM/ANS equipment certification basis

ADDITIONAL FEATURES, CHARACTERISTICS AND FUNCTIONS

- **additional** to the certification basis (applicable DSs, deviations and special conditions)
- be described in the certification programme but are **not themselves subject** to compliance demonstration
- **not covered** by the certificate
- as per point ATM/ANS.EQMT.CERT.025(f), the DPO will have to demonstrate that they **do not interfere with** or have a detrimental effect on the certified functions, and thus on the suitability of the ATM/ANS equipment for its intended use
- they are **recorded in the DDP**

Additional features, characteristics and functions to those included in the certification basis

Clarifications are needed to provide a better understanding of what features, characteristics and functions ATM/ANS.EQMT.AR.B.001(b) refers to. They are additional to those covered by the certification basis



~~AMC1 ATM/ANS.EQMT.AR.B.001(b) ATM/ANS equipment certification basis~~

~~Additional features, characteristics or functions not specified into the applicable detailed specifications should be addressed through demonstration to provide assurance that their inclusion in the certification basis does not detrimentally interfere with those specified in the applicable~~

→ text might be misleading and understood that the additional features must be part of the certification basis

Thank you

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Proposed AMC/GM to ANNEX II of Regulation (EU) 2023/1768

Requirements about certificates PART-ATM/ANS.EQMT.CERT

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NPA2025-06 (B):

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GM1 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate	12
GM2 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate	13
GM3 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate	13
GM1 ATM/ANS.EQMT.CERT.025(e) Demonstration of compliance with the ATM/ANS equipment certification basis.....	13
GM2 ATM/ANS.EQMT.CERT.025(e) Demonstration of compliance with the ATM/ANS equipment certification basis.....	14

Proposal: 1 new AMC, 4 new GMs, amendment to 1 GM

Actions of DPOs regarding deviations included in the certification basis

Clarifications about how applicants should propose deviations from DSs and from AMC to DSs



NEW

AMC1 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate

DEVIATION APPROVAL

Deviations from the applicable DSs and/or AMC with such DSs should be subject to EASA's approval except if they have been previously agreed and published by EASA. A request for approval to deviate, together with all pertinent data, should be submitted to EASA in a form and manner established by EASA.

Actions of DPOs regarding deviations included in the certification basis

Clarifications about how applicants should propose deviations from DSs and from AMC to DSs



NEW

GM1 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate

DEVIATIONS

- Explanatory material about deviations
- DPOs may submit a request for a deviation to EASA using a **technical letter**
- the technical letter may be submitted prior to the delivery of the certification programme or later in the certification process
 - **Only if** the deviation is **accepted** can the certification programme be updated to reflect the deviation
- deviation accepted will be highlighted in a DDP and will be recorded in the relevant EASA certificate.

Actions of DPOs regarding deviations included in the certification basis

GM2 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate

DEVIATION REQUEST BY MEANS OF A TECHNICAL LETTER

A deviation request will be submitted to EASA by means of a technical letter and will contain the following information:

- (a) a summary of the deviation;
- (b) a description of the original requirement(s), including the document in which the original requirement is formulated;
- (c) a description of the rationale for the deviation;
- (d) a description of alternative requirements; and
- (e) an explanation of why the alternative requirements would provide an equivalent level of safety or equivalence to original applicable DSs and/or AMC with DSs; if applicable, the alternative requirements may also include compensating factors.

NEW

GM3 ATM/ANS.EQMT.CERT.015(b)(2)(iv) Application for an ATM/ANS equipment certificate

EQUIVALENT LEVEL OF SAFETY

At the level of ATM/ANS equipment, an equivalent level of safety between two requirements (or two sets of different requirements) is understood to be attained when it is demonstrated that the two requirements provide an equivalent level of performance, interoperability and security.

The applicant's demonstration analysis, rationale and justifications are used to determine equivalence. Compensating factors may be used to support the determination of the level of equivalence. Operational limitations or restrictions may be compensating factors that contribute to establishing equivalence.

Final document submitted by DPOs when all activities demonstrating compliance are concluded

Current material is incomplete, especially on how the document will be updated based on changes, both minor and major, to equipment design

Amendment



GM1 ATM/ANS.EQMT.CERT.025(e) Demonstration of compliance with the ATM/ANS equipment certification basis

DECLARATION ~~AT THE END OF COMPLIANCE DEMONSTRATION~~ OF DESIGN AND PERFORMANCE

- Elements of the Declaration of Design and Performance (DDP) aligned with template published by EASA
 - Certification basis
 - Part numbering system
 - Prefilled EASA release form

Final document submitted by DPOs when all activities demonstrating compliance are concluded

Current material is incomplete, especially on how the document will be updated based on changes, both minor and major, to equipment design

NEW

GM2 ATM/ANS.EQMT.CERT.025(e) Demonstration of compliance with the ATM/ANS equipment certification basis

DDP UPDATES RESULTING FROM CHANGES TO EQUIPMENT DESIGN

- DDP will be amended to reflect changes to the design (minor or major)
 - Major changes → a new certificate will be issued
 - Minor anticipated changes in the initial certificate and associated DDP → update revision of the existing DDP
- Recommended practice:
 - DDP document configuration control with two index: Ref Number + Revision Number



Update with Major changes

Updated with Minor changes

EASA ATM/ANS Equipment Certificate

Certificate reference nb



ATM/ANS EQUIPMENT CERTIFICATE

EASA.ATMEQ.CER.100XXXXX

This Certificate is issued by EASA, acting in accordance with Regulation (EU) 2018/1139, subject to the conditions specified below, to

DPO NAME
approved as DPO.XXX

STREET NUMBER
POSTAL CODE CITY
COUNTRY

in accordance with Commission Delegated Regulation (EU) 2023/1768 and Detailed Specification DS-GE.CER/DEC issue 1, CER.AFDP.1, CER.VCOM.1 for

MODEL NAME (e.g. EUROPEFDP v1.2)
PART NUMBER (e.g. B12345A[x][y][zz])

DDP No. J98061AA, REVISION 02, or Subsequent Revisions(*)

Remarks:
XXX

Deviations:
XXX

Limitations:
XXX

Subsequent Revisions released following approved DPO change management procedures.

See Continuation Sheet(s)

Approved DPO references

Certification basis

Approved Deviations to DS /AMC to DS

Reference of Declaration of Design Performance (DDP)

Equipment Designation
Model name +
Part Number

Specific conditions for compliance

Thank you

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IT IS LUNCH TIME

BACK AT 13:30

Proposed AMC/GM to Articles of Regulation (EU) 2023/1768

Requirements about declarations PART-ATM/ANS.EQMT.DEC

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NPA2025-06 (B):

GM1 ATM/ANS.EQMT.DEC.010 Declaration of design compliance of ATM/ANS equipment	15
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GM2 ATM/ANS.EQMT.DEC.010(c) Declaration of design compliance of the ATM/ANS equipment ...	16
GM1 ATM/ANS.EQMT.DEC.010(g) Declaration of design compliance of the ATM/ANS equipment ...	17

Proposal: 4 new GMs

Content of the DDCs submitted by DPOs

Minimum information to be submitted in the Declaration of Design Compliance (DDC), in line with template published by EASA, needs explanatory text



NEW

GM1 ATM/ANS.EQMT.DEC.010 Declaration of design compliance of ATM/ANS equipment

DECLARATION OF DESIGN COMPLIANCE OF CERTAIN EQUIPMENT

- (a) a description of the final equipment configuration, including a part-numbering scheme for equipment identification;
- (b) the attestation basis (DSs), including any applicable special conditions;
- (c) a list of the applicable deviations;
- (d) a list of the applicable limitations;
- (e) a list of all the applicable life cycle data that supports the demonstration of compliance;
- (f) the EASA release form template prefilled with the ATM/ANS equipment data; and
- (g) a declaration that:
 - (1) the DPO has designed the ATM/ANS equipment in compliance with Commission Delegated Regulation (EU) 2023/1768;
 - (2) the DPO has demonstrated compliance with the attestation basis defined in the DDC;
 - (3) no feature or characteristic has been identified that may render the ATM/ANS equipment unsuitable for its intended use; and
 - (4) the features, characteristics or functions that do not form part of the attestation basis do not interfere with or have a detrimental effect on the suitability of the ATM/ANS equipment for its intended use.

GM1 ATM/ANS.EQMT.DEC.010(c) Declaration of design compliance of the ATM/ANS equipment

STATEMENT OF COMPLIANCE WITHIN THE DECLARATION OF DESIGN COMPLIANCE

DDC updates after changes to equipment design

DDC needs to be updated in the event of changes to equipment design, and to highlight the need to include the part number scheme for equipment identification



NEW

GM2 ATM/ANS.EQMT.DEC.010(c) Declaration of design compliance of the ATM/ANS equipment

DDC UPDATES RESULTING FROM CHANGES TO EQUIPMENT DESIGN

- DDC will be amended to reflect changes to the design (minor or major)
 - Major changes → a new declaration will be issued and sent to EASA
 - Minor anticipated changes in the initial declaration → update revision of the existing DDC
- Recommended practice:
 - DDC control with two index: Ref Number + Revision Number
- EASA register DDC based on Ref Number

Updated with Minor changes

Update with Major changes

DDC updates after changes to equipment design

DDC needs to be updated in the event of changes to equipment design, and to highlight the need to include the part number scheme for equipment identification



NEW

GM2 ATM/ANS.EQMT.DEC.010(c) Declaration of design compliance of the ATM/ANS equipment

DDC UPDATES RESULTING FROM CHANGES TO EQUIPMENT DESIGN

EASA will register the DDC based on its reference number. In the event of a major change, re-registration by EASA is necessary. DDC revisions associated with anticipated minor changes will keep the same DDC reference number and will therefore fall under the same declaration registered by EASA. The log of revisions to the DDC will provide a list of reference numbers and revisions, including a short but complete description of all the changes introduced.

Actions of DPOs regarding deviations included in the DDC

Deviations are only captured in the Reg text, without further explanation. The same principles applies, but the explanatory material is missing. Additional material about deviations from DSs and from AMC to DSs used in the DDC will be useful, in particular to clarify how DPOs should propose such deviations

NEW

GM1 ATM/ANS.EQMT.DEC.010(g) Declaration of design compliance of the ATM/ANS equipment

DEVIATIONS WITHIN THE DECLARATION OF DESIGN COMPLIANCE

- Definition of deviation in DDC is proposed following the regulatory text about deviation for certification
- Process to request deviations is briefly described, aligned with the process for equipment subject to certification

Deviation requests for equipment subject to declaration of design compliance will be submitted to EASA, and will typically contain the basis for the demonstration of an 'equivalent level of safety' or equivalence to the applicable DSs. DPOs may submit requests for deviation by delivering a technical letter to EASA describing the deviation prior to the delivery of the DDC, or by listing the deviation within the DDC. It is strongly recommended that the deviation request be submitted and EASA's position obtained prior to the submission of the DDC, to expedite the registration of the DDC.

When the deviation request is submitted at the same time as the DDC, the deviation requires further investigation by EASA before it can process the registration of the DDC.

- EASA will follow the equivalent approach: consultation, acceptance/rejection, publication in its website

Thank you

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Proposed AMC/GM to ANNEX II of Regulation (EU) 2023/1769

Requirements on DPOs PART-DPO.OR

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Proposal: 4 new AMCs, 11 new GMs, amendment to 3 GMs

Recommendations about Organisation Exposition

It is beneficial to provide additional explanatory material to point DPO.OR.A.015 about the organisation expositions that DPOs must establish and maintain



NEW

GM1 DPO.OR.A.015 Organisation exposition

GENERAL

GM1 DPO.OR.A.015(a)(11) Organisation exposition

UPDATING THE ORGANISATION EXPOSITION

- Org Exposition **aims at documenting** structure, responsibilities, accountabilities and scope of work, and associated procedures, means and methods
- Recommended to be collected in a **single document**
- Link updates of Org Exposition and the submission to EASA with the change management procedure of management system (DPO.OR.B.005(a))
- Significant changes, requiring approval by EASA per DPO.OR.B.005(a), will be **effective only after approval**
- Document control with a **dual index**

Reporting failures, malfunctions and defects

Explanatory material is not complete and lacks details about how incident reports are to be reported through the EU's reporting platform



Amendment

GM1 DPO.OR.A.045(c) Failures, malfunctions and defects

REPORTING TO EASA

- Procedures for the collection, investigation and analysis of data related to failures, malfunctions, defects or other occurrences should include **how reports will be submitted** to EASA
- Use the reporting portal (www.aviationreporting.eu)

Procedures for the design of ATM/ANS equipment and for changes to its design

Minimum set of elements of design procedures should be provided to ensure harmonised implementation and their suitability. Additional explanatory material will benefit DPOs' understanding and clarity.



New

AMC1 DPO.OR.B.001(9)(i) Management system

PROCEDURES FOR THE DESIGN OF ATM/ANS EQUIPMENT

GM1 DPO.OR.B.001(9)(i) Management system

PROCEDURES FOR THE DESIGN OF ATM/ANS EQUIPMENT — GENERAL

1. The main procedure(s) setting out the specific **design practices**, **resources** and **sequence of activities**
2. Certification: a procedure explaining the steps involved in **obtaining a certificate** for ATM/ANS equipment, including how the application is submitted to EASA
3. Declaration: a procedure explaining the steps involved in **issuing declarations** of design compliance for ATM/ANS equipment, including how declarations are submitted to EASA
4. SoC: a procedure explaining the steps involved in **issuing a statement of compliance**
5. a procedure for the unambiguous **identification of the design** of ATM/ANS equipment and **changes** to its design to ensure traceability

Procedures for the design of ATM/ANS equipment and for changes to its design

Design procedures, and changes to the design, should unambiguously identify each design with a part number to clearly track the designs throughout their life cycle



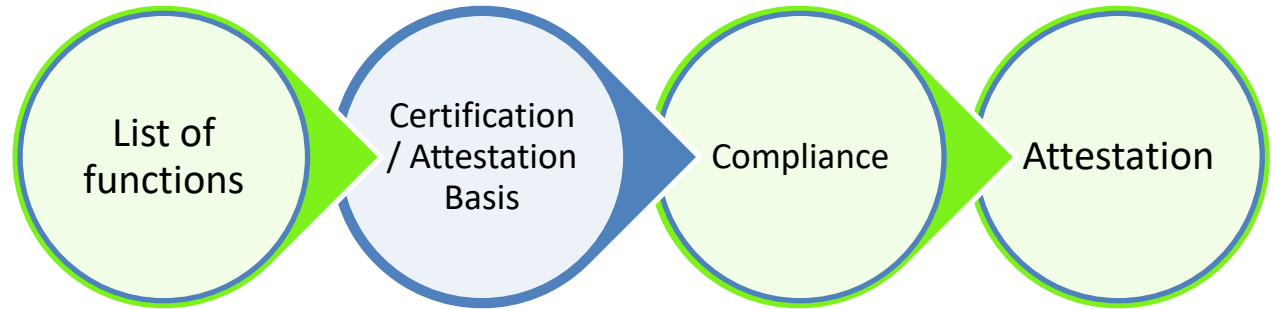
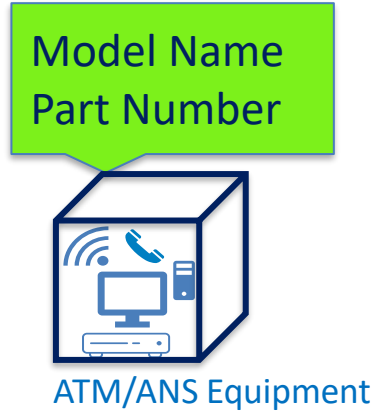
NEW

GM2 DPO.OR.B.001(9)(i) Management system

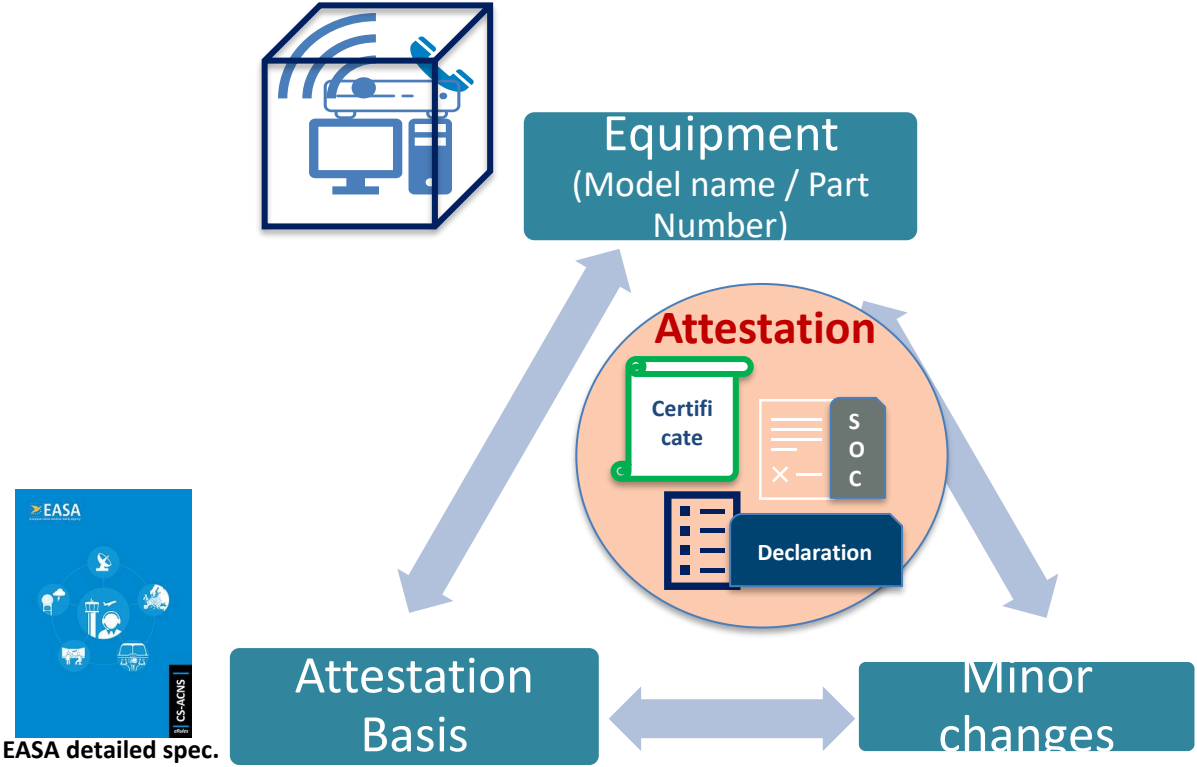
PROCEDURES FOR THE UNAMBIGUOUS IDENTIFICATION OF THE DESIGN OF ATM/ANS EQUIPMENT

- Regardless the attestation method, the design of ATM/ANS equipment must be unambiguously identified to **maintain traceability** to the attestation basis and the compliance demonstration activities
 - Use a unique part number to each design
 - Part numbering system must capture changes to design

From equipment definition to Attestation



Attestation is linked to a unique design + precise attestation basis / group of minor changes



Example of certificate

EASA ATM/ANS EQUIPMENT CERTIFICATE
EASA.ATMEQ.CER.100XXXXX

This Certificate is issued by EASA, acting in accordance with Regulation (EU) 2018/1139, subject to the conditions specified below, to

DPO NAME
approved as DPO.XXX

STREET NUMBER
POSTAL CODE CITY
COUNTRY

in accordance with Commission Delegated Regulation (EU) 2023/1768 and Detailed Specification DS-GE.CER/DEC issue 1, CER.AFDP.1, CER.VCOM.1, for

MODEL NAME (e.g. EUROPEFDP v1.2)
PART NUMBER (e.g. B12345A[x][y][zz])

DDP No. J98061AA, REVISION 02, or Subsequent Revisions(*)

Remarks:
XXX

Deviations:
XXX

Limitations:
XXX

Subsequent Revisions released following approved DPO change management procedures.

See Continuation Sheet(s)

Certification basis

Approved DPO references

Equipment Designation Model name + Part Number

DDP reference

Approved Deviations to DS /AMC to DS

Specific conditions for compliance

Part numbering scheme to identify each design and its associated minor changes

DPO has in place a change management procedure to classify minor/major changes to the design in its scope of work. It needs to anticipate minor changes that are to be covered in the attestation (certificate/DDC/SoC)



AMC2 DPO.OR.B.005(b) Change management

PART-NUMBERING SYSTEM

GM4 DPO.OR.B.005(b) Change management

ANTICIPATED MINOR CHANGES

GM6 DPO.OR.B.005(b) Change management

PART-NUMBERING SYSTEM PRACTICALITIES

NEW

- CMP should describe how changes are classified and the associated anticipated minor changes
- Approval of anticipated minor changes are part of DPO privileges
- Part numbering system will capture types of minor changes. Recommendation of use of brackets associated to minor changes:

B123456AB (XX)(YY)(ZZ)
PN root PN suffix

- XX = minor SW changes
- YY = minor HW changes
- ZZ = other minor changes

Elements of the change management process

additional explanatory material to point DPO.OR.B.005(b) – change management process - is necessary to improve understanding and increase uniform implementation



NEW

GM5 DPO.OR.B.005(b) Change management

ELEMENTS OF THE CHANGE MANAGEMENT PROCESS

- Criteria for classifying changes as minor/major, addressing specificities of its scope of work
 - Allow repetitive and uniform application of criteria
- Changes may be initiated by subcontractors
- Changes to certification basis
- How minor changes are managed (e.g. who approves them, frequency of reporting)
- How major/unanticipated minor changes are managed (including who is the authorised person)
- Part-number system for changes
- Authorised person to classify design changes

Significant changes to the management system

DPO.OR.B.005(a) requires DPOs to establish a procedure for managing changes to their management systems, prescribing that each significant change must be approved by EASA. This requirement does not include further criteria



NEW

AMC1 DPO.OR.B.005(a) Change management

SIGNIFICANT CHANGES TO THE MANAGEMENT SYSTEM

Changes to the DPO's management system that are significant and must therefore be approved by EASA should include:

- (a) a change in the accountable manager appointed under point DPO.OR.B.020(a);
- (b) significant changes to the design or production capacity or methods, including changes to the location of production facilities;
- (c) material modifications to change management procedures;
- (d) changes in the placement or control of significant subcontracted work or purchased activities;
and
- (e) changes in the scope of work that will result in the issuing of a new DPO approval.

Procedure to manage changes to the management system

Additional material about how DPOs notify and obtain approval for significant changes would be beneficial for uniform implementation



NEW

AMC2 DPO.OR.B.005(a) Change management

PROCEDURE FOR CHANGES TO THE MANAGEMENT SYSTEM THAT REQUIRE PRIOR APPROVAL

- notifications should be **submitted before** any such change is effective
- changes should only be **implemented upon receipt of approval** by EASA, in accordance with the approved procedure
- DPO should operate under the conditions prescribed by EASA during implementation, if any

Purchased vs contracted activities

Regulation (EU) 2023/1768 contains two terms that may cause confusion: 'purchased activities' and 'contracted activities'. Guidance to point DPO.OR.B.015 is therefore needed to clarify the distinction between these activities



NEW

GM2 DPO.OR.B.015 Contracted activities

PURCHASED VERSUS CONTRACTED ACTIVITIES

- Purchased activities tend to be transactional agreements for short-term acquisitions, while contracted activities are relational and used for more long-term arrangements
- responsibility for ensuring the procured activities comply with the applicable requirements lies with the contracting DPO

Purchased vs contracted activities

current explanatory material about the obligations of DPOs with regard to their contracted activities is not sufficient



NEW

GM3 DPO.OR.B.015 Contracted activities

MONITORING THE COMPLIANCE OF CONTRACTED ORGANISATIONS

- Procedures for selection and oversight of contractors need to be described
 - To guarantee that ATM/ANS equipment complies with attestation basis
 - Inspection system to control incoming components supplied by non-DPO organisations

Thank you

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BREAK

BACK AT 15:00

Next steps



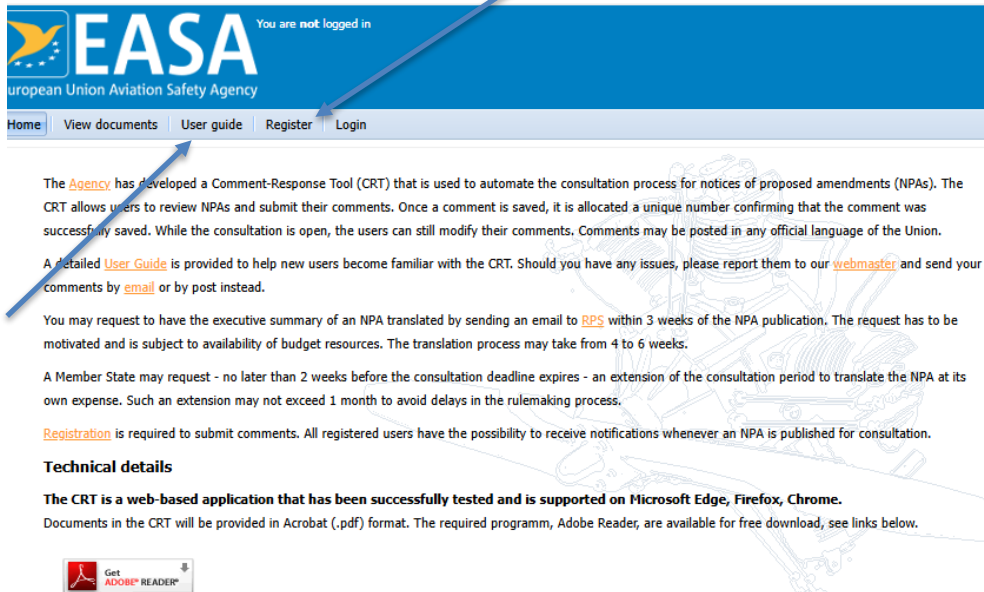
Your assessment and inputs are needed

→ Comment proposal via Comment-Response Tool (CRT):

<https://hub.easa.europa.eu/crt/>

→ Deadline: **23 January 2026**

You need to register



The Agency has developed a Comment-Response Tool (CRT) that is used to automate the consultation process for notices of proposed amendments (NPAs). The CRT allows users to review NPAs and submit their comments. Once a comment is saved, it is allocated a unique number confirming that the comment was successfully saved. While the consultation is open, the users can still modify their comments. Comments may be posted in any official language of the Union.

A detailed [User Guide](#) is provided to help new users become familiar with the CRT. Should you have any issues, please report them to our [webmaster](#) and send your comments by [email](#) or by post instead.

You may request to have the executive summary of an NPA translated by sending an email to [RPS](#) within 3 weeks of the NPA publication. The request has to be motivated and is subject to availability of budget resources. The translation process may take from 4 to 6 weeks.


A Member State may request - no later than 2 weeks before the consultation deadline expires - an extension of the consultation period to translate the NPA at its own expense. Such an extension may not exceed 1 month to avoid delays in the rulemaking process.

[Registration](#) is required to submit comments. All registered users have the possibility to receive notifications whenever an NPA is published for consultation.

Technical details

The CRT is a web-based application that has been successfully tested and is supported on Microsoft Edge, Firefox, Chrome.

Documents in the CRT will be provided in Acrobat (.pdf) format. The required program, Adobe Reader, are available for free download, see links below.



Tere is a user guide , if needed

[Right-click on any row for available actions](#)

Showing documents 11-20 from a total of 548

Show 10 documents per page

Show only documents in status: (all)

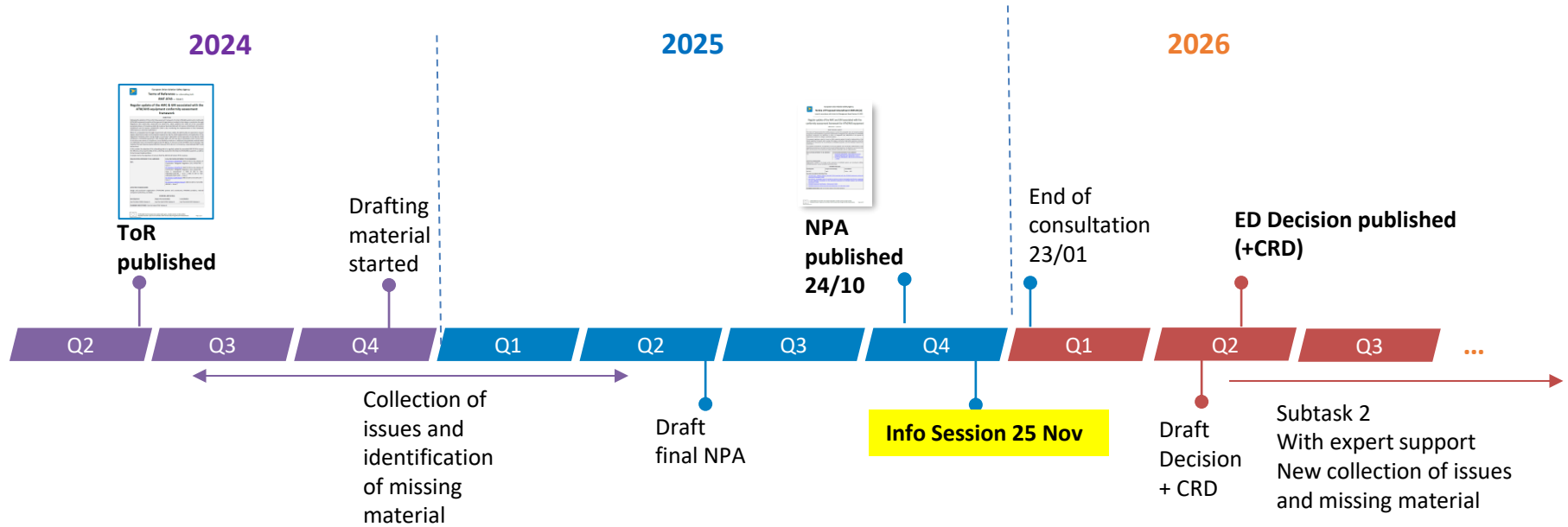
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Status	Task numbers	Title	Number	Affected rules & codes	Commenting / Reaction period (yyyy-mm-dd)	
					Begin	End
CMT	RMT.0743	Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment — Proposed amendments to the AMC and GM to Commission Delegated Regulation (EU) 2023/1768	NPA 2025-06 (B)	ATM/ANS equipment certification and declaration – Articles (AMC/GM) Part-ATM/ANS.EQMT.AR (AMC/GM) Part-ATM/ANS.EQMT.CERT (AMC/GM) Part-ATM/ANS.EQMT.DEC (AMC/GM)	2025-10-24	2026-01-23
CMT	RMT.0743	Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment — Explanatory Note	NPA 2025-06 (A)	ATM/ANS equipment certification and declaration – Articles (AMC/GM) Part-ATM/ANS.EQMT.AR (AMC/GM) Part-ATM/ANS.EQMT.CERT (AMC/GM) Part-ATM/ANS.EQMT.DEC (AMC/GM) Part-DPO.OR (AMC/GM)	2025-10-24	2026-01-23
CMT	RMT.0743	Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment — Proposed amendments to the AMC and GM to Commission Implementing Regulation (EU) 2023/1769	NPA 2025-06 (C)	Part-DPO.OR (AMC/GM)	2025-10-24	2026-01-23
CMT	RMT.0719	Regular update of the ATM/ANS rules — Proposed amendments to Implementing Regulation (EU) 2017/373 and related AMC and GM, and to Implementing Regulation (EU) No 923/2012	NPA 2025-05 (B)	ATM/ANS (IR) ATM/ANS AMC/GM Part-ATM/ANS.AR Part-ATM/ANS.AR AMC/GM Part-ATM/ANS.OR Part-ATM/ANS.OR AMC/GM Part-ATS Part-Definitions Part-MET SERA (IR)	2025-10-13	2026-01-13
CMT	RMT.0719	Regular update of the ATM/ANS rules — Explanatory Note	NPA 2025-05 (A)	ATM/ANS (IR) ATM/ANS AMC/GM Part-ATM/ANS.AR Part-ATM/ANS.AR AMC/GM Part-ATM/ANS.OR Part-ATM/ANS.OR AMC/GM Part-ATS Part-Definitions Part-MET SERA (IR)	2025-10-13	2026-01-13
CMT	RMT.0731	Proposed amendments to Commission Implementing Regulation (EU) 2023/203 (Part-IS)	NPA 2025-04 (G)	Information Security (IR)	2025-10-10	2026-01-10
CMT	RMT.0731	Proposed amendments to Regulation (EU) 2023/1770 (Part-AUR)	NPA 2025-04 (F)	Part-AUR Part-AUR.COM (IR)	2025-10-10	2026-01-10
CMT	RMT.0731	Proposed amendments to Regulation (EU) No 923/2012 (SERA)	NPA 2025-04 (E)	Part-SERA SERA (IR)	2025-10-10	2026-01-10
CMT	RMT.0731	Proposed issuance of Regulation (EU) 20XX/XXXX (AsOP.FTL) and related AMC & GM	NPA 2025-04 (D)	AsOP.FTL (IR) AsOP.FTL IR (AMC & GM) Part-AsOP.FTL Part-AsOP.FTL (AMC & GM)	2025-10-10	2026-01-10

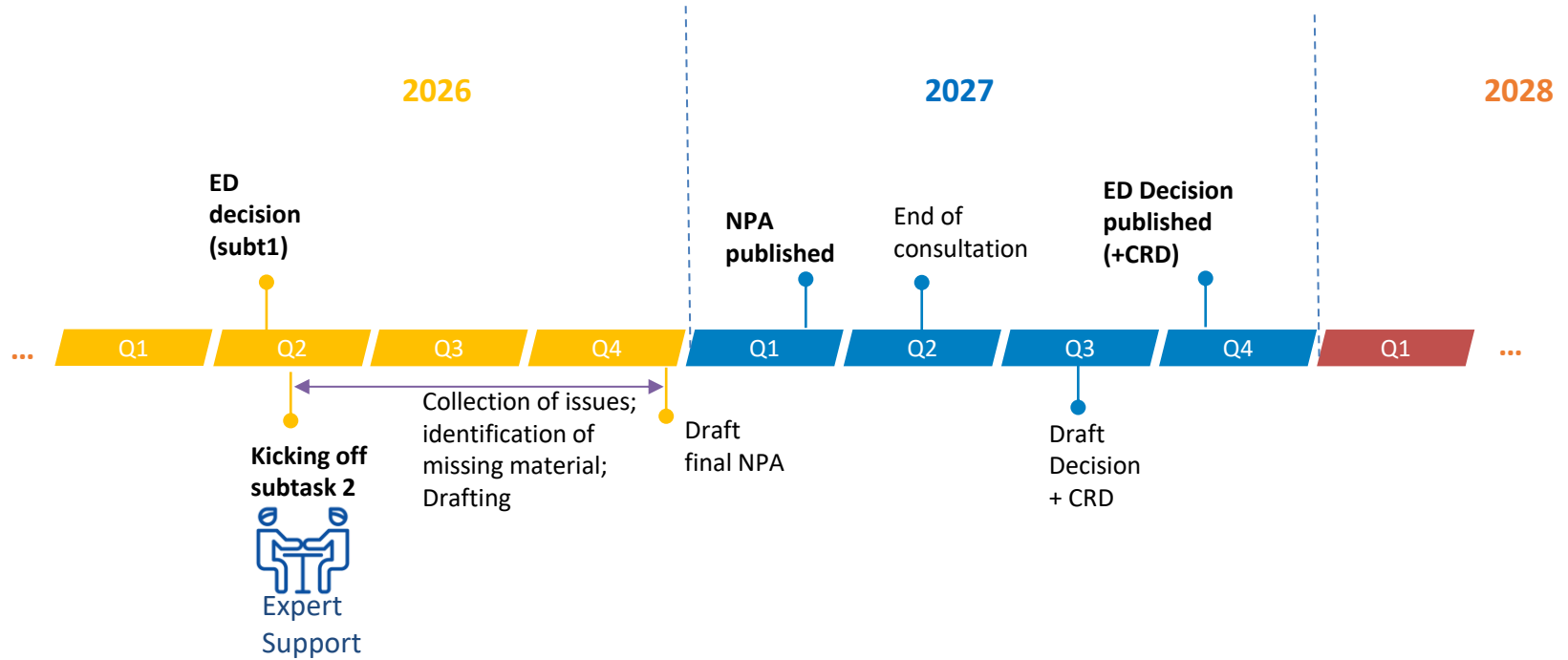
Tips

- Submit comments to the respective predefined segments
 - Do not submit all your comments together in the “General Comments” section
 - Do not submit comments as attachment in pdf
- Justify your comments with supporting rational (even if brief)
- Whenever possible, propose alternative text

RMT.0743 Subt1: Main milestones



RMT.0743 Subtask 2 – tentative planning



Subtask 2 – Initial set of items

- Items to cover (initial list non exhaustive):
 - guidance on analysis of defects and occurrence reporting;
 - further details of minor/major changes;
 - attestation of incomplete functions and boundaries of equipment;
 - EASA level of involvement in certification;
 - ...
- Experience from approval of first wave of DPOs & initial certification equipment

End of the Info Session

Thank you

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