



Notice of Proposed Amendment 2025-10 (A)

issued in accordance with Article 6 of Management Board Decision 01-2022

Regular update of the detailed specifications for ATM/ANS ground equipment

*Update of detailed specifications DS-GE.CER/DEC and DS-GE.SoC
used in the attestation of ATM/ANS ground equipment*

RMT.0744 — SUBTASK 1

WHAT THIS NPA IS ABOUT		
<p>This Notice of Proposed Amendment (NPA) puts forward amendments to detailed specifications (DSs) DS-GE.CER/DEC and DS-GE.SoC and the associated acceptable means of compliance (AMC) and guidance material (GM) to ensure the safety, efficiency and proportionality of the regulatory framework on the conformity assessment of air traffic management (ATM) / air navigation service (ANS) systems and ATM/ANS constituents.</p> <p>The proposed regulatory material is intended to ensure that the DSs and associated AMC and GM remain fit for purpose and cost-effective, can be implemented by the affected stakeholders and facilitate the continuous improvement of the European ATM/ANS systems and ATM/ANS constituents that support the operations of the European Air Traffic Management Network (EATMN).</p>		
<p>REGULATION(S) INTENDED TO BE AMENDED/ISSUED n/a</p>	<p>ED DECISION(S) INTENDED TO BE AMENDED — ED Decision 2023/015/R - Conformity assessment of ATM/ANS equipment DS-GE.CER/DEC — Issue 1 and DS-GE.SoC — Issue 1</p>	
<p>AFFECTED STAKEHOLDERS Organisations involved in the design, production and maintenance of ATM/ANS systems, ATM/ANS constituents and safety-related aerodrome equipment used for the purpose of ATM/ANS; ATM/ANS providers; national competent authorities</p>		
WORKING METHODS		
Development	Impact assessment(s)	Consultation
By EASA with external support	Light	Public — NPA
<p>RELATED DOCUMENTS / INFORMATION — ToR RMT.0744 - Regular update of the Detailed Specifications for ATM/ANS equipment EASA</p>		
<p>PLANNING MILESTONES: Refer to the latest edition of EPAS <i>Volume II</i> concerning RMT.0744 Subtask 1.</p>		



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1. About this NPA

1.1. How this regulatory material was developed

The European Union Aviation Safety Agency (EASA) identified the need to support the conformity assessment of ATM/ANS equipment subject to certification, declaration and statement of compliance, recognising technical developments and the application of the relevant regulatory frameworks, and after having assessed the impacts of the possible intervention actions identified rulemaking as the necessary intervention action.

This rulemaking activity is included in the 2025 edition of *Volume II* of the European Plan for Aviation Safety (EPAS)¹ under Rulemaking Task (RMT) 0744.

EASA developed this draft regulatory material in line with Regulation (EU) 2018/1139² (the Basic Regulation) and the Rulemaking Procedure³, as well as in accordance with the objectives and working methods described in the Terms of Reference (ToR) for this RMT⁴.

When developing the regulatory material, EASA received the support of and input from communication, navigation and surveillance experts who are Joint CNS Stakeholder Platform (JCSP) participants, and EUROCONTROL experts under the established cooperation framework.

1.2. How to comment on this NPA

The draft regulatory material is hereby submitted for consultation with the public.

NPA 2025-10 is divided in three parts: **(A)**, **(B)** and **(C)**.

- **NPA 2025-10 (A)** includes the background information pertaining to the regulatory proposal.
- **NPA 2025-10 (B)** includes the proposed amendments to DS-GE.CER/DEC.
- **NPA 2025-10 (C)** includes the proposed amendments to DS-GE.SoC.

Please submit your comments using the **Comment-Response Tool (CRT)** available at <http://hub.easa.europa.eu/crt/>⁵.

To facilitate the collection and technically support EASA's subsequent review of the comments in an efficient, controlled and structured manner, stakeholders are kindly requested to submit their

¹ [European Plan for Aviation Safety \(EPAS\) 2025 – 14th edition | EASA](#)

² Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<http://data.europa.eu/eli/reg/2018/1139/oj>).

³ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 ([EASA MB Decision No 01-2022 on the Rulemaking Procedure, repealing MB Decision 18-2015 \(by written procedure\) | EASA \(europa.eu\)](#)).

⁴ [ToR RMT.0744 – Regular update of the detailed specifications for ATM/ANS equipment | EASA](#)

⁵ In case of technical problems, please send an email with a short description to crt@easa.europa.eu.



comments to the respective predefined segments of the NPA within the CRT, and refrain from submitting specific comments or all their comments to the 'General comments' segment.

Further, once all comments are placed in the respective predefined segments, there is no need to submit them (as a pdf attachment) to the 'General comments' segment.

The deadline for the submission of comments is **11 March 2026**.

1.3. The next steps

Following the consultation of the draft regulatory material, EASA will review all the comments received and will duly consider them in the subsequent phases of this rulemaking activity.

The comments will be reviewed by EASA experts. EASA may also consult the experts who provided their support and input during the preparation of this NPA.

Considering the above, EASA may issue a decision amending the DSs, AMC and GM to support the application of Commission Delegated Regulation (EU) 2023/1768⁶.

When issuing the decision, EASA will also provide feedback to the commentators and information to the public on who engaged in the process and/or provided comments during the consultation of the draft regulatory material, which comments were received, how such engagement and/or consultation was used in rulemaking and how the comments were considered.

⁶ 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 (OJ L 228, 15.9.2023, p. 1) (ELI: http://data.europa.eu/eli/reg_del/2023/1768/oj).



2. In summary — why and what

2.1. Why we need to act

Commission Delegated Regulation (EU) 2023/1768 establishes the procedures and processes for attesting that ATM/ANS systems and ATM/ANS constituents comply with the published EASA DSs. These DSs, in accordance with the Basic Regulation, do not currently reflect the state of the art and best practices that ensure safety and interoperability, while taking into account the ICAO Standards and Recommended Practices (SARPs).

These DSs containing the technical requirements for various ATM/ANS systems and ATM/ANS constituents do not reflect continuing developments or the ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment) currently in operation and on the market, as explained in more detail in the following section.

2.1.1. Description of the issue

Current Issue 1 of the DSs in question has a limited scope with respect to the totality of ATM/ANS equipment subject to conformity assessment and thus does not address the complete range of ATM/ANS equipment currently on the market and subject to attestation. The non-availability of attestation requirements may result in safety, security, performance and interoperability issues.

The proposed amendments to the DSs and associated AMC and GM aim to address the relevant attestation requirements for additional ATM/ANS equipment, ensuring safety, security, performance and interoperability, thus supporting the safe and efficient operations of the European Air Traffic Management Network (EATMN).

The availability of attestation requirements for additional ATM/ANS equipment contributes to the achievement of the overall objectives of the EASA system as defined in Article 1 of the Basic Regulation.

2.1.2. Who is affected by the issue

- Organisations involved in the design, production and maintenance of:
 - ATM/ANS systems,
 - ATM/ANS constituents,
 - safety-related aerodrome equipment used for the purpose of ATM/ANS;
- ATM/ANS providers;
- national competent authorities;
- EASA.

2.1.3. Conclusion on the need for rulemaking

EASA concluded, as explained further in Chapter 3 below, that an intervention was necessary and that non-regulatory action cannot effectively address the issue. Therefore, amendments to the DSs and associated AMC and GM are required.



2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. The regulatory material presented here is intended to contribute to achieving these overall objectives by addressing the issue described in Section 2.1.

More specifically, with the draft regulatory material presented here, EASA intends to update DS-GE.CER/DEC and DC-GE.SoC to further detail the technical attestation requirements for ATM/ANS equipment, thus ensuring harmonised attestation and usability and thereby increasing safety and interoperability. This proposal addresses:

- track deviation monitoring and safety nets;
- data communications;
- air-to-ground (A/G) voice communication;
- navigation;
- surveillance;
- flight plan processing;
- the resolution of detected inconsistencies; and
- the definition of a simplified unique identifier for each function to which an attestation applies.

2.3. How we want to achieve it — overview of the proposed amendments

The proposed amendments to DS-GE.CER/DEC and DC-GE.SoC included in NPA 2025-10 (B) and NPA 2025-10 (C) respectively have the objectives of providing a set of technical requirements and AMC for additional ATM/ANS equipment subject to conformity assessment and of providing clarification on and improvements to the requirements published in Issue 1 of the DSs⁷.

The proposed significant amendments are as follows:

DS-GE.CER/DEC

PART 1 — General

DS GE.GEN.003 Software: amendments to the AMC and GM to better align with the provisions of Commission Implementing Regulation (EU) 2017/3738.

⁷ [ED Decision 2023/015/R - Conformity assessment of ATM/ANS equipment | DS-GE.CER/DEC — Issue 1 and DS-GE.SoC — Issue 1 | EASA](#)

⁸ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management / air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1) (ELI: http://data.europa.eu/eli/reg_impl/2017/373/oj).



PART 2 — ATM/ANS equipment subject to certification**Subpart A — Air traffic services:**

- amendments to Section 1 ‘General’ for ‘ATS recording’ requirements for clarification with respect to the obligation for recording;
- new requirements in Section 2 ‘Flight data processing’ and amendments to the associated AMC and GM for:
 - ATC flight plan proposal (AFP) messages;
 - ATC flight plan;
 - ATC flight plan change (ACH) messages;
 - the first system activation (FSA) message;
 - arrival planning information (API);
 - departure planning information (DPI);
 - code requests (COR);
 - code release messages (CRE);
 - slot allocation messages (SAM);
 - slot revision messages (SRM);
 - slot cancellation messages (SRC);
 - centralised code assignment and management system (CCAMS) messages;
 - code assignment messages (CAM);
 - code cancellation messages (CCM);
 - flight update messages (FUM) and enhanced tactical flow management system flight data (ETD);
 - use of general regularly distributed information in binary form data (GRIB);
 - four-dimensional trajectory;
 - medium-term conflict detection.
- amendments to Section 4 ‘Data link equipment’ to improve clarity and to align with the latest EUROCAE standards to ensure interoperability with aircraft modification for compliance with ATM Functionality AF6 as per Commission Implementing Regulation (EU) 2021/116⁹:
 - introduction of Section 4.1 ‘Data link systems’ applicable to the existing data link requirement;

⁹ Commission Implementing Regulation (EU) 2021/116 of 1 February 2021 on the establishment of the Common Project One supporting the implementation of the European Air Traffic Management Master Plan provided for in Regulation (EC) No 550/2004 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 409/2013 and repealing Commission Implementing Regulation (EU) No 716/2014 (OJ L 36, 2.2.2021, p. 10) (ELI: http://data.europa.eu/eli/reg_impl/2021/116/oj).



- introduction of Section 4.2 ‘Logon and ADS-C common service system’;
- introduction of Section 6 ‘Ground-based safety nets’ for:
 - approach path monitor (APM);
 - area proximity warning (APW);
 - minimum safe altitude warning (MSAW);
 - short-term conflict alert (STCA);
- introduction of Section 7 ‘Trajectory discrepancy monitoring’ (TDM).

Subpart B — Air-to-ground communications (A/G COM):

- amendments to Section 1 ‘Data communications’ for clarity and to introduce requirements related to satcom ground systems;
- amendments to Section 2 ‘Voice communications’ to improve clarity and interoperability with existing installations:
 - introduction of Section 2.1 ‘Air-to-ground voice radio’ applicable to existing voice communications system (VCS) requirements;
 - introduction of Section 2.2 ‘VCS air-to-ground function’.

PART 3 — ATM/ANS equipment subject to declaration of design compliance**Subpart A — Ground-to-ground communications (COM):**

- introduction of Section 5 ‘Data ground-to-ground communications’;
- introduction of Section 6 ‘VCS ground-to-ground function’.

Subpart B — Navigation (NAV):

- introduction of the following sections:
 - Section 1 ‘General’;
 - Section 2 ‘Instrument landing system (ILS)’;
 - Section 3 ‘Distance-measuring equipment (DME)’;
 - Section 4 ‘VHF omnidirectional range (VOR)’;
 - Section 5 ‘Non-directional radio beacon (NDB)’;
 - Section 6 ‘Ground-based augmentation system (GBAS)’;
 - Section 7 ‘Satellite-based augmentation system (SBAS)’.

Subpart C — Surveillance (SUR):

- introduction of the following sections:
 - Section 4 ‘Wide area multilateration (WAM)’;
 - Section 5 ‘Primary surveillance radar (PSR)’;



- Section 6 ‘Multilateration (MLAT)’;
- Section 7 ‘Surface movement radar (SMR)’;
- associated amendment to PART 2 Subpart A Section 3, AMC1.GE.CER.ASMGCS.320, to align with the introduction of requirements related to surveillance equipment.

In all sections, references in the AMC to the applicability of additional performance conditions derived from DS GE.GEN.002, DS GE.GEN.003, DS GE.GEN.004 and DS GE.GEN.007 have been deleted. The application of such AMC is not required, as the requirements of Part 1 ‘General’ apply.

DS-GE.SoC

SUBPART B — Specific detailed specifications for ATM/ANS equipment subject to statement of compliance:

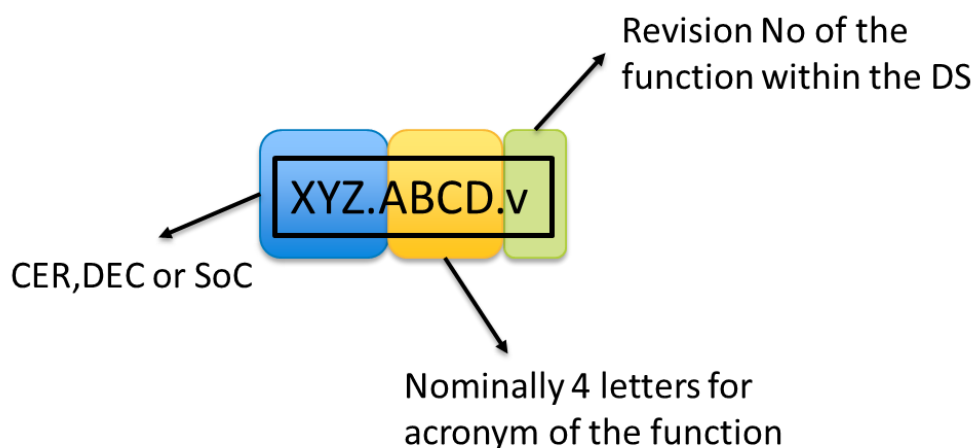
- introduction of DS SoC.007 Recording equipment (SoC.RECS.1).

The proposed amendment also includes a simplified unique identifier for each function with the following taxonomy:

- ‘CER.’, ‘DEC.’ or ‘SoC.’,
- four letters for the section identification,
- version number.

Note: For the sections ‘general’ and ‘subpart general’, the number of letters identifying the section will not be fixed at four but will be appropriate to enable the easy identification of the specific section (e.g. ‘PART 1 — General’ is to be identified as ‘CERDEC.GEN.v’ and ‘Subpart A Section 1 — General’ is to be identified as ‘CER.ATSGEN.v’).

The version number relates to the initial publication of the section (version 1); any subsequent amendment to the section, other than typographical or editorial corrections, will result in a new version number.



Furthermore, the proposal corrects a number of editorial errors in Issue 1 of DS-GE.CER/DEC.

The regulatory material is intended to be applicable immediately following the publication of the related decision in the *Official Publication* of EASA, with the exception of DS-GE.CER/DEC PART 3 – ATM/ANS equipment subject to declaration of compliance, and DS-GE.SoC, for which a deferred applicability date is planned to allow projects by design or production organisations and air navigation service providers that are still in progress to be completed.

Questions

EASA is requesting stakeholders' views on specific aspects, namely:

1. whether the medium-term conflict detection (MTCD) function introduced in PART 2 Subpart A Section 2 is an integral function of flight data process (FDP) equipment as proposed or alternatively should be considered as a ground-based safety net to be included in new PART 2 Subpart A Section 6;
2. whether the ground–ground data communications and the VCS ground-to-ground function equipment introduced in Sections 5 and 6 respectively of PART 3 Subpart A are integral functions of Sections 1 and 2 of PART 2 Subpart B, recognising that equipment supporting ground–ground communications is subject to declaration as per Article 5 of Commission Delegated Regulation (EU) 2023/1768;
3. the proposal of suitable means of compliance, given that revised requirements have been proposed in PART 2 Subpart B Section 1, but EASA and the experts involved have not identified the interface means of compliance applicable to satellite communication ground systems;
4. the extent to which the applicability date of DS-GE.CER/DEC PART 3 and DS-GE.SoC should be deferred following the publication of the related decision in the *Official Publication* of EASA.

EASA looks forward to receiving stakeholders' feedback on the above points.



3. Expected benefits and drawbacks of the proposed regulatory material

EASA assessed that an intervention was required and that amendments to DSs are necessary to effectively address the issue described in Section 2.1, as the objectives described in Section 2.2 cannot be achieved effectively through non-regulatory action.

EASA also assessed the impacts of the proposed regulatory material to ensure that the regulatory material delivers its full benefits with minimum drawbacks.

DSs are needed to support the conformity assessment of ATM/ANS equipment subject to certification or declaration or statement of compliance, and to support the safe and interoperable introduction of technical developments.

The proposed amendments to DSs and associated AMC and GM are to complement the regulatory framework on the conformity assessment of ATM/ANS equipment as defined by Commission Delegated Regulation (EU) 2023/1768. This assessment was demonstrated to have a positive impact.

The proposed regulatory material has been developed in view of the better regulation principles, and in particular the regulatory fitness principles. In particular, the proposed regulatory material will:

- reduce the regulatory burden by providing harmonised and well-documented requirements upon which attestation is to be based;
- when the regulated parties make use of it, it will allow them to demonstrate compliance with the applicable requirements, thus ensuring fit-for-purpose ATM/ANS equipment.



4. Proposed regulatory material

Please refer to:

- **NPA 2025-10 (B) Proposed amendments to the 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)**
- **NPA 2025-10 (C) Proposed amendments to the Detailed Specifications and Acceptable Means of Compliance & Guidance Material for statement of compliance of ATM/ANS ground equipment (DS-GE.SoC)**



5. Monitoring and evaluation

EASA plans to monitor, through certification (organisations and equipment), oversight and standardisation activities, whether the objectives described in Section 2.2 will be achieved by means of the proposed regulatory material.



6. Actions to support implementation

In order to support affected stakeholders in the implementation of the proposed regulatory material, EASA plans to take the possible following actions:

- provide focused communications to advisory body meetings (TeB / CSTG/ COM);
- run implementation workshops, as considered appropriate, based on EASA decisions or stakeholders' requests;
- monitor implementation via certification, oversight and standardisation activities.



7. References

7.1. Related EU regulations

- Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1)
- 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 (OJ L 228, 15.9.2023, p. 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 (OJ L 228, 15.9.2023, p. 19)
- Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management / air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1)
- Commission Implementing Regulation (EU) 2021/116 of 1 February 2021 on the establishment of the Common Project One supporting the implementation of the European Air Traffic Management Master Plan provided for in Regulation (EC) No 550/2004 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 409/2013 and repealing Commission Implementing Regulation (EU) No 716/2014 (OJ L 36, 2.2.2021, p. 10)

7.2. Related EASA decision

- Executive Director Decision 2023/015/R of 26 October 2023 issuing the following: ‘Issue 1 of the 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 — Issue 1’ and ‘Issue 1 of the Detailed Specifications and Guidance Material for statement of compliance of ATM/ANS ground equipment’ ‘DS-GE.SoC — Issue 1’ — ‘Conformity assessment of ATM/ANS equipment’



Appendix — Quality of the NPA

To continuously improve the quality of its documents, EASA welcomes your feedback on the quality of this document with regard to the following aspects:

Please provide your feedback on the quality of this document as part of the other comments you have on this NPA. We invite you to also provide a brief explanation, especially when you disagree or strongly disagree, so that we consider this for improvement. Your comments will be considered for internal quality assurance and management purposes only and will not be published (e.g. as part of the comment-response document (CRD)).

1. The regulatory proposal is of technically good/high quality

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

2. The text is clear, readable and understandable

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

3. The regulatory proposal is well substantiated

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

4. The regulatory proposal is fit for purpose (achieving the objectives set)

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

5. The regulatory proposal is proportionate to the size of the issue

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

6. The regulatory proposal applies the better regulation principles^[1]

Please choose one of the options

Fully agree / Agree / Neutral / Disagree / Strongly disagree

7. Any other comments on the quality of this document (please specify)

^[1] For information and guidance, see:

- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox_en

