

# 8<sup>TH</sup> EASA INTERNATIONAL COOPERATION FORUM

JOINING FORCES FOR  
SAFER AND GREENER  
AVIATION WORLDWIDE



COLOMBO, SRI LANKA  
19-21 MARCH 2024

# **EASA Corner**

## **Updates on the European safety and environmental rules activities of EASA**

### **ATM/ANS perspective**

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20/03/2024 Colombo, Sri Lanka



**Your safety is our mission.**

# Contents

- The European SRM Process
- European Plan for Aviation Safety (EPAS)
- EASA activity on sustainable aviation
- EASA support for Single European Sky
- Regulatory updates ATM



# The European SRM Process

The main safety risks and corresponding mitigation actions feeding the European Plan for Aviation Safety (EPAS) are developed through the European SRM process, which is defined in 5 specific steps



# European Safety Management - Safety performance monitoring

- EASA monitors the safety performance of the ATM/ANS system in Europe via its Safety Risk Management Process, as outlined in the Annual Safety Review.
- Through this process, routine reviews identify the accident outcomes with the highest risk of materialising over the monitoring period.
- These 'key risk areas' are then examined to understand the safety issues and causal factors that may generate the accidents.
- The process makes use of the occurrence data collected via Regulation 376/2014 and the European Risk Classification Scheme.



# EASA 2024 edition of European Plan for Aviation Safety

→ Following the adoption of a new reference period and a three-year revision cycle for EPAS Volume I 'Strategic Priorities' (2023 – 2025), the 2024 EPAS edition is composed of updates of Volumes II 'Actions' and III 'Safety Risk Portfolios'.



# EASA activity on sustainable aviation

→ In addition to active field of sustainable

→ The recent ReFuelEU gathers data on usage at European

→ This data will provide aviation and identify

→ As part of this regulatory scheme aiming to



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31.10.2023

REGULATION (EU) 2023/2405 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL  
of 18 October 2023  
on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation)  
(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,  
Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100(2) thereof,  
Having regard to the proposal from the European Commission,  
After transmission of the draft legislative act to the national parliaments,  
Having regard to the opinion of the European Economic and Social Committee <sup>(1)</sup>,  
After consulting the Committee of the Regions,  
Acting in accordance with the ordinary legislative procedure <sup>(2)</sup>,  
Whereas:

(1)

Over the past decades, air transport has played a crucial role in the Union's economy and in the everyday lives of Union citizens, as one of the best performing and most dynamic sectors of the Union economy. It has been a strong driver for economic growth, jobs, trade and tourism, as well as for connectivity and mobility for businesses and citizens alike, and one of the main connectors between outermost regions and the mainland, particularly within the Union air transport market. Growth in air transport services has significantly contributed to improving connectivity, fostering cohesion, and reducing regional disparities within the Union, in particular for peripheral, outermost, sparsely populated and insular regions, as well as with third countries, and has been a significant enabler of the Union economy.

(2)

From 2020, air transport has been one of the hardest hit sectors by the COVID-19 crisis. It is expected that air traffic will gradually resume in the coming years and recover to its pre-crisis levels. The International Civil Aviation Organisation (ICAO) estimates a growth in Europe of up to 3,1 % per year until 2050 for passenger traffic, and up to 2,4 % per year for freight traffic according to its post-COVID-19 forecast in a high traffic scenario. At the same time, emissions from air transport have been increasing since 1990 and the trend of increasing emissions could return as we overcome the pandemic. Therefore, it is imperative to prepare for the future and make the necessary adjustments ensuring a well-functioning air transport sector that contributes fully to

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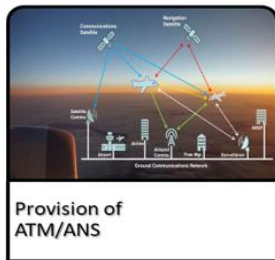
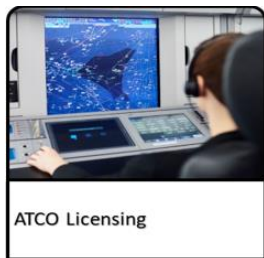


# EASA support for Single European Sky

- EASA actively supports the SES, providing significant inputs into the safety key performance area of the Performance and Charging Scheme.
- This work supports the management of interdependencies between safety and the other key performance areas, and ensures alignment with the EASA regulatory system.
- The S3JU is viewed by EASA as a key enabler of the SES and as such collaboration has been increased in research, development and deployment. To facilitate this, EASA is working towards an alignment between the ATM Master Plan.
- The EPAS and the EAER, aiming for plans that are mutually exclusive but collectively exhaustive in terms of aviation safety and ATM modernisation/performance.



# Regulatory updates - ATM/ANS regulatory framework



→ Regulatory updates are a routine and ongoing task

# Evolution of ATM/ANS Common Requirements (RMT.0719)



→ Proposed amendment

→ Mainly the proposed aspects of Part-ATS

in particular with IC

→ It includes proposed 2017/373 and associated services (ATS) and a

→ Consequential amendment (EU) No 139/2014 consistency reasons

→ The next rulemaking

ATS

synchronisation on specific ICAO framework, and its Amendment 9.

visions in Regulation (EU) concerning air traffic (AIS) requirements.

2023/2012 and Regulation are also proposed for

expected in Q3 2024



# Standardised European Rules of the Air (RMT.0476)

## → Proposed amendment

- alignment with ICAO Annex 2 (for consistency, safety and uniform implementation for all States)
- proposals on RCF and on cooperation with Aeronautical Information Services
- remove the Supplemental Procedures commonly agreed between States and notification of differences
- address implementation by the States activities or by the States

## → Amending Regulations finalization expected



## which primarily

ECAT ICAO), regulatory  
standardisation and

PANS-ATM Amdt. 7 revised in

ation, containing the  
and the requirements on the  
ferences to the EASA BR;  
A through its standardisation

D Decisions are under



# Air Traffic Controllers (RMT.0668)

→ Proposed amendment primarily

→ enhancing/harmonising training to ensure high standards using CBTA principles

→ update of the instrument

→ based on Covid-19 and the use of simulator

→ intended to complete licensing system to certification.

→ The next rulemaking

framework conce

ards following initial traffic situations by

ts;

ning and enhancing

common European ATCO  
ry and third-country

expected in Q2 2024



# Regulatory updates - support SESAR deployment (RMT.0682)

→ Proposed amendm

→ ACAS

→ amendments to EU fr  
ACNS, AMC-20, CS-ET  
Xa (concurrently to the

→ alignment with Amenc

→ Performance-Based Na

→ amendments to Reg.  
specifications in oce  
specification

→ remove obligations to  
SID and STAR, to ena  
operational needs; and

→ ensure alignment with

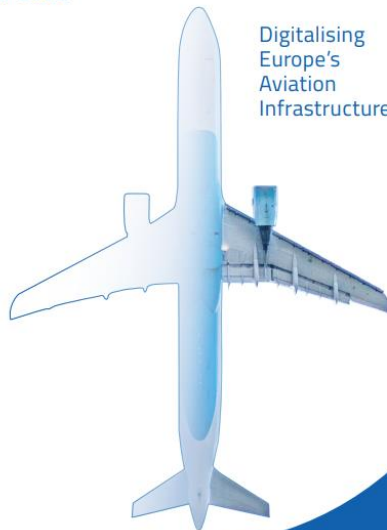
→ The next rulemaking

## EUROPEAN ATM MASTER PLAN

Implementation view

Progress report 2023

Reference year 2022



17/373, Reg. 965/2012, CS-  
aircraft equipped with ACAS

Applicability November 2022

e of RNAV 4 and RNAV10  
paces, in lieu of RNAV 5

straints together with RNP 1  
h the local performance and

operations, as per OPS IR.

ected in Q1 2024

# Ground Systems - Conformity Assessment - Regulations

→ The European Commission regulatory framework for constituents used on the basis of EASA Opinion

→ The package reinforced under the EASA elements impacting consistently major

→ It enables the certification of organisations in

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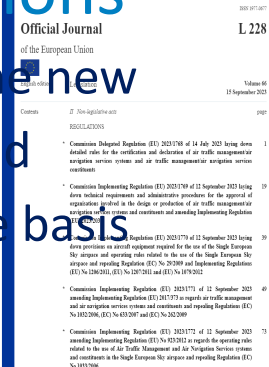
### REGULATIONS

- \* Commission Delegated Regulation (EU) 2023/1768 of 14 July 2023 laying down detailed rules for the certification and declaration of air traffic management/air navigation services systems and air traffic management/air navigation services constituents 1
- \* Commission Implementing Regulation (EU) 2023/1769 of 12 September 2023 laying down technical requirements and administrative procedures for the approval of organisations involved in the design or production of air traffic management/air navigation services systems and constituents and amending Implementing Regulation (EU) 2023/203 19
- \* Commission Implementing Regulation (EU) 2023/1770 of 12 September 2023 laying down provisions on aircraft equipment required for the use of the Single European Sky airspace and operating rules related to the use of the Single European Sky airspace and repealing Regulation (EC) No 29/2009 and Implementing Regulations (EU) No 1206/2011, (EU) No 1207/2011 and (EU) No 1079/2012 39
- \* Commission Implementing Regulation (EU) 2023/1771 of 12 September 2023 amending Implementing Regulation (EU) 2017/373 as regards air traffic management and air navigation services systems and constituents and repealing Regulations (EC) No 1032/2006, (EC) No 633/2007 and (EC) No 262/2009 49
- \* Commission Implementing Regulation (EU) 2023/1772 of 12 September 2023 amending Implementing Regulation (EU) No 923/2012 as regards the operating rules related to the use of Air Traffic Management and Air Navigation Services systems and constituents in the Single European Sky airspace and repealing Regulation (EC) No 1033/2006 73

comprising the new of systems and adopted on the basis

TM/ANS equipment ensuring that all services are e.

equipment by means approval of on of such equipment



# Ground Systems - Conformity Assessment - AMC & GM

→ As i  
anc  
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Detailed Specifications and Acceptable Means of Compliance & Guidance Material for certification or declaration of design compliance of ATM/ANS ground equipment (DS-GE.CER/DEC)

→ Res  
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Issue 1  
26 October 2023<sup>1</sup>

<sup>1</sup> For the date of entry into force of this issue, kindly refer to ED Decision 2023/015/R in the [Official Publication](#) of EASA.



Detailed Specifications and Acceptable Means of Compliance & Guidance Material for statement of compliance of ATM/ANS ground equipment (DS-GE.SoC)

Issue 1  
26 October 2023<sup>1</sup>

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## 8th EASA International Cooperation Forum

# Updates on the European safety and environmental rules activities of EASA



**EU-SOUTH ASIA APP**

<https://www.eu-southasia-app.org>

[easa.europa.eu/connect](https://easa.europa.eu/connect)



**Your safety is our mission.**

An Agency of the European Union 