



EASA
European Aviation Safety Agency

EASA regulatory process explained

What is EASA?

- The European safety agency (EASA) is an agency of the European union (EU) with regulatory and executive tasks in the field of civilian aviation safety.

Established
2002

*15 years
in operation*

800+

aviation experts
& administrators

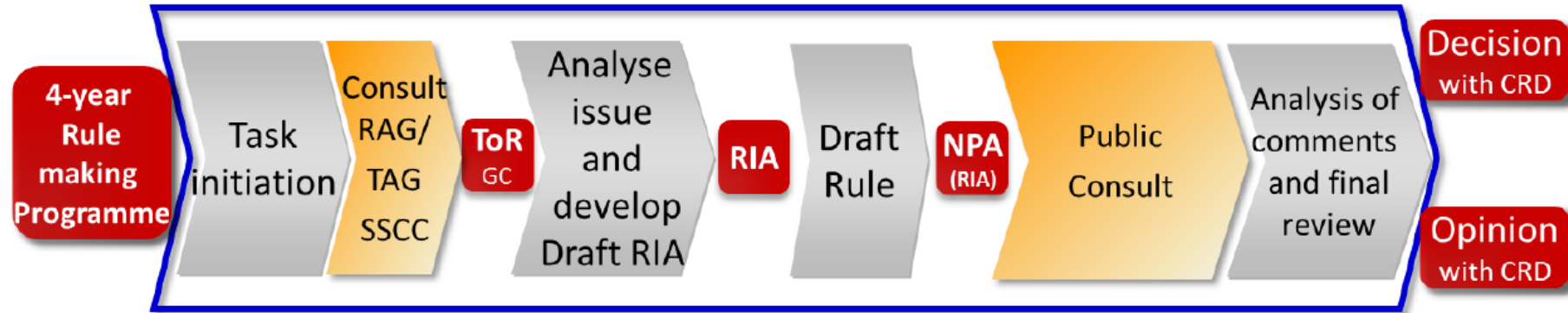
Headquarters in
Cologne
Office in
Brussels

32 EASA member states
= 28 + 4
EU + Switzerland, Norway
Iceland, Liechtenstein

Working methods

- The Agency applies transparent procedures for the adoption of opinions, acceptable means of compliance and guidance material. These procedures ensure the use of the relevant expertise, wide consultation of all interested parties and the right of each Member State to be associated with the adoption process. Special procedures allow the Agency to take immediate action in case of safety problems. Similar transparent procedures apply in the case of individual decisions.

EASA rule making programme



A **NPA** (Notice of Proposed Amendment);

- Contains - Explanatory Note, RIA, draft proposal, ICAO 'check'
- May propose – new rule, or an amendment and/or AMC-GM

A **CRD** contains EASA's responses to all comments received to an NPA

An **Opinion** includes the final proposal to the European Commission for an Implementing Rule, at the end of the rulemaking process

A **Decision** is issued by EASA and includes AMC, CS, GM relating to a EU Regulation

EASA regulations

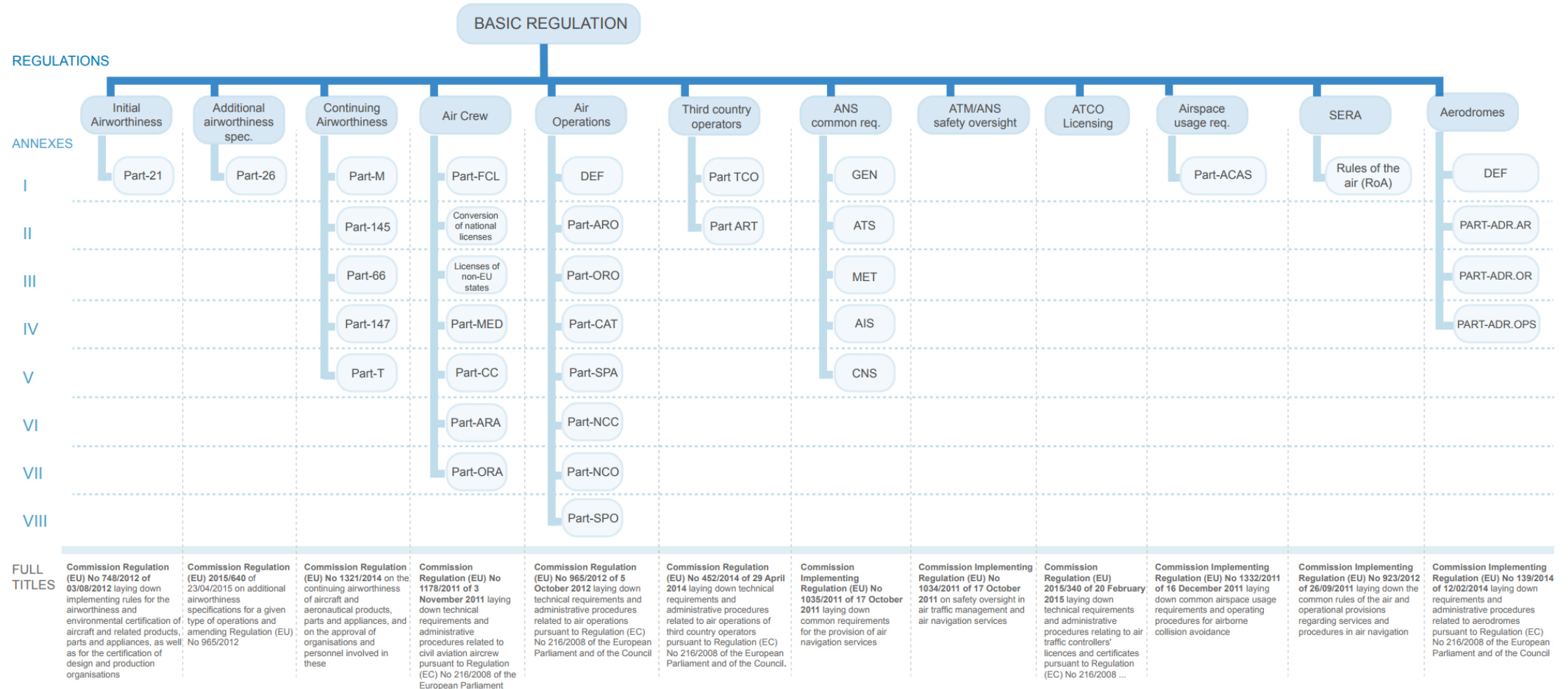
- EASA's legal powers derive from its 'Basic Regulation' - Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 as amended by Regulation (EC) No 1108/2009 of 21 October 2009. The amended 'Basic Regulation' defines the Agency's roles and responsibilities, and establishes common rules in the field of civil aviation.
- EASA undertakes its role through the application of a wide range of regulatory provisions which expand upon and interpret the requirements of the 'Basic Regulation' in a manner that provides sufficient technical detail and guidance to be applicable, as appropriate, by the Agency, its Member States and their National Aviation Authorities (NAAs).

EASA regulations

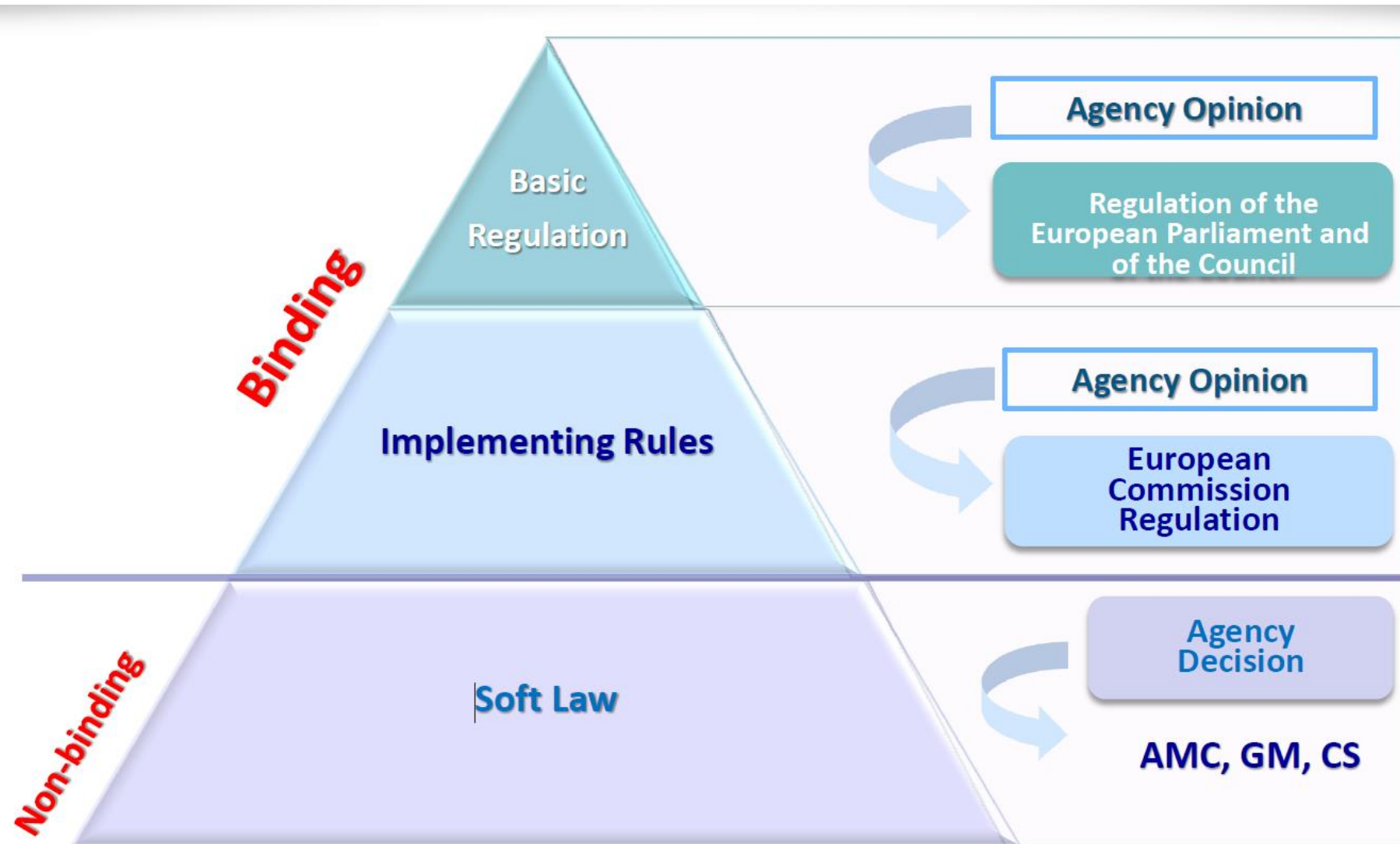
Regulations Structure

Each Part to each implementing regulation has its own **Acceptable Means of Compliance and Guidance Material (AMC/GM)**. These AMC and GM are amended along with the amendments of the regulations. These AMC/GM are so-called 'soft law' (non-binding rules), and put down in form of EASA Decisions. A comprehensive explanation on AMC in form of questions and answers can be found on the FAQ section of the EASA website.

Furthermore, **Certification Specifications** are also related to the implementing regulations, respectively their parts. Like AMC/GM they are put down as Decisions and are non-binding.



IR, AMC and GM



ATM/ANS - Air Traffic Management/Air Navigation Services

- Commission Implementing Regulation (EU) 2017/373
- Commission Implementing Regulation (EU) 2016/1377
- Commission Implementing Regulation (EU) No 1034/2011 (ATM / ANS Oversight)
- Commission Implementing Regulation (EU) No 1035/2011
- Commission Regulation (EC) No 691/2010
- Commission Regulation (EU) No 255/2010
- Commission Regulation (EC) No 482/2008
- Commission Regulation (EC) No 1794/2006
- Commission Regulation (EC) No 1033/2006
- Commission Regulation (EC) No 730/2006

ATM/ANS - Air Traffic Management/Air Navigation Services

Acceptable Means of Compliance and Guidance Material

AMC/GM to Regulation (EU) 2017/373	Definitions of terms used in Annexes II to XIII to Commission Implementing Regulation (EU) 2017/373	Part-AIS
Part-ASD	Part-ASM	Part-ATFM
Part-ATM/ANS.AR	Part-ATM/ANS.OR	Part-ATS
Part-CNS	Part-DAT	Part-MET
Part-NM	Part-PERS	Remote tower operations

Certification Specification

CS-ACNS