



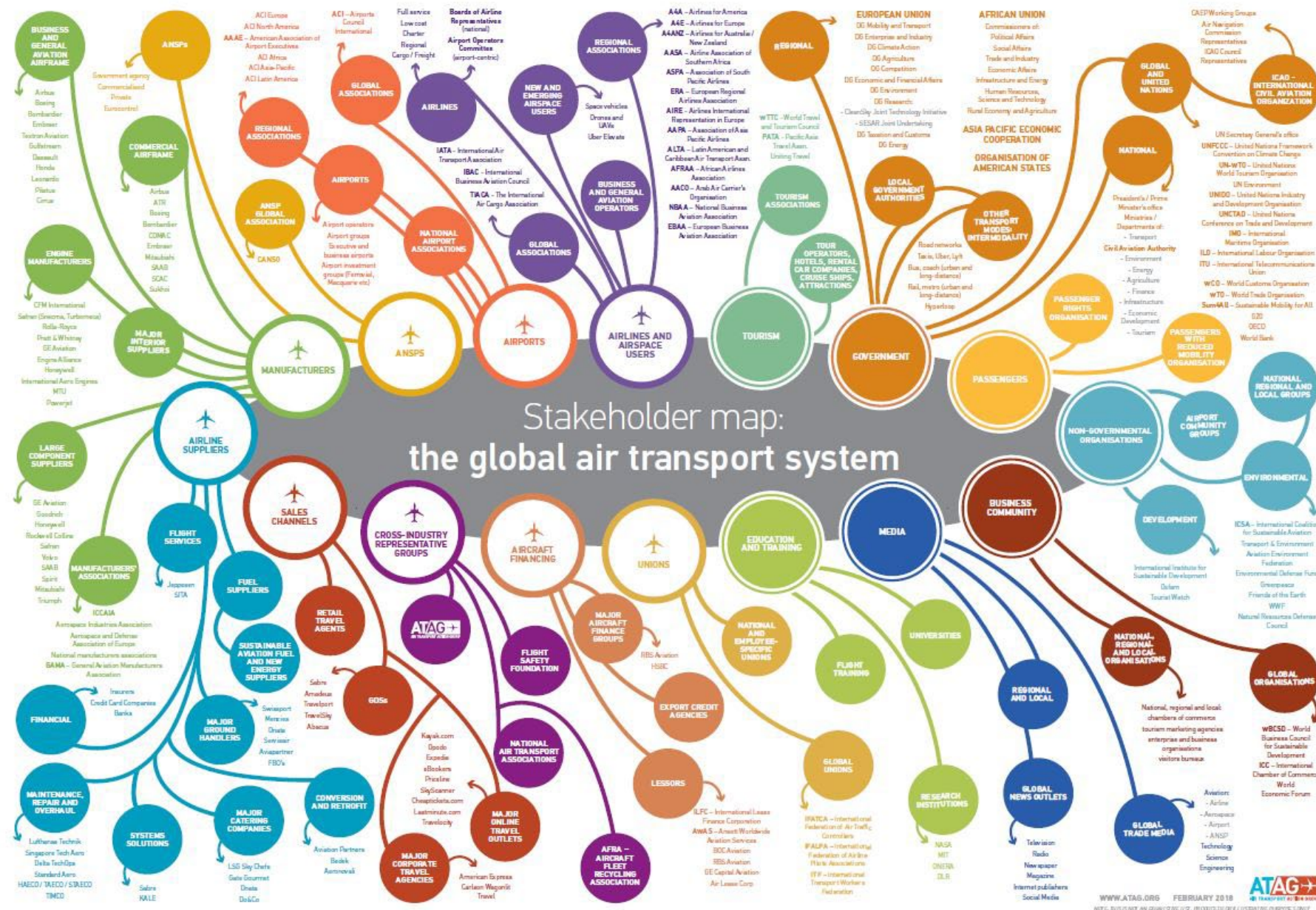
The Civil Aviation System

System definition through its Stakeholders

Folder 2

Rev. 0 13/01/2024

Marco ROSATI





Stakeholders (by ENAC)

Gli Stakeholder sono tutti i soggetti portatori d'interesse, a diverso titolo, del sistema

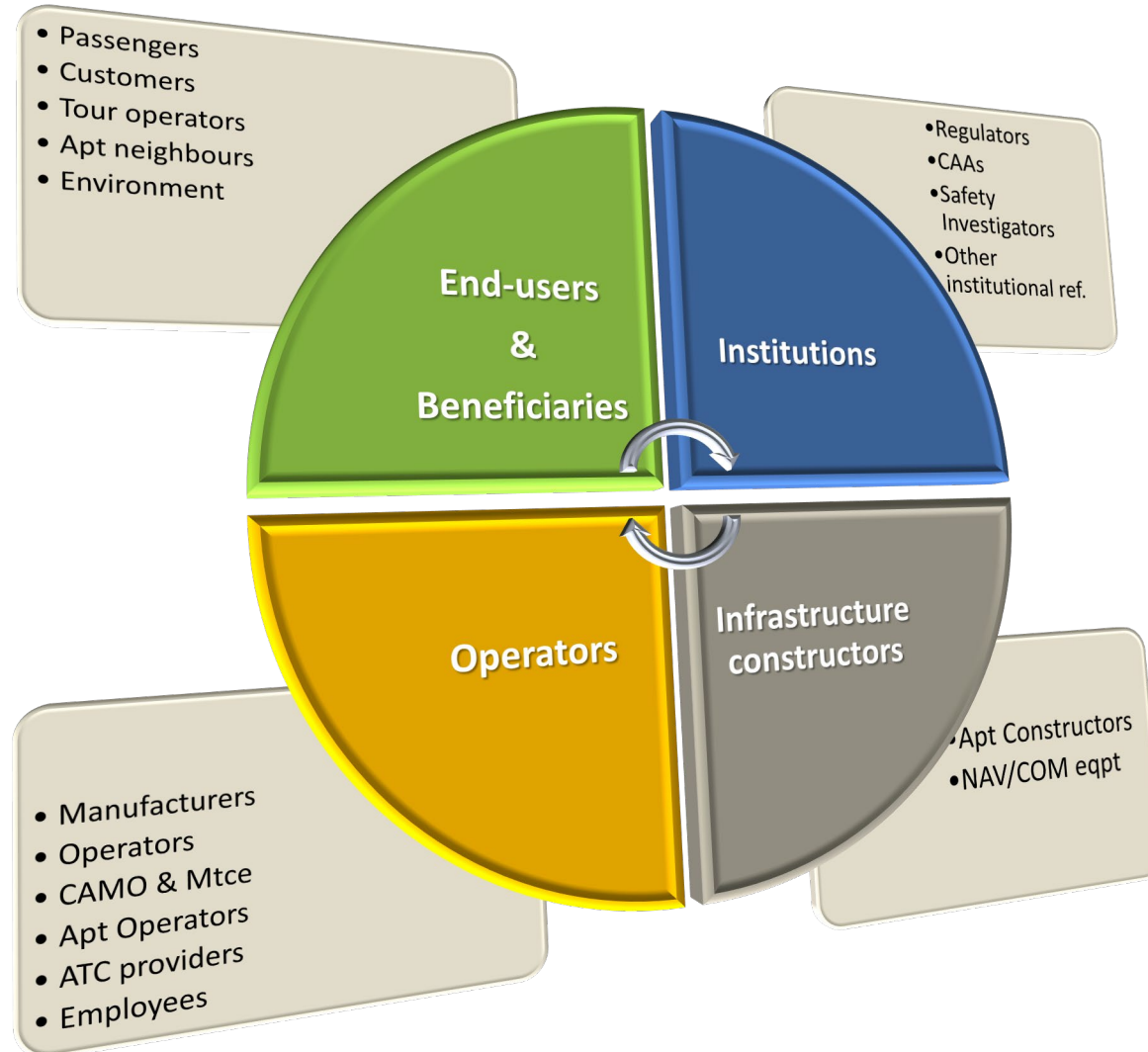
Stakeholder: classi e categorie

CLASSI	CATEGORIE
Normatori	Referenti istituzionali Regolatori
Operatori	Fornitori di beni/servizi Associazioni di settore Dipendenti
Beneficiari	Utilizzatori/Beneficiari





The Civil Aviation System





The Civil Aviation System

The Regulatory Bodies



International Civil Aviation Organization

The ICAO is a United Nations specialized agency, dedicated to developing safe and efficient international air transport for peaceful purposes and ensuring a reasonable opportunity for every state to operate international airlines.

The organization's permanent headquarters are in Montreal.



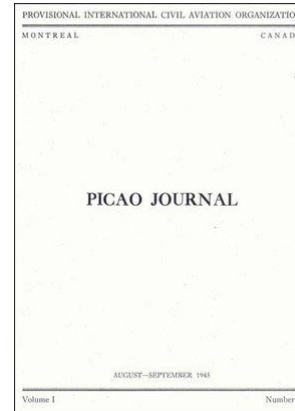


A Glance on History



7th December 1944

Chicago Convention



June 1945

Provisional-ICAO



4th April 1947

ICAO



Convention on International Civil Aviation

The Convention on International Civil Aviation set forth the purpose of ICAO:

"WHEREAS the **future development of international civil aviation** can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet **its abuse can become a threat to the general security**; and

WHEREAS it is desirable to avoid friction and to **promote that co-operation** between nations and peoples upon which the peace of the world depends;

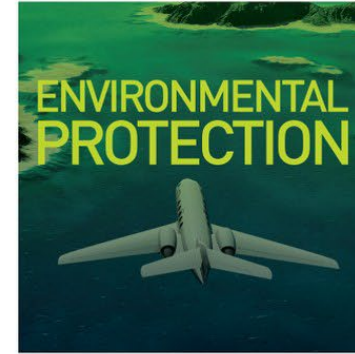
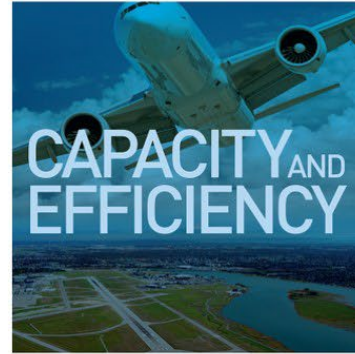
THEREFORE, the undersigned governments having agreed on certain principles and arrangements in order that international civil **aviation may be developed in a safe and orderly manner** and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically;

Have accordingly concluded this Convention to that end.»





Strategic Objectives



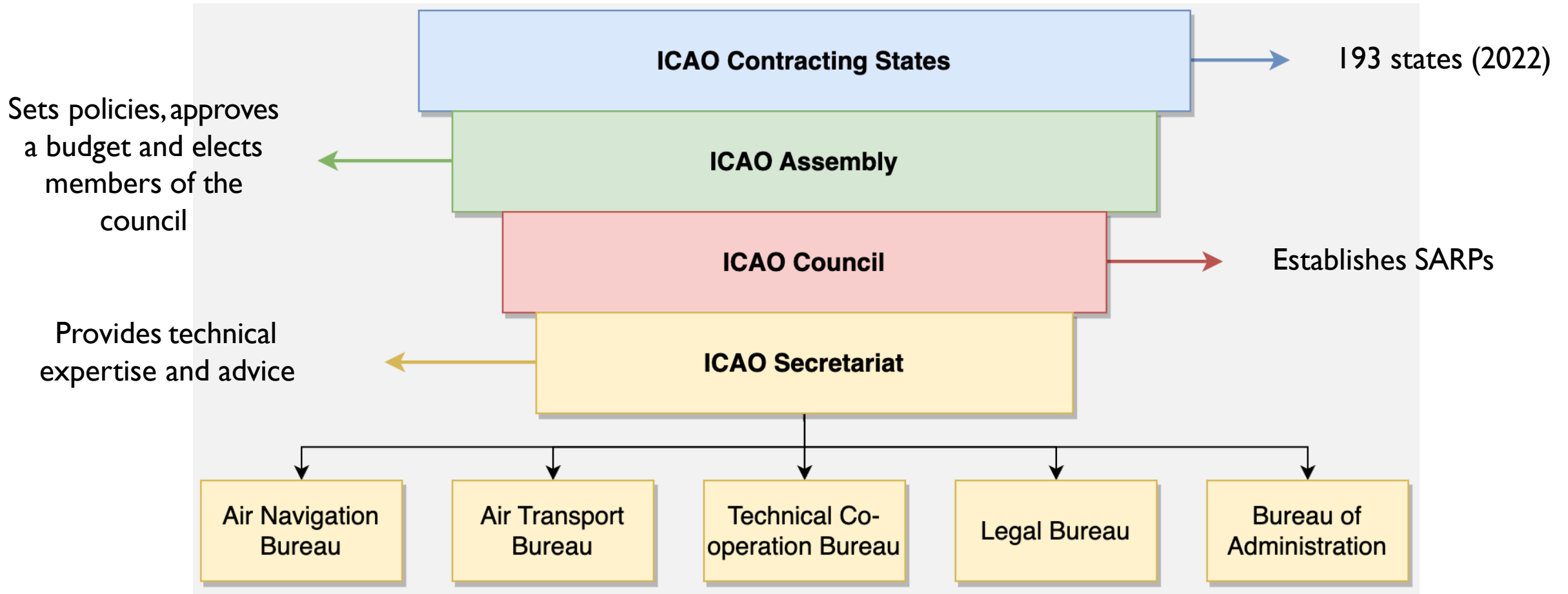
Mission

“ To serve as the global forum of States for international civil aviation. ICAO develops policies and Standards, undertakes compliance audits, performs studies and analyses, provides assistance and builds aviation capacity through many other activities and the cooperation of its Member States and stakeholders “

ICAO IS NOT AN INTERNATIONAL REGULATOR



Structure and Organization





ICAO ANNEXES



ICAO ANNEXES

Annex 1 Personnel Licensing

Annex 2 Rules of the Air

**Annex 3 Meteorological Service for
International Air Navigation**

Annex 4 Aeronautical Charts

**Annex 5 Units of Measurement to be Used
in Air and Ground Operations**

Annex 6 Operation of Aircraft

**Annex 7 Aircraft Nationality and
Registration Marks**

Annex 8 Airworthiness of Aircraft

Annex 9 Facilitation

**Annex 10 Aeronautical
Telecommunications**

Annex 11 Air Traffic Services

Annex 12 Search and Rescue

**Annex 13 Aircraft Accident and Incident
Investigation**

Annex 14 Aerodromes

Annex 15 Aeronautical Information Services

Annex 16 Environmental Protection

**Annex 17 Security: Safeguarding
International Civil Aviation Against
Acts of Unlawful Interference**

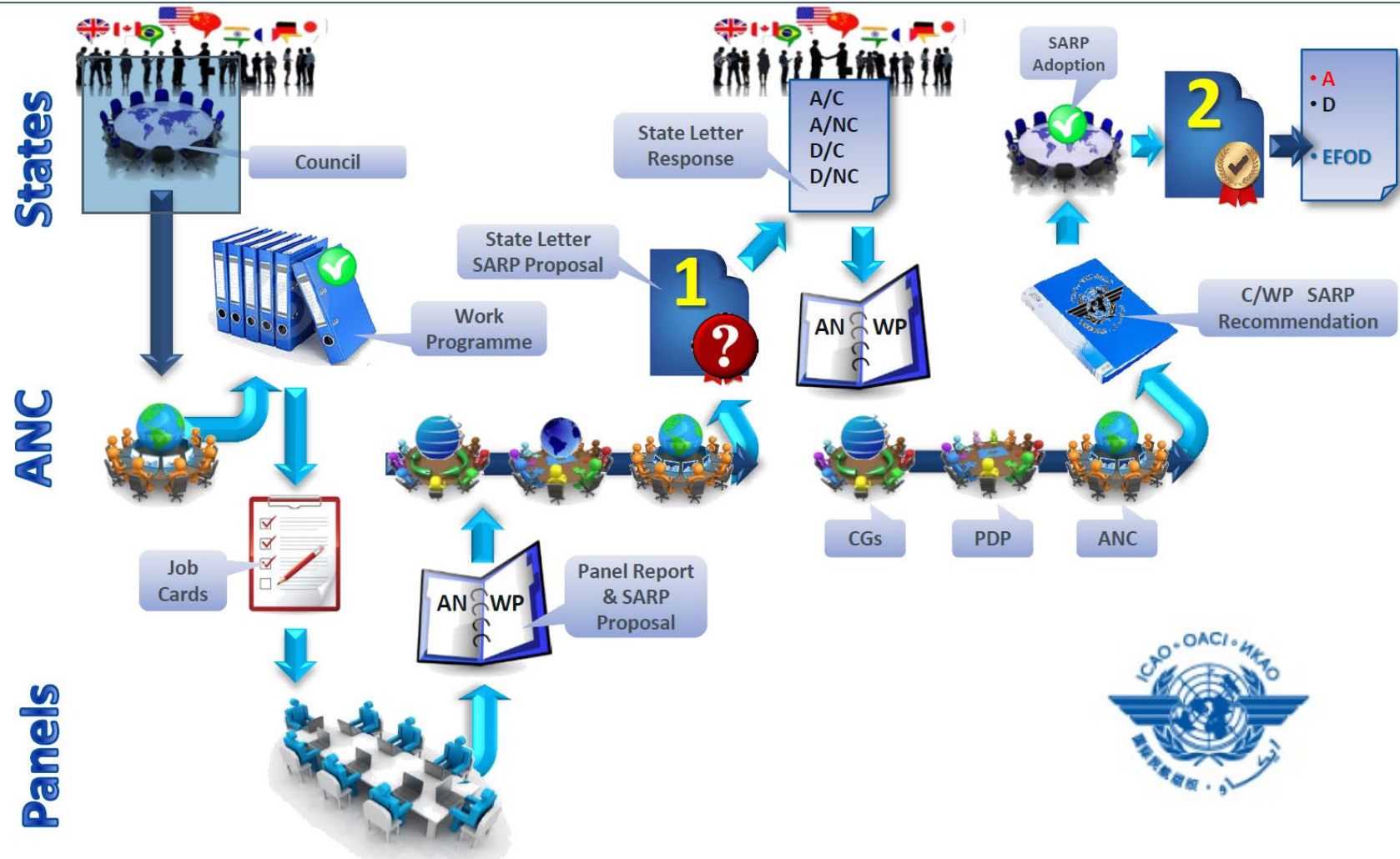
**Annex 18 The Safe Transport of Dangerous
Goods by Air**

Annex 19 Safety Management

Today, ICAO manages over 12,000 SARPs across the 19 Annexes and six PANS to the Convention, many of which are constantly evolving in concert with latest developments and innovations.



ICAO SARP work flow

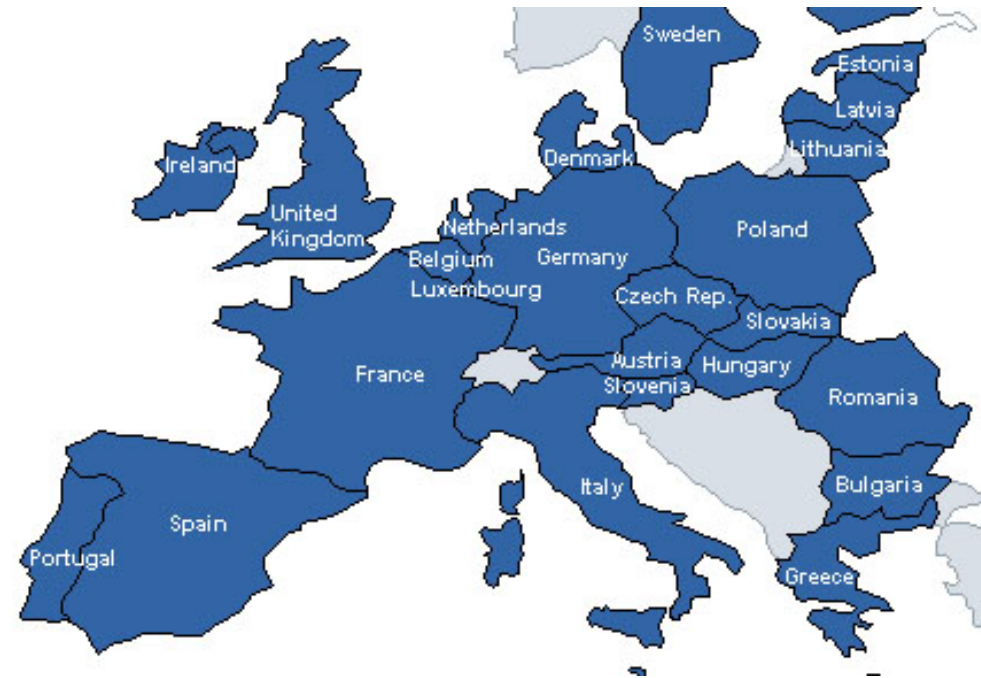


- Council reviews ANC proposal. Adopts if 2/3 support.
- Within 2 weeks of adoption, interim edition sent to States
- 3 months to indicate disapproval of adopted amendments
- Effective Date approximately 4 months after adoption by Council
- 4 months between Effective Date and Applicability Date
- Provided a majority of States have not registered disapproval, the amendment becomes Effective
- One month prior to the Applicability Date, States must notify the Secretariat of any differences.
- Differences published in supplements to Annexes.

05 March 2018



EASA





The EU CA System - From JAA to EASA



- 1970 establishment of JAA - Joint Aviation Authorities with the objective of co-operating in developing and implementing common safety regulatory standards and procedures. **It was not a regulatory body**, regulation being achieved through the member authorities.
- Original objectives were only to produce **common certification codes for large aeroplanes** and for engines in order to meet the needs of European industry and international consortia (e.g., Airbus).
- After 1987, its work was extended to operations, maintenance, licensing and certification/design standards for all classes of aircraft (JARs).

- **15 July 2002** - Adoption of the Regulation (EC) No 1592/2002 by the European Parliament and the Council of the European Union (EU) and the subsequent **establishment of the EASA** created a Europe-wide regulatory authority which has absorbed most functions of the JAA (in the EASA Members states).





General principles of EU

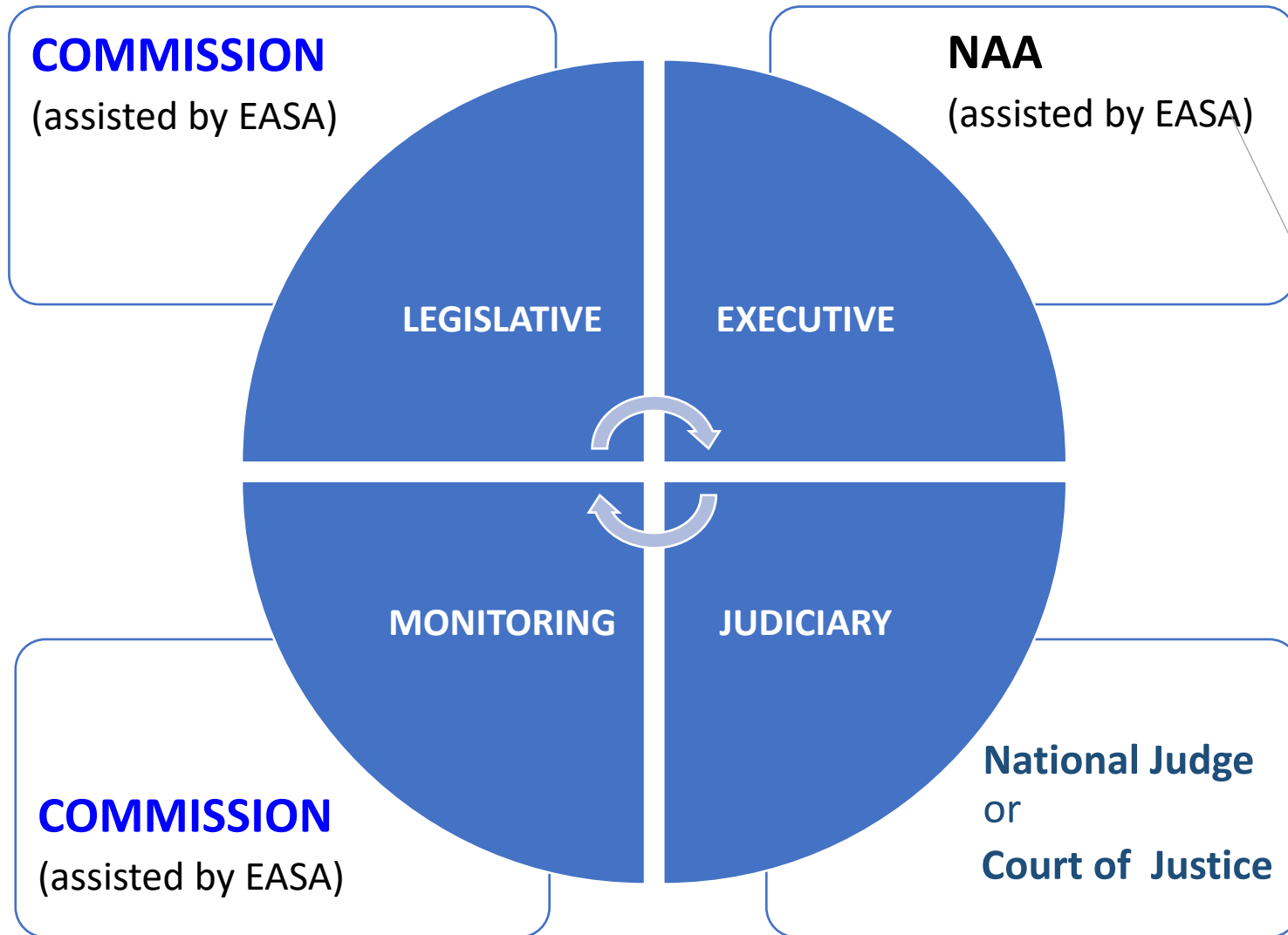
- All Member States of EU are linked and bound by the Treaty of the European Union, to which they voluntarily adhered.
- In adhering to the European Union, each Member State has voluntarily transfer part of its sovereignty to the EU bodies, in those fields where the European Union is competent.
- The EU Treaty is based on the principle that the EU acts as a legislator, while Member States apply EU law under EU control.



EU Regulation is binding in its entirety and directly applicable in all Member States



Sharing of roles among actors



or directly EASA, where the legislator decided to be more convenient for the whole EU System



Full integration



- EASA **supports** the EU Commission in its legislative and monitoring roles
- EASA also exercises **independent executive role** as Certifying Authority for specific assigned task
- EASA & NAA cover **all certification needs** for the whole EU Civil Aviation System
- **Clear separation** of certification tasks between EASA and NAA
- Fundamental pillar of the system is the **immediate mutual recognition** in all Member States of any certificate issued either by EASA or by a NAA



EASA Regulation framework



Latest information is available via <https://www.easa.europa.eu/regulations>
 Including Acceptable Means of Compliance, Guidance Material (AMC/GM) and Certification Specifications (CS)
 View our FAQ's via <https://www.easa.europa.eu/the-agency/faqs>


	IR: Implementing regulation DR: Delegated Regulation	Annexes	
Basic Regulation	IR: (EU) 2018/1139		
Initial Airworthiness	IR: (EU) No 748/2012	Annex I: Part-21	
Additional airworthiness specifications for operations	IR: (EU) 2015/640	Annex I: Part-26	
Continuing airworthiness	IR: (EU) No 1321/2014	Annex I: Part-M Annex II: Part-145 Annex III: Part-66 Annex IV: Part-147 Annex Va: Part-T Annex Vb: Part-ML Annex Vc: Part-CAMO Annex Vd: Part-CAO	
Aircrew	IR: (EU) No 1178/2011	Annex I: Part-FCL Annex II: Conversion of non-EU licences Annex III: Licences of non-EU states Annex IV: Part-MED	Annex V: Part-CC Annex VI: Part-ARA Annex VII: Part-ORA Annex VIII: Part-DTO
Air operations	IR: (EU) No 965/2012	Annex I: Definitions Annex II: Part-ARO Annex III: Part-ORO Annex IV: Part-CAT	Annex V: Part-SPA Annex VI: Part-NCC Annex VII: Part-NCO Annex VIII: Part-SPO
Balloons - Air Operations	IR: (EU) 2018/395	Annex I: Part-DEF Annex II: Part-BOP	
Third country operators	IR: (EU) No 452/2014	Annex I: Part-TCO Annex II: Part-ART	
ATM/ANS	IR: (EU) 2017/373	Annex I: Definitions	Annex VIII: Part-CNS



EASA Regulation framework

ATM/ANS	IR: (EU) 2017/373	Annex I: Definitions Annex II: Part-ATM/ANS.AR Annex III: Part-ATM/ANS.OR Annex IV: Part-ATS Annex V: Part-MET Annex VI: Part-AIS Annex VII: Part-DAT	Annex VIII: Part-CNS Annex IX: Part-ATFM Annex X: Part-ASM Annex XI: Part-ASD Annex XII: Part-NM Annex XIII: Part-PERS
ATCO	IR: (EU) 2015/340	Annex I: Part ATCO Annex II: Part ATCO.AR Annex III: Part ATCO.OR Annex IV: Part ATCO.MED	
Airspace usage requirements (ACAS II)	IR: (EU) No 1332/2011	Annex: ACAS	
Airspace usage requirements (PBN)	IR: (EU) 2018/1048	Annex: Subpart PBN	
SERA	IR: (EU) No 923/2012	Annex: Standardised European rules of the air	
Aerodromes	IR: (EU) No 139/2014	Annex I: Definitions Annex II: Part-ADR.AR Annex III: Part-ADR.OR Annex IV: Part-ADR.OPS	
SKPI - Safety Key Performance Indicators	IR: (EU) 2019/317		
Sailplanes – Air Operations	IR: (EU) 2018/1976	Annex I: Part-DEF Annex II: Part-SAO	
Unmanned Aircraft Systems (UAS) (Rules and procedures for the operation of unmanned aircraft)	IR: (EU) 2019/947	Annex: UAS ops in the ‘Open’ and ‘Specific’ categories	
Unmanned Aircraft Systems (UAS) (Unmanned aircraft systems and third-country operators of unmanned aircraft systems)	DR: (EU) 2019/945	Annex: Annex	

Last updated: 23.4.2021

An agency of the European Union 



Sharing of tasks

Sharing of tasks vs. roles

Tasks/Roles	legislative	executive	monitoring
Initial airw. (Product Certification, all)	EC/EASA	EASA	-
Initial airw. org. (DOA, all)	EC/EASA	EASA	-
Initial airw org.(POA, EU/Non-EU)	EC/EASA	NAA/EASA	EASA/ -
Initial airw. (Aircraft CofA, CofN)	EC/EASA	NAA	EASA
Cont. airw. org. (EU/non-EU)	EC/EASA	NAA/EASA	EASA/ -
Maintenance licenses (EU/non-EU)	EC/EASA	NAA	EASA
Flight Training/Medical org. (EU/non-EU)	EC/EASA	NAA/EASA	EASA/ -
Flight Crew Licenses (EU/non-EU)	EC/EASA	NAA	EASA
FSTD qualification (EU/non-EU)	EC/EASA	NAA/EASA	EASA/ -
Flight Operations (EU/non-EU)	EC/EASA	NAA/EASA	EASA/ -
Aerodromes	EC/EASA	NAA	EASA
ATCO Licences (EU/non-EU)	EC/EASA	NAA	EASA
ATM/ANS (EU/non-EU)	EC/EASA	NAA/EASA	EASA/ -

CoA is linked to the territory

EASA has no jurisdiction on individuals



EASA - Legal basis

- The European Aviation Safety Agency (EASA) is the centrepiece of the European Union's strategy for aviation safety.
- EASA is a **(technical) Agency** of the European Union. As an EU Agency, EASA is a body governed by European public law.
- Established by Regulation (EU) 2018/1139, also named **BASIC REGULATION⁽¹⁾**,
- EASA has its own legal personality, with administrative, regulatory and financial autonomy.



(1) *The Basic Regulation sets the legal basis for the creation of EASA, defines EASA's competences and establishes the scope of common aviation safety requirements. For that purpose, the Basic Regulation confers on the European Commission the power to adopt implementing and delegated acts which detail how to comply with the essential requirements of the Basic Regulation and regulate the subject matters included in its scope, in particular airworthiness, aircrew licensing, environmental compatibility related to products aircraft operations including third-country operators, ATM/ANS including air traffic controllers licensing, aerodromes and ground handling, and unmanned aircraft.*



EASA – Mission, Objectives & Legal Basis

Established
2002

18 years+
in operation

800+

aviation experts
& administrators

Headquarters in
Cologne
Office in
Brussels

31 EASA member states
= 27 + 4
EU + Switzerland, Norway
Iceland, Liechtenstein

Main mission:

- To establish and maintain a high uniform level of civil aviation **safety** and **environmental** compatibility

Additional objectives:

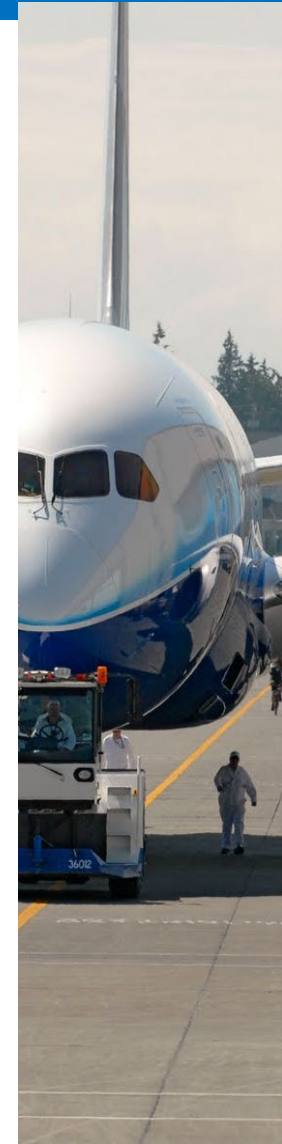
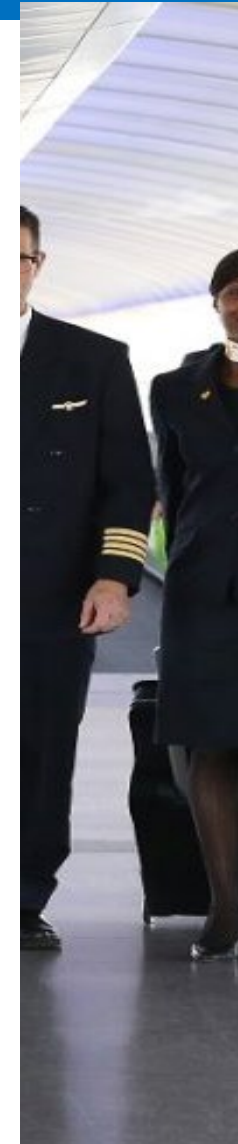
- Free movement of goods, persons and services
- Cost efficiency of regulatory processes
- Effective uniform implementation of ICAO SARPS
- Promoting EU views at global level

Reg. (EU) 2018/1139 - Art. 1 (1)



EASA standardisation

- Standardisation inspections to all NAA in all fields covered by the EU aviation safety regulations
- Inspections may include visits to organisations under NAA oversight, but only as sample of NAA surveillance capability and effectiveness
- EASA organises regular meetings with NAA to foster uniform implementation of EU regulations
- Inspections are planned regularly and/or on risk basis
- Reports on findings against NAA are addressed to the relevant MS's government and to EU Commission
- Resolution of findings is normally managed between EASA and NAA
- Non-resolved findings reported to EU Commission for further actions



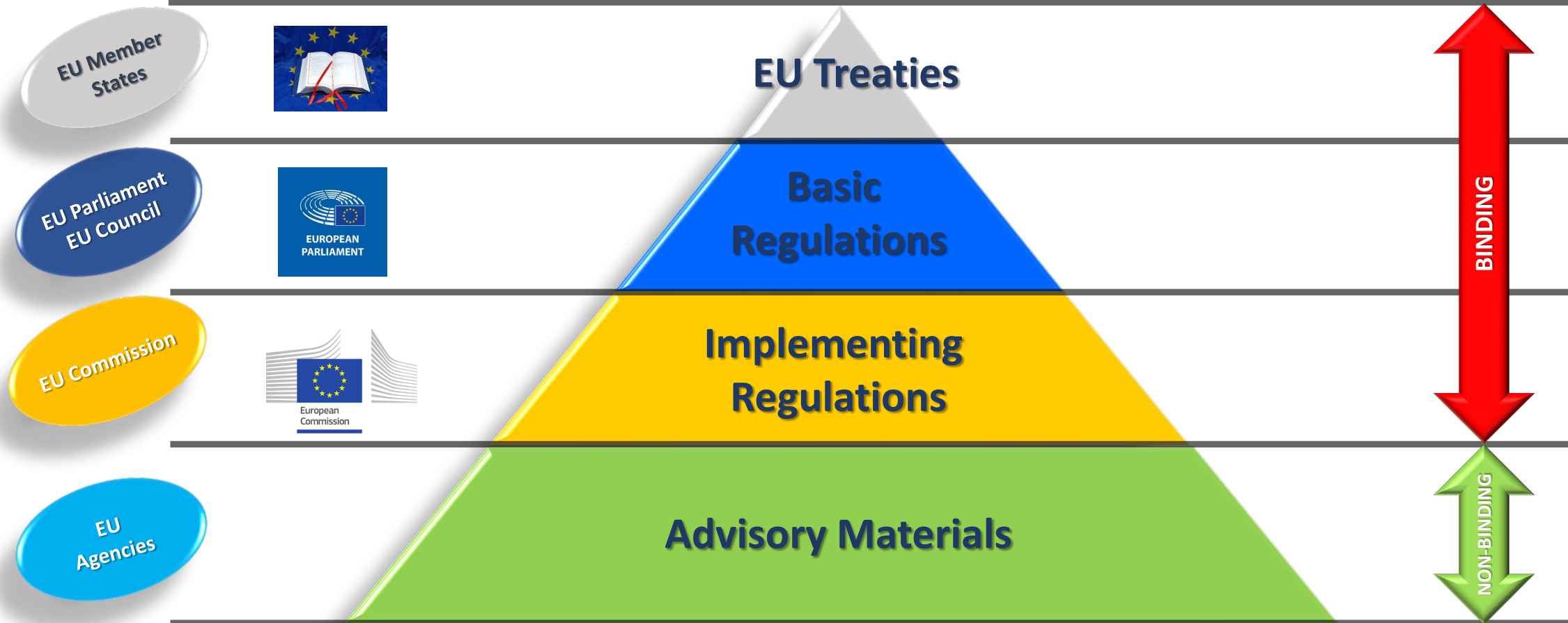


EASA Organisation Structure





The legislative hierarchy in EU

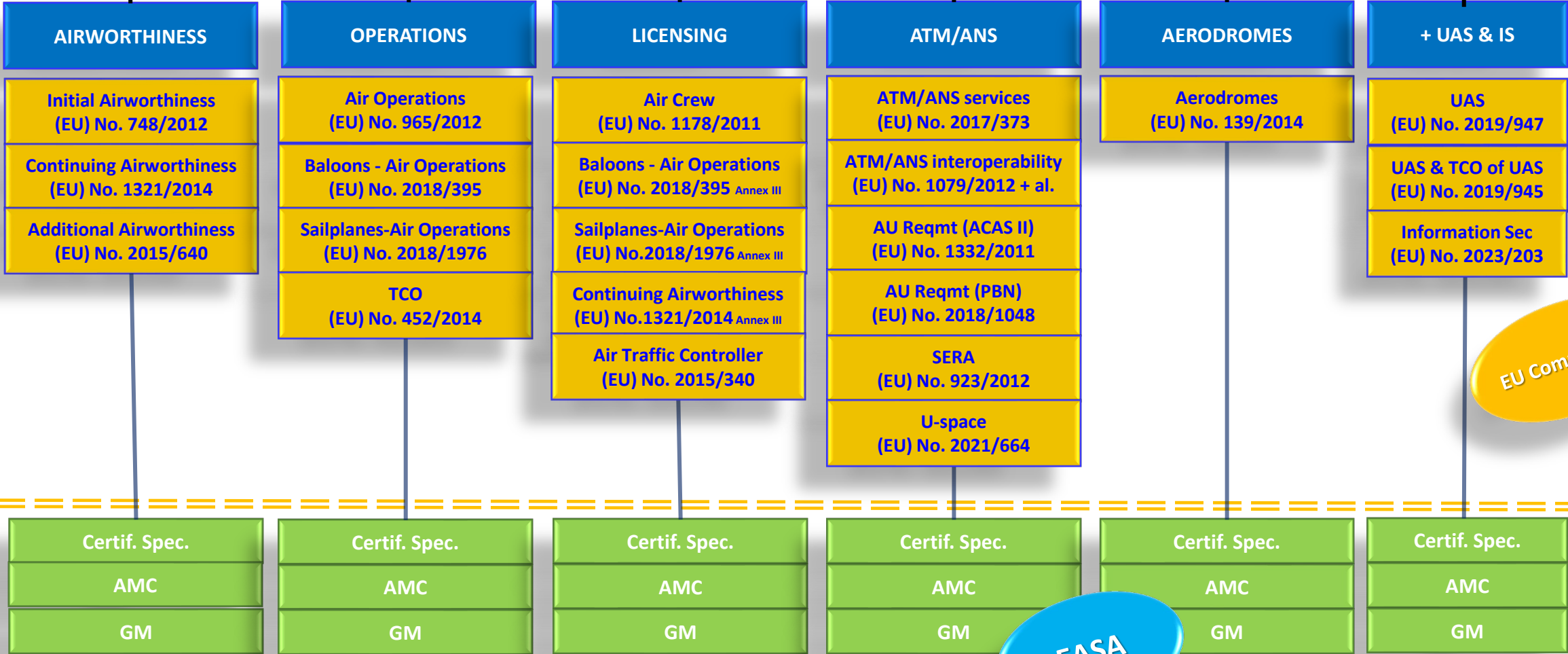




**BASIC REGULATION
(EU) No. 2018/1139**

Essential Reqmts

EU Parliament
EU Council



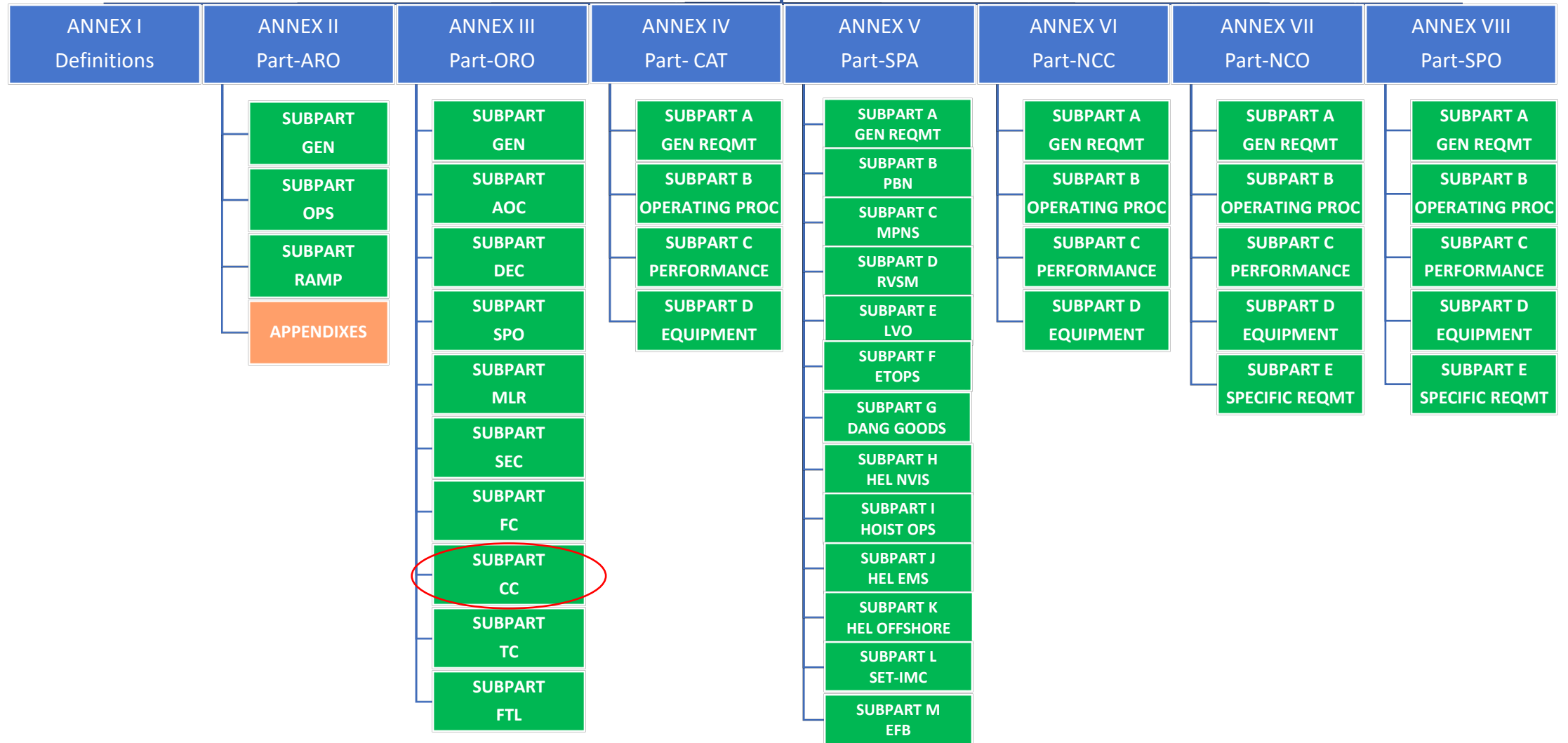
EU Commission

EASA



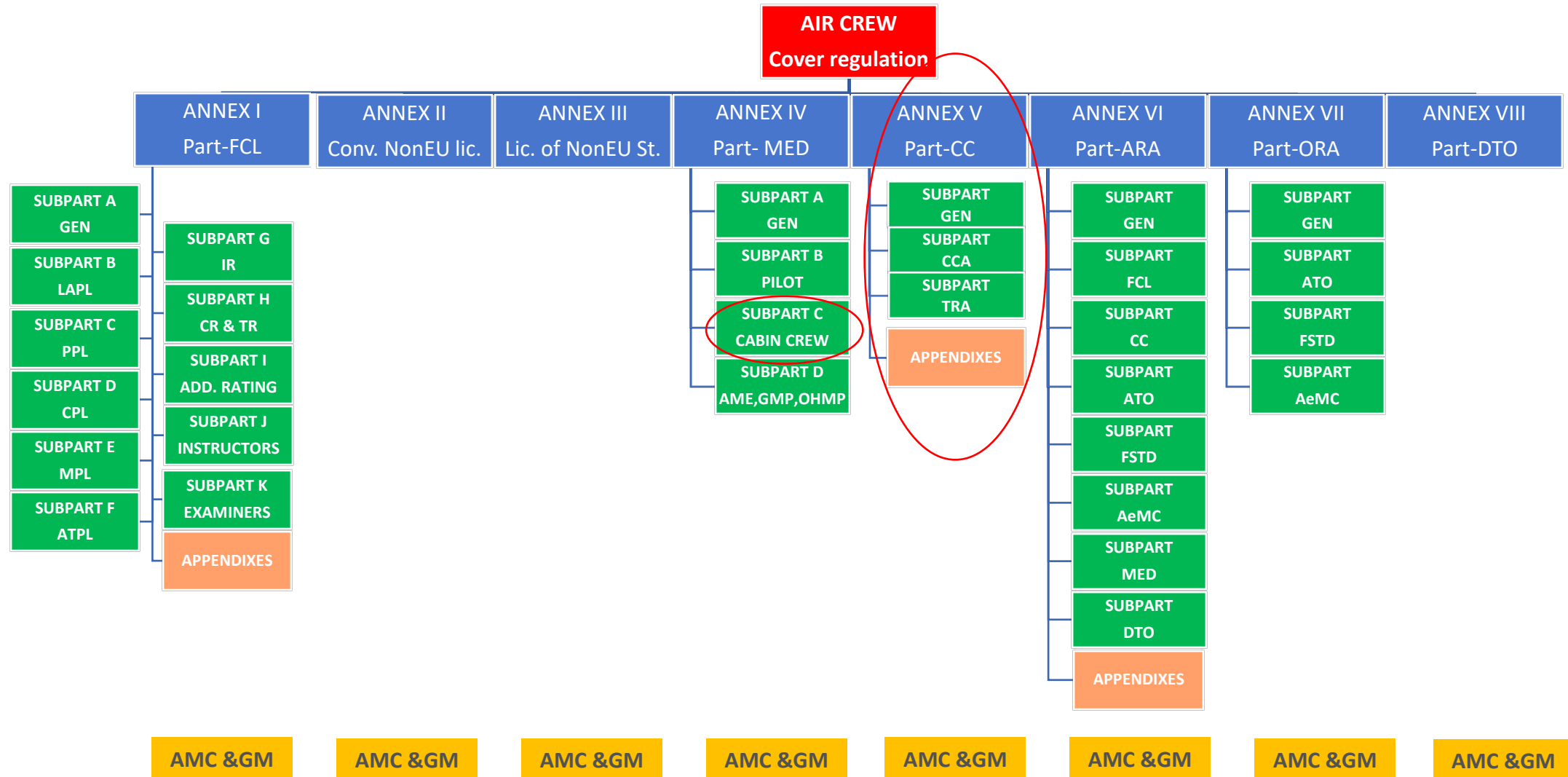
Structure of Air OPS

AIR OPS Cover regulation





Structure of AirCrew





EASA Legislation tasks

EASA is mandated by law:

- to develop Opinions (draft) for Implementing Regulations of the Basic Regulation, to be issued by the EU Commission
- to develop and issue advisory material for the application of the Implementing Regulations:
 - Certification Specifications –CS
 - Acceptable Means of Compliance –AMC
 - Guidance Material -GM

The EASA non-binding rules

CS

CERTIFICATION SPECIFICATIONS

Technical standards to be used in the certification/ approval processes

"Building blocks" for the certification basis

AMC

ACCEPTABLE MEANS OF COMPLIANCE

Technical/ procedural material

Means to comply with the rule – but not the only means

"Presumption of compliance" for the applicant, who wants to use them

GM

GUIDANCE MATERIAL

Interpretative/ explanatory material

Provides guidance on how the rules should be understood



WRAP UP

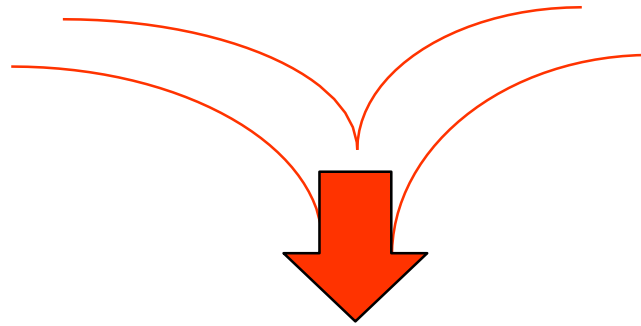
- ✓ The EU aviation safety system as **fully integrated system**
- ✓ **Sharing of role and tasks**, without any overlap
- ✓ **Unique EASA role** in rulemaking and monitoring
- ✓ **NAA's still in charge of the majority of executive tasks...** decentralization is the rule, centralization is the exemption
- ✓ **Binding and non-binding** rules
- ✓ Complex **rulemaking** process **fully open to industry, NAA's and stakeholders**
- ✓ New **common structure of regulations**
- ✓ **Common management and administrative requirements**



Ente Nazionale Aviazione Civile - ENAC

Istituito nel 1997 con il D.Lgs.vo n. 250/1997

Ha integrato il Registro Aeronautico Italiano (RAI), la Direzione Generale dell'Aviazione Civile (Civilavia), e l'Ente Nazionale Gestione dell'Aria (ENGA)



31 luglio 1997





Autorità dell'aviazione civile

Il Codice della Navigazione, all'art. 687 stabilisce che
l'ENAC:

*“nel rispetto dei poteri di indirizzo del Ministro delle
infrastrutture e dei trasporti, nonché fatte salve le
competenze specifiche degli altri enti aeronautici, agisce
come **unica autorità di regolazione tecnica,
certificazione e vigilanza e controllo nel settore
dell'aviazione civile**”.*

Lo stesso articolo indica che le attribuzioni e
l'organizzazione dell'ENAC sono disciplinate dalle norme
istitutive statutarie ed organizzative.



- È L'UNICA AUTORITÀ DELL'AVIAZIONE CIVILE ITALIANA CERTIFICAZIONE, VIGILANZA E CONTROLLO»
- È UN ENTE PUBBLICO NON ECONOMICO DOTATO DI ORGANIZZATIVA, AMMINISTRATIVA, PATRIMONIALE, CONTABILE E FINANZIARIA
- È LA «COMPETENT AUTHORITY» NEL FRAMEWORK DELLA REGOLAZIONE DELL'UNIONE EUROPEA
- È L'AUTORITÀ COMPETENTE PER LO SVILUPPO DEL QUADRO NORMATIVO NAZIONALE IN MATERIA DI TRASPORTO COMMERCIALE SUBORBITALE

RISPETTIVAMENTE:

- SECONDO IL CODICE DELLA NAVIGAZIONE AEREA (ART. 687)
- SECONDO IL DECRETO LEGISLATIVO N.250/1997 (ART.1)
- IN RIFERIMENTO ALLA REGOLAMENTAZIONE EASA (EUROPEAN UNION AVIATION SAFETY AGENCY)
- DAL 2017, PER DECRETO DEL MINISTRO DELLE INFRASTRUTTURE E TRASPORTI



ENAC



Organico Enac (Autorizzato per il biennio 2021 - 2022)



- 51 Dirigenti
- 295 Professionisti laureati
- 27 Professionisti diplomati
- 701 Amministrativi e Operativi
- 98 Ispettori di volo/Traffico aereo

TOTALE: 1.172



Missione dell'ENAC

**La Missione
dell'ENAC**

Nello svolgimento della propria attività
istituzionale di regolazione
e controllo
del settore aereo l'Ente promuove
lo sviluppo dell'Aviazione
Civile, garantendo al Paese,
in particolare agli utenti
ed alle imprese, la sicurezza
dei voli, la tutela dei diritti,
la qualità dei servizi
e l'equa competitività
nel rispetto
dell'ambiente


ENTE NAZIONALE PER L'AVIAZIONE CIVILE
(Ente Nazionale per l'Aviazione Civile)

«**Promuovere**»: ENAC è uno dei principali attori dell'azione proattiva mirata a favorire lo **sviluppo dell'Aviazione Civile**.

Obiettivi primari del mandato istituzionale: **la sicurezza, la qualità dei servizi, la tutela dei diritti, l'equa competitività**, per concorrere in tal modo allo **sviluppo** del settore aereo ed allo sviluppo economico dell'intero Paese.

La **sicurezza dei voli** viene perseguita sia sul fronte della safety, mediante la definizione di standard e requisiti di sistema finalizzati alla prevenzione, sia su quello della security, contribuendo alla salvaguardia dagli atti illeciti.

La **tutela dei diritti** e la **qualità dei servizi** si riferiscono all'azione regolatrice, propulsiva e sanzionatoria, ed all'azione di garanzia nei confronti dei diritti del passeggero e degli standard di qualità, che devono essere rispettati da tutti i soggetti pubblici e privati che operano nel settore.

Con **equa competitività** si intende riferirsi alle modalità dell'azione regolatrice degli operatori aeronautici affidata all'Ente, indirizzata alla realizzazione di condizioni per una maggiore competitività che consentano di migliorare l'efficienza economica dell'aviazione civile nazionale.