Scope/Applicability

We assume that only those systems are subject to Certification/Declaration/SoC, where applicable specific Detailed Specifications have been issued. Is this assumption correct?

Answer

In fact, systems that require attestation are defined in Articles 4, 5 and 6 of the Delegated Regulation (EU) 2023/1768. All these systems have to fulfil at least the general requirements contained in the detailed specifications. Additionally, systems will have to comply to specific detailed specifications in case they are available.

Last updated: 03/01/2024


We assume that Electronic Flight Strips are not subject to certification (EFS does not fall into 3b, as EFS does not provide separation of aircraft or prevention of collision, it is not 3a either, there it must be 3c). Please confirm.

Answer

EFS falls in the scope of the ATC equipment that supports ATCO’s in providing separation.

Last updated: 03/01/2024


What parts of the system need to be certified/how can we define the equipment/constituent that needs to be certified.
E.g. Flight strips System with several servers, operating system and virtualisation, switches, operating position equipment plus some sof

Answer

It is a decision of the DPO to set the boundaries of the equipment that they wish to certify/declare.

COTS HW is not automatically excluded because it is COTS. However, if COTS HW is part of the supporting infrastructure, then it may fall out of the product boundaries.

Last updated:
03/01/2024

Link:

Is the following requirement applicable for all ATM/ANS Equipment in "PART 2 — ATM/ANS equipment subject to certification / Subpart A — Air traffic services: "DS GE.CER.ATS.110 ATS recording ATM/ANS equipment specified in this Subpart is to provide re

Answer

Yes, it is applicable for all in Part 2.

Last updated:
03/01/2024

Link:

DoV refers to the systems structured according to support of the functions and services provided within the functional system defined by the respective ANSP, while SoC refers to components/equipment. DoV also covers the integration process within ANSP, wh

Answer
Not exactly. E.g. point 3 of Annex VIII (Essential requirements) of EASA Basic Regulation also refers to “The systems and procedures shall include in particular those required to support the following functions and services (...).” Thus, the principle is the same. As regards the integration, it remains as today the ATM/ANS provider’s responsibilities as only the ANSP has the global picture of the complete functional systems and how it will behave or continue to behave after the integration.

**Last updated:**
03/01/2024

**Link:**

**The DoV is also documenting the integration of components/devices into the provider's systems within its FS, the new regulatory framework does not cover this integration - the SoC issuing process ends before the device is integrated into the FS, the integ**

**Answer**

Yes, the integration should be assessed as part of the change to the functional system.

**Last updated:**
03/01/2024

**Link:**

**In Part 3, Subpart C, what about PSR and SMR?**

**Answer**

They will be introduced in due course, at further updates, as EASA moves forward. Hopefully, before the transition period expires.

**Last updated:**
03/01/2024
Could you please elaborate a bit more on the SoCs in case there are no detailed specifications? If no there are no detailed specifications, then no SoC is required, right? Otherwise, any single and simple system would need SoC.

Answer

Correct, if there are no detailed specifications, then the equipment would not require a Statement of Compliance. However, if the equipment falls within the definitions provided in the Detailed Specifications (DSs), then it will have to be assessed against the general part.

Last updated: 03/01/2024

From your explanations, we infer that if we need to put into service a system but there are no DSs, then we only need to comply with the GENERAL part of the DSs: Is this interpretation right?

Answer

That is correct.

Last updated: 03/01/2024