

## **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/ga/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.

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#### **Link:**

<https://www.easa.europa.eu/ga/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.

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

**Does EASA foresee that there will be ATM/ANS equipment supporting multiple functions that falls into different categories and hence being subject to more than one attestation method?**

**Answer**

EASA foresees the possibility that there can be ATM/ANS equipment supporting multiple functions that 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.

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