

STATE PLAN FOR AVIATION SAFETY

2021
2025



Preamble



The **State Plan for Aviation Safety (SPAS)** is the implementation plan of the State Safety Program - Italy.

The experience gained with the previous SPAS editions has highlighted the need to better define the safety actions in order to lead the civil aviation regulation, certification, surveillance and safety promotion activities towards coordinated and shared objectives.

With this in mind, the 2021-2025 European Plan for Aviation Safety (EPAS) released by EASA represented an opportunity to consolidate the SPAS layout. The SPAS must incorporate the indications contained in the EPAS, as required by Article 8 of the regulation (EU) 2018/1139. Therefore the SPAS also includes the ENAC regulatory plan, which is an integral part of it now.

The SPAS contents represent the ENAC commitment to pursue the continuous improvement of the aviation safety conditions through a series of actions monitored by the civil aviation authority.

For this reason, all ENAC structures are called upon to contribute to the plan implementation within the scope of their respective competences and responsibilities, as defined in the ENAC Quality and Organization Manual (MAGOO).

Director General
Alessio Quaranta



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Objectives

01

The **Italian State Safety Programme (SSP - Italy)** is an integrated set of safety policies and objectives, aimed at achieving an ever higher level of Safety Performance through a continuous improvement process of the regulation, certification, surveillance and Safety Promotion institutional activities.

The state's Safety Performances are measured through specific indicators (**Safety Performance Indicators** or **SPI**), which are defined by ENAC in a document available on the ENAC website. The SPI are measured annually and compared to the minimum safety performance levels, defined as **Safety Performance Targets (SPT)**. The resulting trend is annually published as *Safety Report*, in accordance with the regulation (EU) 376/2014 requirements.

In this context, the **State Plan for Aviation Safety (SPAS)** collects the ENAC actions deemed necessary to achieve the Safety objectives set in the State Safety Program. In particular, both the *safety actions* assigned by EASA through the European Plan for Aviation Safety (EPAS) and the actions identified by ENAC based upon the collected national safety data are part of the plan.

Specifically, to identify the national actions, ENAC conducts periodic analysis of the Safety Recommendations issued by the ANSV, the data collected in the eE-MOR (*electronic ENAC - Mandatory Occurrence Reporting*) system, and the evidence collected during certification and surveillance activities.

With the SPAS, ENAC aims the following objectives:

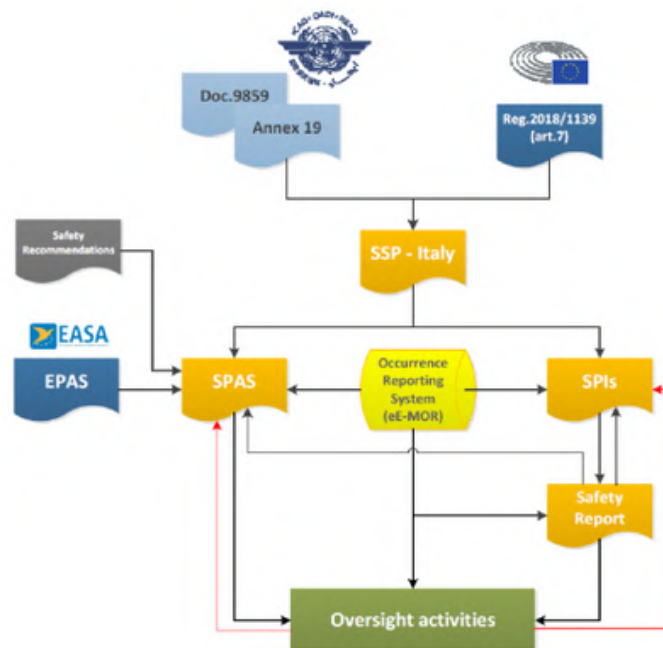
- Implement the strategic decisions adopted in the State Safety Programme - Italy
- Meet the Regulation (EU) 2018/1139 article 8 requirement.
- Put in place the *safety actions* identified in the European Plan for Aviation Safety by EASA that are relevant for the Member States.
- Put in place the *safety actions* identified at National level based on the collected safety data
- Fulfil the safety risks mitigation actions identified at both national and European level

Therefore, the SPAS is not a static document. It evolves along with the information received in the EPAS periodic updates by EASA and the national safety data analysis.

ENAC Safety Management process

02

The ENAC Safety Management process aims to identify the main risks of aeronautical activities and to identify and implement the necessary mitigation actions. It consists of a series of activities that are described in the Safety documents (SSP, SPAS, SPI and Safety Report) which are closely interconnected, as shown in the following diagram:



The Safety Management process is closely connected to the ENAC Oversight activities. It is managed and coordinated by the Safety Unit on behalf of the Director General, interfacing with both internal and external involved entities.

Safety Board

03

The Safety Board is the ENAC committee that analyses the collected safety information, suggests SPAS changes/additions, identifies risk mitigation actions and assesses their effectiveness. This committee is made up of the ENAC Directors involved in regulation and surveillance activities. The Director General coordinates its work.

Therefore, the Safety Board members have to:

- Analyse the available Safety information (the "safety data")
- Define the risk mitigation actions deemed necessary
- Identify the divisions responsible for the mitigation actions
- Approve the SPAS and any amendments thereto
- Establish the SPAS implementation plan
- Monitor the SPAS actions implementation
- Evaluate the SPAS effectiveness

Keeping in mind continually reviewing the obtained performance, the committee activities can be summarized as follows:



The Safety Data available to the committee mainly come from the eE-MOR system (see paragraph 5) and the Safety Recommendations issued by the Agenzia Nazionale per la Sicurezza del Volo (ANSV - Italian civil aviation safety investigation authority). However, they also include any other information collected during the oversight activities carried out by ENAC.

The Safety Board is supported by the Safety Unit, organizing and coordinating the meetings through its Head who exercises the committee secretary functions. It also ensures the actual SPAS management and any changes proposed. The Safety Board meets every two months as annually established by the Director General.

European Plan for Aviation Safety (EPAS)



The Safety Performance level achieved by commercial aviation is very high in Europe. Over the years, maintaining this performance level required adequate measures to progressively reduce the number of accidents and avoid the possibility that the annual number of air accident victims could increase in absolute value, in a traffic growth scenario. However, this picture has been profoundly changed by the COVID 19 pandemic which has drastically reduced the air traffic, introducing new risks due to the sharp reduction and slow return to flight operations. Since 2016, to ensure the highest possible safety levels, EASA has begun publishing the **European Plan for Aviation Safety (EPAS)** annually. Moreover, the European regulation (EU) 2018/1139, entered into force in autumn 2018, introduced new obligations for EASA, taking into account what already applies to individual states pursuant to ICAO Annex 19.



Published by EASA on 15 January 2021, the EPAS 2021-2025 is the priorities package considered strategic for the European civil aviation in the five-year reference period and takes into account the new risks introduced by the COVID 19 pandemic.

Other than Safety aspects, it also takes into account the objectives and measures to increase environmental sustainability and air transport growth.

The EPAS 2021-2025 also continues to maintain a strong interconnection with the ICAO **Global Aviation Safety Plan (GASP)** and **Global Air Navigation Plan (GANP)**, and with the SESAR **European ATM Master Plan**.

The interrelation between EPAS and other international and national plans is illustrated in the following figure:



The EPAS encompasses the main identified risks in the aviation sector at European level, the strategic Safety objectives, and the measures to achieve them. The EPAS content arises from the **EASA Safety Risk Management (SRM)** process, as illustrated in the following diagram:








Within the SRM process, EASA coordinates the main safety risks identification in the European aviation sector, the creation and maintenance of the so-called **Safety Risk Portfolio (SRP)**. The latter consists of the Safety Issues collection identified at European level by domain, and is included within the annual EASA Safety Review.

Member states and stakeholders participate in the Safety Risk Management process through the advisory and decision-making groups (typically CAG, TeB and NoA). The resulting actions are annually published in the EPAS and are implemented at European and national level in a coordinated way.

The EPAS consists of: Volume I, an introductory part in which the strategies and key indicators are described; Volume II, a detailed list of the plan actions; and Volume III which collects the main "Safety Risks" concerning the European aeronautical system. Those risks are collected as "key risk areas" (KRA) and "domain safety risk portfolio".

The actions within Volume II are grouped into the following types:

-  EVT - Evaluation Tasks
-  MST - Member State Tasks
-  RES - Research Tasks
-  RMT - Rulemaking Tasks
-  SPT - Safety Promotion Tasks

The actions codified as MST are the Member States NAAs responsibility, so they must be incorporated into the SPAS.

The 2021-2025 EPAS edition is available on the EASA website at <https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2021-2025>.

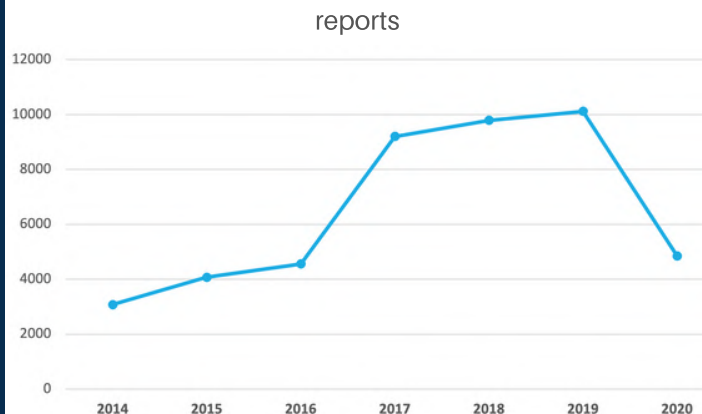
Mandatory Occurrence Reporting

05

The main source of "safety data" available to the Safety Board to make its own decisions are the event reports from the Mandatory Occurrence Reporting system as for regulation (EU) 376/2014.

The electronic system **eE-MOR (electronic ENAC - Mandatory Occurrence Reporting)** for the mandatory reporting collection and storage is described in a specific ENAC website section at the address <https://www.enac.gov.it/sicurezza-aerea/flight-safety/segnalazione-eventi-aeronautici-sistema-ee-mor>.

The number of mandatory reports has steadily increased since the entry into force of regulation (EU) 376/2014 until 2019¹; therefore, they provide a large database from which the Safety Board can carry out the identification assessments for the risk areas to be included in the SPAS.



The Safety Unit analyzes the data collected by the eE-MOR system in order to identify potential national risk areas not included in the EPAS, since they are not managed through the EASA SRM. These analysis results are brought to the Safety Board attention to carry out its activities as described in paragraph 3.

In addition, these data are utilized to measure the Safety Performance Indicators and the Safety Performance Targets.

In January 2021, the European Union and EASA, replacing the previous version on which the eE-MOR system was established, issued the new ECCAIRS 2.0 system.

However, ECCAIRS 2.0 is still in the implementation phase and the so-called "*stabilization phase*" should be completed by summer 2021. For this reason, the eE-MOR system will have to be completely revised and updated in the second part of 2021.

¹Due to the COVID pandemic and the consequent drastic decrease in air traffic, the 2020 reporting decreased by approximately 50% in number, essentially returning to the 2016 values.

European Risk Classification Scheme (ERCS)



The regulation (EU) 2020/2034 was published on 11 December 2020. It requires EU Member States to mandatory use the **European Risk Classification Scheme (ERCS)** from January 1st, 2021. The European Commission Delegated Regulation (EU) 2020/2034 was issued to meet the Regulation (EU) 376/2014, Article 7, paragraph 5 requirement.

It should have been supplemented by an Implementing Rule, which will be published later in 2021. For this reason, the ERCS is not applicable yet; at the time of this document publication it is not expected that the ERCS shall enter into force before January 1, 2022.

Regulation (EU) 2020/2034 makes the Authorities risk analysis mandatory for all events reported in accordance with Regulation (EU) 376/2014.

For such analysis, the ERCS risk assessment methodology made by EASA must be used, which essentially consists of a 6x10 risk matrix based on the barriers assessment:

SEVERITY		CLASSIFICATION (ERCS Score)										
Potential Accident Outcome	Score											
Extreme catastrophic accident with the potential for significant number of fatalities (100+)	X	X9	X8	X7	X6	X5	X4	X3	X2	X1	X0	
Significant accident with potential for fatalities and injuries (20-100)	S	S9	S8	S7	S6	S5	S4	S3	S2	S1	S0	
Major accident with limited amount of fatalities (2-19), life changing injuries or destruction of the aircraft	M	M9	M8	M7	M6	M5	M4	M3	M2	M1	M0	
An accident involving single individual fatality, life changing injury or substantial aircraft damage	I	I9	I8	I7	I6	I5	I4	I3	I2	I1	I0	
An accident involving minor and serious injury (not life changing) or minor aircraft damage	E	E9	E8	E7	E6	E5	E4	E3	E2	E1	E0	
No likelihood of an accident	A	<i>No Implication to Safety</i>										
Corresponding Barrier Score		9	8	7	6	5	4	3	2	1	0	
Barrier Weight Sum		17-18	15-16	13-14	11-12	9-10	7-8	5-6	3-4	1-2	0	
PROBABILITY OF THE POTENTIAL ACCIDENT OUTCOME												

The ERCS application will also require modifying the ENAC Safety Management process described in paragraph 2, introducing a further step regarding the event's risk assessment.

State Plan for Aviation Safety (SPAS)



The **State Plan for Aviation Safety (SPAS)**, which replaces the previous Safety Plan, is one of the key documents produced by ENAC as part of the State Safety Programme - Italy to describe the activities in order to assure the highest level of Safety for the Italian Civil Aviation, in compliance with Regulation (EU) 2018/1139 article 8.

The SPAS is a 5-year plan as the European Plan for Aviation Safety (EPAS), therefore the plan described in this document is relevant to the five years 2021-2025.

Drafting the SPAS, ENAC takes into account the EASA indications provided in the EPAS, analyses the safety data collected at national level, and ensures its contents to be coordinated along with the Regulatory Plan (which is an integral part of it) through the Safety Board.

The SPAS is structured as the EPAS for content consistency and ease of management, specifically around terminologies and national actions coding.

The SPAS is prepared by the Safety Unit; reviewed for any changes and/or additions by the Safety Board first and the State Safety Program - Italy Stakeholders later; adopted by the Director General.

Once published, the SPAS is inserted in the **SSP Documents Directory** on the EASA SharePoint site (<https://docs.easa.europa.eu>).

Safety actions

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The SPAS safety actions are collected in three tables.

The first table (Annex 2) summarizes the actions that descend directly from the EPAS, specifies the ENAC organizational functions responsible for their implementation and the pertinent implementation periods. In this table the actions are coded with the original EASA code for traceability reasons.

The Safety Unit analyses the data collected by the eE-MOR system in order to identify potential national risk areas not included in the EPAS, since they are not managed through the EASA SRM. These analysis results are brought to the Safety Board attention to carry out its activities as described in paragraph 3.

The second table (Annex 3) is instead made up of the actions resulting from the Safety Board analysis conducted at national level on the available safety data. The actions are codified in three categories: **ENS.xxx** (ENAC Systemic), **ENO.xxx** (ENAC Operational) and **ENE.xxx** (ENAC Emerging). The first category includes actions at the system level of the civil aviation, the second actions typically originated by operational problems, while the third includes those relating to innovative topics. The table specifies: the planned action, the ENAC organizational functions responsible for their implementation, the target date and the expected result.

The sources for the national actions are indicated below.



For each of the actions contained in the two tables, the responsible division, in agreement with its pertinent central one, prepares an operational plan to be submitted to the Safety Board which monitors its implementation through the Safety Unit.

The actions are described in specific project sheets, organized and monitored by the Safety Unit, containing the following information:

- Action title
- Responsible Division for the action
- Person in charge of the action
- Assigned human resources
- Needed instrumental resources
- Expected results
- Action broken down phases, with expected implementation times
- Corresponding regulatory action (if applicable)

The Safety unit periodically reports to the Safety Board on the action progress and any encountered critical issue. Based on such indications, the Safety Board considers the need to make any plan change/addition.

The third table (Annex 4) consists of the Regulatory Plan actions, which are managed by the Aviation Regulation Directorate. Some of these actions come directly from (thus integrated with) the table 1 and 2 actions.

ENAC Regulatory Plan

09

The **Regulatory Plan** (ref. Annex 4) is embedded in the SPAS. Issued by the Aviation Regulation Directorate, it consists of the regulatory development program which ENAC aims to issue to achieve the established safety levels (without prejudice to the EASA prerogatives). Therefore the **Regulatory Plan** embraces a series of regulatory actions (issue / revision / repeal of regulations and circulars). It covers the same validity period as the SPAS, so the latest edition refers to the five-year period 2021-2025.

The ENAC technical regulation preparation criteria and procedures are contained in the Organizational Procedure PRO-28.

The Aviation Regulation Directorate monitors the Regulatory Plan actions.

For each SPAS action, the corresponding regulatory actions (if applicable) are indicated in a specific column.

List of acronyms

ANNEX 01

AeMC	Aeromedical Center
A.EL.	Alianti Elementari - Elementary Gliders
AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
AME	Aeromedical Examiner
AMO	Approved Maintenance Organisation
AMTO	Approved Maintenance Training Organisation
ANSV	Agenzia Nazionale per la Sicurezza del Volo - Italian civil aviation safety investigation authority
AOC	Air Operator Certificate
ANSP	Air Navigation Service Provider
APR	Aeromobile a Pilotaggio Remoto - Unmanned Aircraft (UA)
ASPH	Aviation Safety Procedures Handbook
ATCO	Air Traffic Controllers
ATM	Air Traffic Management
ATS	Air Traffic System
ATSEP	Air Traffic Safety Engineering Personnel
BSCI	Bird Strike Committee Italy
BVLOS	Beyond Visual Line of Sight
CAMO	Continuing Airworthiness Management Organisation
CAO	Combined Airworthiness Organisation
CAs	Civil Aviation (Authorities)
CAT	Commercial Air Transport
CdN	Codice della Navigazione – Navigation Code
CFIT	Controlled Flight Into Terrain
CMA	Continuous Monitoring Approach
CS	Certifying Staff
CVRP	Centro Verifica e Ripiegamento Paracadute - Parachute Check and Folding Center
DD.AA	Direzioni Aeroportuali – Airports Departments
DGAC	Direction générale de l'aviation civile
DAX	Direzione Aeroportuale dell'ENAC – ENAC Airport Dept.
DOX	Direzione Operazioni dell'ENAC – ENAC Operations Dept.
EASA	European Aviation Safety Agency
EASP	European Aviation Safety Programme
EASp	European Aviation Safety Plan
eE-MOR	Electronic ENAC – Mandatory Occurrence Reporting
EDS	Explosive Detection System
ENAC	Ente Nazionale per l'Aviazione Civile – Italian Civil Aviation Authority
EPAS	European Plan for Aviation Safety
ETD	Estimated Time of Departure
EU	European Union
FAA	Federal Aviation Administration
FAQ	Frequently Asked Question
FCL	Flight Crew Licence
FCO	Fiumicino Airport
FDM	Flight Data Monitoring
FIS	Flight Information Service
FISO	Flight Information Service Officer
FO	Focused Oversight (azione di sorveglianza mirata)
FTL	Flight Time Limitation

GA	General Aviation
GANP	Global Air Navigation Plan
GASP	Global Aviation Safety Programme
GM	Guidance Material
ICAO	International Civil Aviation Organisation
IFR	Instrumental Flight Rule
JAR	Joint Aviation Requirement
LAGS	Liquids, Aerosols and Gels
LAPL	Light Airplane Pilot Licence
LEDS	Liquid Explosive Detection System
LOC-I	Loss of Control – In Flight
MAC	Mid Air Collision
MAGOQ	Manuale per la Gestione dell'Organizzazione e della Qualità – Quality and Organization Manual
MS	Member State
MST	Member State Task
MTOM	Maximum Take-Off Mass
MXP	Malpensa Airport
NAA	National Aviation Authority
NCC	Non Commercial Complex
NCO	Non Commercial Operations
OPS	Operations
NVG	Night Vision Goggles
PBN	Performance Based Navigation
PBO	Performance Based Oversight
PNS	Piano Nazionale della Sicurezza – Safety National Plan
POA	Production Organisation Approval
RES	Research/Study
RESA	Runway End Safety Area
RM	Rulemaking
RPAS	Remotely Piloted Aircraft System – cfr SAPR
SAPR	Sistema a Pilotaggio Remoto – cfr RPAS
SARP	Standards and Recommended Practices
SB	Safety Board
SERA	Standardised European Rules of the Air
SESAR	Single European Sky ATM Research
SMICG	SAFETY MANAGEMENT INTERNATIONAL COLLABORATION GROUP
SMS	Safety Management System
SPAS	State Plan for Aviation Safety
SPI	Safety Performance Indicator
SPO	Special Operations
SPT	Safety Performance Target
SRM	Safety Risk Management
SRP	Safety Risk Process
SSP	State Safety Programme
SSR	Secondary Surveillance Radar
TSA	Transportation Security Administration
UTM	Unmanned Traffic Management
V.EL.	Velivoli Elementari - Elementary Aircrafts

List of actions deriving from EPAS 2021-2025

ANNEX 02

Ref.	Action	Stakeholders involved	ENAC Responsible Division	Target Date	Expected Deliverable	Regulatory Action
MST.001	Member States to give priority to the work on SSPs	All	DG	2025	SSP effectively implemented	NA
MST.002	Promotion of SMS	All	DSY	On-Going	Guidance/training material/best practices	NA
MST.003	Member States should set up a regular dialogue with their national aircraft operators on flight data monitoring programmes	AOC holders (CAT)	RPO	On-Going	Report on activities performed to promote FDM	NA
MST.015	Helicopter safety events	Helicopter Operators	TAA	On-Going	Workshop	NA
MST.025	Improve the dissemination of safety messages	General Aviation (GA)	DSY	On-Going	Safety workshops and safety days/evenings	NA
MST.026	SMS assessment	All	DSY	On-Going with annual reporting	Feedback on the use of the tool Feedback on the status of SMS compliance and performance	NA
MST.027	Develop of Safety Culture in GA	General Aviation (GA)	DSY	On-Going	Provisions to facilitate and promote safety culture as part of SSP/SPAS	NA
MST.029	Implementation of SESAR runway safety solutions	Aerodrome operators, AOC holders, ANSPs and CAs	RAS	2021	SPAS established	NA
MST.030	Implementation of SESAR solutions aiming to reduce the risk of mid-air collision en-route and in terminal manoeuvring areas	ANSP	RAS	2021	SPAS established	NA
MST.031	Implementation of SESAR solutions aiming to facilitate safe instrument flight rules operations	Helicopter Operators	RAS	2025	IFR routes/report	NA
MST.032(a)	Availability of adequate personnel in CAs	All	DG	2021	SPAS established	NA
MST.032(b)	Cooperative oversight in all sectors	All	TAA	2021	SPAS established	NA
MST.032(c)	Organisations management system in all sectors	All	TAA	2021	SPAS established	NA

Ref.	Action	Stakeholders involved	ENAC Responsible Division	Target Date	Expected Deliverable	Regulatory Action
MST.033	Language proficiency requirements — share best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation	Member States, ANSPs, ATCOs, training organisations, pilot licence holders and students	RPO	On-Going	Feedback on the implementation status	NA
MST.034	Oversight capabilities/focus area: flight time specification schemes	AOC holders (CAT)	RPO	2021	Report on actions implemented to foster capabilities	NA
MST.035	Oversight capabilities/focus area: fraud cases in Part-147	CAs, AMTOs	RNA	On-Going	Feedback on the implementation status	NA
MST.036	PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus	Training organisations, pilot licence holders and students	RPO	2021	Syllabus updated	NA
MST.037	Foster a common understanding and oversight of Human Factors	ENAC	RAA	2023	Training performed	NA
MST.038	Airspace complexity and traffic congestion	ANSPs, ATCOs, training organisations, pilot licence holders and students	RAS	2023	Italian Airspace re-evaluated	49

List of national actions

ANNEX 03

Ref.	Action	Stakeholders involved	ENAC Responsible Division	Target Date	Expected Deliverable	Regulatory Action
ENS.003	Discipline of obstacles for low-altitude flight	Helicopter Operators	RAS	2022	Increased situational awareness of pilots	NA
ENS.004	Discipline of airport surroundings	Aerodrome operators	RAS	2021	Issue of regulation	38
ENS.005	Introduction of risk management principles and methodologies in all ENAC Divisions in accordance with the EASA model	ENAC	DG	On-Going	Application of the Risk Management criteria to the working process management	NA
ENS.008	Implementation of ICAO's Continuous Monitoring Approach (CMA) program	ENAC	RAA	On-Going	Exhibition of full compliance with the Annexes via the ICAO IT platform	NA
ENS.009	Review of Safety Performance Indicators (SPIs)	ENAC	DSY	On-Going	Review of ENAC's Safety Performance Indicators	NA
ENS.010	AIP review and updating	Aerodrome operators, AOC holders, Aircrew, ANSPs	RAS	On-Going	Updated AIP	NA
ENS.011	Enter into an agreement with the Judiciary on Just Culture	ENAC, Judiciary	DGL	2021	Memorandum of Understanding	NA
ENO.001	Surveys for mapping obstacles in the proximity of directly managed airports	Aerodrome operators	TOP	2021	Obstacles mapping and publication in AIP	NA
ENO.002	Wildlife strike risk mitigation measures	Aerodrome operators	TAA	On-Going	Implementation of policies to increase awareness and mitigate the circumstances	NA
ENO.003	Dangerous Goods. Reorganization of overflight / stopover authorization activities, issuing of derogations, oversight on the supply chain and raising awareness of emerging players (eg GA, SAPR)	All	RPO	2022	Regulatory issue Safety Promotion Oversight	70
ENE.001	Devices for the deceleration / reduction of stopping distances in airports without regulatory RESA	Aerodrome operators	TPP	2022	Implementation plan to the affected airports	NA
ENE.003	PBO (Performance Based Oversight) methodologies implementation	All	TAA	On-Going		NA
ENE.004	Remote Tower operation	ANSPs	TSA	2022	Full operation	NA

Ref.	Action	Stakeholders involved	ENAC Responsible Division	Target Date	Expected Deliverable	Regulatory Action
ENE.005	UTM (Unmanned Traffic Management) system implementation	APR Operators, ANSPs	RAS	2022	UTM system operation	NA
ENE.006	Suborbital flights	Aerodrome Operators, ANSPs	RAA	2022	Regulatory framework to allow suborbital commercial transport operations	41
ENE.007	Cybersecurity	All	RSE	2024	Increased awareness on cybersecurity issues for the civil aviation personnel	NA
ENE.008	Sustainable Alternative Fuel (SAF)	Operators	RNA	2025	Promote a national ecosystem through the development, management, and dissemination of the National Sustainable Alternative Fuel Observatory.	NA
ENE.009	Advanced Air Mobility	All	DG	2025	Road map and strategic plan definition for the implementation of a new sustainable air mobility	NA

Regulatory Plan

ANNEX 04

ID*	Subject	Action	Division	Priority	Target
1	Emdt. 1 del Regolamento - "Certificazione dei prestatori di servizi aeroportuali di assistenza a terra"	Revisione	RTA	ALTA	2021
2	Circolare APT-02B - "Certificazione e sorveglianza dei prestatori di servizi aeroportuali di assistenza a terra"	Revisione	RTA	ALTA	2021
3	Circolare EAL-04A - "Titolari di licenza per lo svolgimento di servizi di Lavoro Aereo. Noleggio aeromobili"	Abrogazione	RTA RPO	ALTA	2021
4	Circolare APT-23A - "Procedimento sanzionatorio connesso alle violazioni del Regolamento (CE) 261/2004" All. 4 Circolare GEN-02A - "Applicazione del Regolamento (CE) n.1107/2006 e qualità dei servizi erogati alle persone con disabilità e a mobilità ridotta nel trasporto aereo"	Revisione	RTA	ALTA	2021
5	Circolare APT-26 - "Contenimento dell'inquinamento acustico nell'intorno aeroportuale"	Revisione	RTA	ALTA	2022
6	Circolare EAL-17A - "Attuazione del regolamento (CE) n. 785/2004 concernente i requisiti assicurativi applicabili ai vettori aerei e agli esercenti di aeromobili e relativo regime sanzionatorio"	Revisione	RTA RPO	BASSA	2022
7	Regolamento per la gestione delle liste di attesa	Emissione	RTA	BASSA	2023
8	Circolare SEC-01A - Certificazione degli istruttori	Revisione	RSE	ALTA	2022
9	Circolare SEC-02 - Affidamento dei servizi di controllo di sicurezza esistenti nell'ambito aeroportuale. Procedure operative per le Direzioni di Circostrizione Aeroportuale. Circolare SEC-03 - Modalità per l'accertamento dei requisiti tecnico-professionali delle imprese di sicurezza e dei requisiti professionali degli addetti alla sicurezza. Programma di formazione professionale per gli addetti ai controlli di sicurezza. Certificato di "addetto alla sicurezza"	Unificazione	RSE	ALTA	2022
11	Circolare SEC-05A - Contenuti e procedure di formazione per la Security	Revisione	RSE	ALTA	2021
12	Circolare SEC-06 - Programma per la sicurezza degli aeroporti minori e delle aree delimitate	Revisione	RSE	ALTA	2023
15	Circolare SEC-09 - Validatori della sicurezza dell'Aviazione Civile UE	Revisione	RSE	ALTA	2022

*The numbers not present refer to actions already concluded.

ID*	Subject	Action	Division	Priority	Target
19	Regolamento Certificazione di aeronavigabilità e ambientale di aeromobili e relativi prodotti, parti e pertinenze, nonché per la certificazione delle imprese di progettazione e di produzione soggetti a regolamentazione nazionale	Emissione	RNA	MEDIA	2021
20	Regolamento mantenimento della navigabilità di aeromobili e di prodotti aeronautici, parti e pertinenze di aeromobili soggetti a regolamentazione nazionale, nonché sull'approvazione delle imprese e del personale autorizzato a tali mansioni	Emissione	RNA	MEDIA	2021
22	Circolare NAV-11D - "Licenza Esercizio Stazione Radio"	Revisione	RNA	ALTA	2021
23	Circolare NAV-15F - "Aeromobili da amatore e aeromobili storici"	Revisione	RNA	MEDIA	2021
24	Circolare NAV-16D - "Paracadute da salvataggio e ausiliari"	Revisione	RNA	MEDIA/B ASSA	2022
25	Circolare NAV-32E - "Permessi di volo e attività sperimentale"	Revisione	RNA	MEDIA	2021
26	Circolare NAV-45E - "Imprese di Produzione secondo Parte 21 Capitoli F & G (POA)"	Revisione	RNA	BASSA	2021
28	Circolare NAV-56 - "Procedure di approvazione dei corsi di addestramento aeronautico"	Revisione	RNA	MEDIA/B ASSA	2021
33	Regolamento Licenza di Operatore del Servizio di informazioni Volo (FIS) Ed. n. 2 del 26 febbraio 2015	Revisione	RAS	ALTA	2021
36	Regolamento Aeroporti non <i>under EASA SCOPE</i>	Emissione	RAS	BASSA	2023
37	Regolamento Servizio Informazioni Aeronautiche	Revisione	RAS	ALTA	2021
38	Regolamento salvaguardia dei dintorni aeroportuali (Regolamento Surroundings)	Emissione	RAS	ALTA	2021
39	Regolamento Carte Aeronautiche	Emissione	RAS	MEDIA	2022
41	Regolamento "Voli suborbitali"	Emissione	RNA	ALTA	2021
42	Regolamento Procedure strumentali di volo - Edizione 1 del 18/07/2011	Revisione	RAS TSA	BASSA	2022
43	Circolare APT 18A del 30 gennaio 2008. Piani di emergenza aeroportuale - incidente aereo	Revisione	TAA EAA	ALTA	2022
44	Circolare APT-21 - "Approvazione di progetti e varianti di opere e impianti aeroportuali"	Revisione	TAA	MEDIA	2022
45	Circolare APT-35 del 21 dicembre 2011. Esercizio dell'Alta Vigilanza da parte dell'ENAC	Revisione	TAA	MEDIA	2023
46	Circolare ATM 01A - Applicazione del Regolamento (CE) 552/2004 sull'interoperabilità della rete europea di gestione del traffico aereo	Revisione	RAS	ALTA	2022
49	Circolare ATM-06A - Criteri di protezione e separazione per la progettazione degli spazi aerei	Revisione	RAS	MEDIA	2021

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ID*	Subject	Action	Division	Priority	Target
50	Circolare ATM-07 - "Avvicinamento a vista: compiti, attribuzioni e responsabilità"	Revisione	RAS RPO	ALTA	2021
52	Circolare sorveglianza dei surroundings aeroportuali	Emissione	RAS	MEDIA	2022
53	Circolare "Operatività degli Aeroporti di Reggio Calabria e Lamezia Terme e degli spazi aerei interessati in presenza di eruzione dello Stromboli"	Emissione	RAS	MEDIA	2021
54	Circolare "Operatività degli aeroporti e degli spazi aerei interessati in presenza di eruzione di vulcani campani"	Emissione	RAS	MEDIA	2022
56	Circolare "Massive Diversion"	Emissione	RAS RPO	MEDIA	2021
58	Circolare Sorveglianza Eliporti	Emissione	RAS	MEDIA	2023
59	Regolamento Tecnico ENAC - Titolo Terzo "Esercizio"	Revisione	RNA RPO	ALTA	2021
60	Regolamento Operazioni Ogni Tempo nello Spazio Aereo Nazionale Ed. n. 1 del 30 giugno 2003	Revisione	RPO	BASSA	2022
62	Regolamento "Esercizio del potere sanzionatorio per la violazione del Regolamento (UE) n. 2018/1139 e del Regolamento (UE) n. 255/2010 – Misure interdittive nei confronti dei piloti e degli assistenti di volo	Revisione	DGL RPO RNA RAS	ALTA	2021
65	Circolare EAL-07A del 27 luglio 2010 - Noleggio di aeromobili da parte di titolari di licenza di esercizio di servizi aerei	Revisione	RTA RPO	MEDIA	2021
66	Circolare LIC-08 del 4 gennaio 2005. Libretto di volo JAR - FCL - Caratteristiche e compilazione	Abrogazione	RPO	MEDIA	2021
67	Circolare LIC-09A del 15 luglio 2009. Esami teorici per il Conseguimento di Licenze Aeronautiche	Abrogazione	RPO	MEDIA	2022
70	Circolare MPE Registrazione Organizzazioni di Addestramento per Trasporto Aereo di merci Pericolose	Emissione	RPO	ALTA	2021
71	Circolare OPV-23A del 11 luglio 2011. Certificazione degli Operatori di Lavoro Aereo	Abrogazione	RPO	BASSA	2022
72	Circolare LIC-05 del 4 gennaio 2005 – Rilascio Licenza di Paracadutista	Abrogazione	RPO	BASSA	2022
74	Circolare MED-02 "Programmi di supporto tra Pari (Peer Support Program). Implementazione dei programmi di supporto e procedure applicabili"	Emissione	MED	ALTA	2021
75	Circolare MED "Visite aeromediche ed informatizzazione delle certificazioni mediche"	Emissione	MED	BASSA	2021
78	Linea Guida "Sistemi di rivelazione di droni all'interno o in prossimità degli aeroporti"	Emissione	RNA	MEDIA	2021

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79	Circolare LIC-12 - Procedure per l'attuazione dell'art. 20 - Comma 1 del Regolamento per il rilascio e rinnovo delle licenze di paracadutismo	Abrogazione	RPO	MEDIA	2021
80	Regolamento: abilitazione di istruttore di volo su aliante	Abrogazione	RPO	MEDIA	2021
81	Regolamento sull'impiego, sui limiti dei tempi di volo e di servizio e requisiti di riposo per l'equipaggio di condotta degli elicotteri adibiti al trasporto aereo di passeggeri per collegamenti con piattaforme petrolifere, per servizio medico di emergenza e per attività di ricerca e soccorso in montagna ed.2 emdt. 1 del 2017	Revisione	RPO	ALTA	2021
82	Regolamento Integrativo al Capo Q	Emissione	RPO	ALTA	2021
83	Regolamento FTL per elitaxi	Emissione	RPO	MEDIA	2022
84	Regolamento FTL per ATO	Emissione	RPO	MEDIA	2022
85	Regolamento "Requisiti relativi alle operazioni aeree antincendio nonché ad aspetti delle operazioni specializzate e non commerciali non compresi nel Regolamento (UE) 965/2012"	Revisione	RPO	MEDIA	2022
86	Circolare SEC-10 - Emissione tesserino identificativo di membro di equipaggio dell'Unione – Crew Identification Card	Emissione	RSE	MEDIA	2022
87	Regolamento Volo di elicotteri su ambiente ostile	Emissione	RPO	MEDIA	2022
88	Circolare GEN-01D - "La segnalazione degli eventi aeronautici. Il sistema eE-MOR"	Revisione	DSY	ALTA	2021

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ENAC

division acronyms

ALLEGATO
05

Acronym	Division
DG	Directorate General
DGL	Juridical Analysis Dept.
DSY	Safety Unit
EAA	Economic and Airport Oversight Directorate
EGA	Airports Development Dept.
MED	Aero Medical Section Unit
RAA	Aviation Regulation Directorate
RAS	Airports & Air Space Regulation Dept.
RNA	Airworthiness Regulation Dept.
RPO	Personnel Licensing & Operations Regulation Dept.
RSE	Security Regulation Dept.
RTA	Air Transport & Environment Regulation Dept.
TAA	Technical Oversight Directorate
TOP	Airport Operations Dept.
TPP	Airport Planning & Design Dept.
TSA	Air Space Management Dept.
VDG	Deputy Directorate General

For more information on Flight Safety:
www.enac.gov.it/en/safety-security/flight-safety

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