

Möte extern arbetsgrupp implementering EU 2017/373

Tidsplan

30/8

1200-1300 Inledning

1315-1400 Allmänna krav (Part ATM/ANS)

1415-1515 Part-MET

1530-1630 Part-ATS

31/8

0830-1000 Changes

1000-1130 Part-CNS/ATSEP

1130-1230 Avslut och samordning

Inledning

Implementering förordning

- **Projekt**

- Samordningsgrupp
- Föreskriftsprojekt
- Transportstyrelsen/Luftfartsavdelningens ledningssystem
 - Delegeringar
 - Arbetsordningar
 - Processer
 - Rutiner
- Monitorering
- Verifiering/certifiering
- Extern arbetsgrupp
- Leverantörernas uppdateringar av ledningssystem

ToR för gruppen

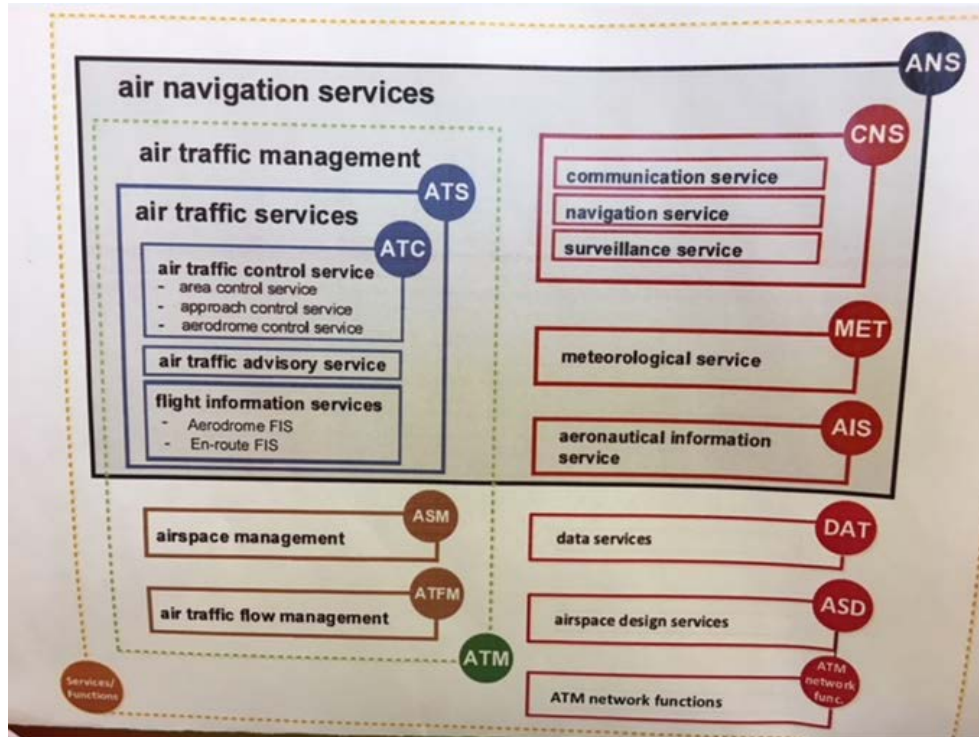
- Mål : Uppnå samförståelse för de krav som kommer att gälla from 2 jan 2020 och förordning 2017/373 med tillhörande dokument.
- Syfte : Arbetsforum för diskussioner gällande krav i 373 (med tillhörande dokument). Här är möjligheter att tillsammans diskutera, förstå, samordna kraven i 373.

Inte ett forum där Transportstyrelsen ger information enbart, utan det är marknadens möte och de som sätter agendan för gruppens möten.

Förväntningar från gruppen?

Allmänt om förordningen

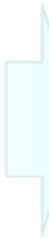
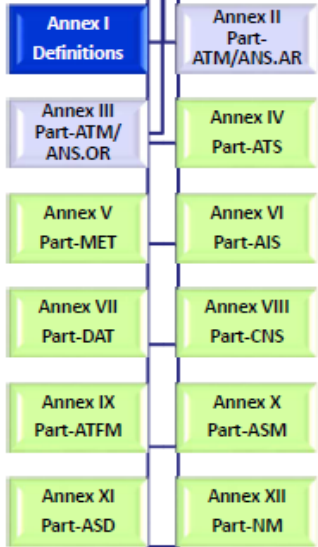
Nytt scope



Uppbyggnad av förordning 2017/373



**COVER
REGULATION**



	Annex III				Annex IV	Annex V	Annex VI	Annex VII	Annex VIII	Annex IX	Annex X	Annex XI	Annex XII	Annex XIII
	Subpart A	Subpart B	Subpart C	Subpart D	Part-ATS	Part- MET	Part-AIS	Part -DAT	Part-CNS	Part-ATFM	Part-ASM	Part-FPD	Part-NM	Part-PERS
Air traffic services	X	X		X	X									
Meteorological services	X	X	X	X		X								
Aeronautical information services							X							
Data services	X	X	X					X						
Communication, navigation and surveillance service	X	X	X	X					X					
Air traffic flow management service	X	X	X	X						X				
Airspace management service	X	X	X								X			
Airspace design service/Flight procedures design	X	X	X									X		
Network Manager	X	X	X	X									X	
Service providers (ALLA)														X

IR, AMC, GM

- IR – implementing rule
- AMC – ‘acceptable means of compliance’

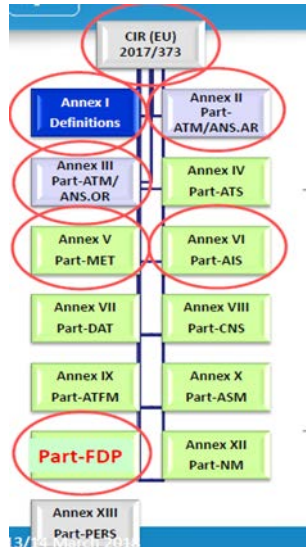
means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its implementing rules;

- GM – ‘guidance material’ means non-binding material developed by the Agency that helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EC) No 216/2008, its implementing rules and AMC;

Status på förordningen just nu!

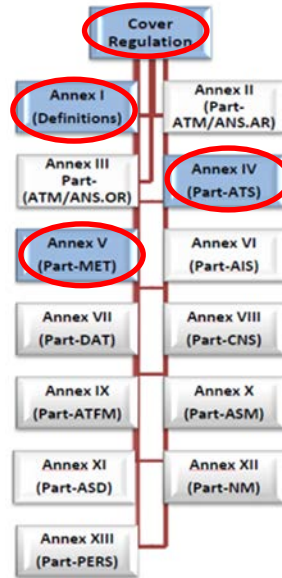
Status 373 dokument

Opinion 2



139/2014

Opinion 3



SERA

Opinion 2

Implementerade 2/1 2020
(FPD/ASD 2022)

Decision ca Q3 2018

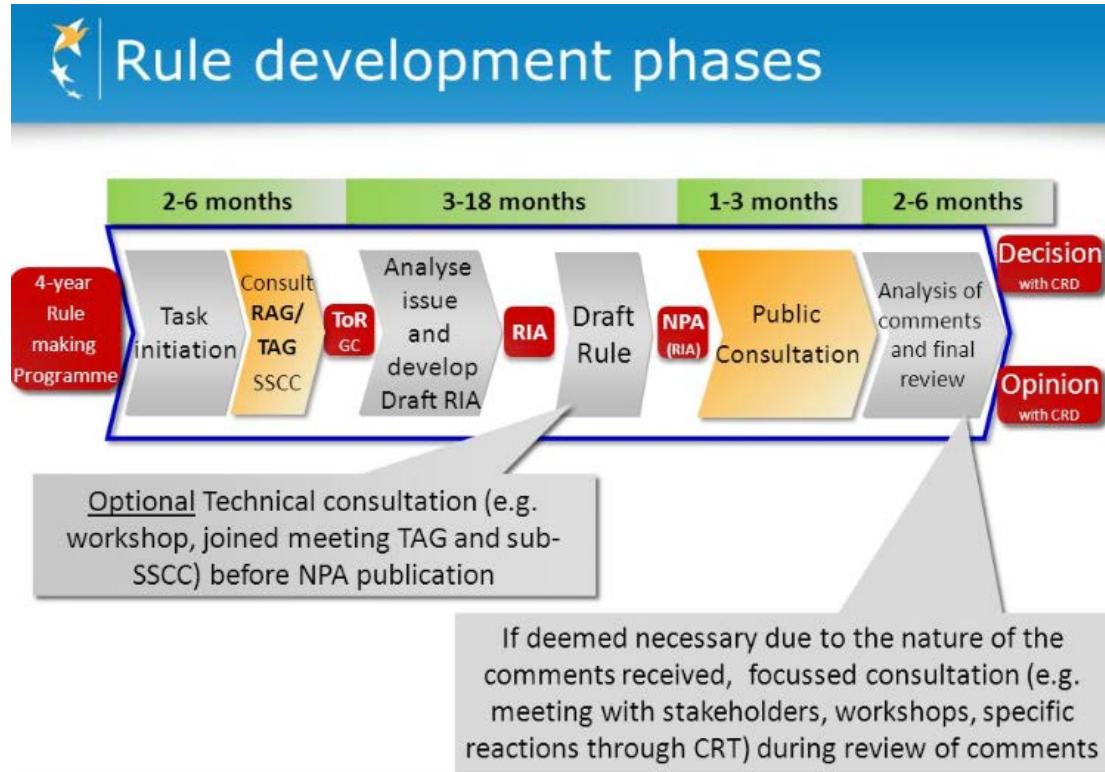
Opinion 3

Implementerade jan 2022
Decision ca Q1 2019

Annat på gång:

- Nya BR (2018/1139)
- AMC/GM funktionella system – Decision Q3 2019
- Part-MET kommer uppdateras Q3 2019 (amd 78)
- Samt Part-pers (ATSEP) Q3 2019

EASAs regelprocess



Viktig skillnad from nu är att ATM/ANS frågor kommer att beslutas EASA kommittee och inte SSC

Föreskriftsarbete

- TSFS som kommer att ses över:
 - 2016:18 CNS
 - 2016:34 ATS
 - 2017:86 MET
 - 2015:50 AIS
 - 2013:62 AFTM
 - 2015:1 FPD (följer ett litet annat tidsschema)
 - Eventuellt behov av nya föreskrifter

Intern remiss	jan 2019
Extern remiss	april-maj 2019
Trycklov	1 okt 2019
Ikraftträdande	2 jan 2020

Tidplan

- 2 jan 2020 ska 2017/373 efterlevas (tillämpas)
- När 373 ska tillämpas så upphör 1035 att gälla.
- Certifikat som utfärdas enligt 1035/2011 anses ha utfärdats enligt 2017/373
- Senast 1/1 2021 ska 1035/2011 ersätta certifikat (Grandfather rights)

Leveranser från leverantörer

- Ansökan om certifikat
- Material för verifiering
- ”Nya certifikat” (ASM, ATFM, FPD, DAT)

Art 3 i IR

1. Member States shall ensure that the appropriate ATM/ANS and ATM network functions are provided in accordance with this Regulation in a manner that facilitates general air traffic, while taking into account safety considerations and traffic requirements.

- Hemsidan

<https://www.transportstyrelsen.se/sv/Regler/Regler-for-luftfart/eu-regler/implementering-av-eu-2017373/>

- Mailadress (373@transportstyrelsen.se)
- Kommunikation

Allmänna krav (ATM/ANS.OR)

Subpart A

ATM/ANS.OR.A.010 Application for a limited certificate

- (a) Notwithstanding point (b), the **air traffic services provider** may apply for a certificate limited to the provision of services in the airspace ...when it provides or plans to provide services only with respect to one or more of the following categories:
- (1) aerial work;
 - (2) general aviation;
 - (3) commercial air transport limited to aircraft with less than 10 tonnes of maximum take-off mass or less than 20 passenger seats;
 - (4) commercial air transport with less than 10 000 movements per year, regardless of the maximum take-off mass and the number of passenger seats; for the purposes of this provision, 'movements' means, in a given year, the average over the previous three years of the total number of take-offs and landings.

ATM/ANS.OR.A.010....

- (b) In addition, the following **air navigation service providers** may also apply for a limited certificate:
 - an air navigation service provider, other than a provider of air traffic services, with a gross annual turnover of EUR 1 000 000 or less in relation to the services they provide or plan to provide;
 - an air navigation service provider providing aerodrome flight information services by operating regularly not more than one working position at any aerodrome.

- (c) As determined by the competent authority, an air navigation service provider applying for a limited certificate in accordance with points (a) or (b)(1) shall comply, as a minimum, with the following requirements set out in:
 - (1) point ATM/ANS.OR.B.001 Technical and operational competence and capability;
 - (2) point ATM/ANS.OR.B.005 Management system;
 - (3) point ATM/ANS.OR.B.020 Personnel requirements;
 - (4) point ATM/ANS.OR.A.075 Open and transparent provision of services;
 - (5) Annexes IV, V, VI and VIII, where those requirements are applicable in light of the services that the service provider provides or plans to provide, in accordance with Article 6.
- (d) As determined by the competent authority, the air navigation service provider applying for a limited certificate in accordance with point (b)(2) shall comply, as a minimum, with the requirements set out in points (c)(1) to (c)(4) and with the specific requirements set out in Annex IV.

ATM/ANS.OR.A.020 Means of compliance

- (a) Alternative means of compliance (AltMOC) to the AMC ..may be used by the service provider to establish compliance with the requirements of this Regulation.
- (b) When the service provider wishes to use an AltMOC, it shall, prior to implementing it, provide the competent authority with a full description of the AltMOC. The description shall include any revisions to manuals or procedures that may be relevant, as well as an assessment demonstrating compliance with the requirements of this Regulation....

A service provider may implement these alternative means of compliance subject to prior approval by the competent authority and upon receipt of the notification as prescribed in point ATM/ANS.AR.A.015(d).

Hantering AltMOC

- Det är leverantören som tar fram en beskrivning av hur ni avser uppfylla regelkravet
- Sedan tar leverantören fram en säkerhetsbevisning på att ert sätt uppfyller regeln lika bra som befintligt AMC.

Hantering AltMOC...

- Transportstyrelsen granskar underlaget, godkänner och sänder sedan allt till EASA som accepterar eller avslår
- Transportstyrelsen kan återkalla sitt godkännande från leverantören
- Accepterade AltMOC publiceras på EASA:s hemsida

Certifikat och tillsyn

- Nya certifikat och de är på "livstid"
 - 1035 certifikat ska "bytas ut" senast 31-12-2020
- Tillsyn riskbaserat (mer uttalat) (styr antalet besök)
 - 24 månader i grunden
 - Dessa kan reduceras till 36 månader samt 48 månader under vissa förutsättningar

vissa förutsättningar..

- **24-36 månader :**
 - (i) the service provider has demonstrated an effective identification of aviation safety hazards and management of associated risks;
 - (ii) the service provider has continuously demonstrated compliance with the change management requirements under points ATM/ANS.OR.A.040 and ATM/ANS.OR.A.045;
 - (iii) no level 1 findings have been issued;
 - (iv) all corrective actions have been implemented within the time period accepted or extended by the competent authority as defined in point ATM/ANS.AR.C.050.
- **36-48 månader**
 - If, in addition to the above, the service provider has established an effective continuous reporting system to the competent authority on the safety performance and regulatory compliance of the service provider

Findings efter tillsyn (oversight)

- Avvik nivå 1 och 2
 - 1 är tex:
 - (1) promulgating operational procedures and/or providing a service in a way which introduces a significant risk to flight safety;
 - (2) obtaining or maintaining the validity of the service provider's certificate by falsification of submitted documentary evidence;
 - (3) evidence of malpractice or fraudulent use of the service provider's certificate;
 - (4) the lack of an accountable manager.

Subpart B Management

- A service provider shall implement and maintain a management system that includes...
 - Krav på moment i ledningssystemet, som beskrivs mer detaljerat i AMC/GM (I sak inget nytt, mer detaljerat), men i AMC/GM skiljer man lite på om man är en ATS leverantör eller inte..
- A service provider shall establish a function to monitor compliance of its organisation with the applicable requirements and the adequacy of the procedures. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary.
 - En ny funktion som monitorerar att alla regler/krav som organisationen ska följa är dokumenterade i ledningssystemet (manualer, processer, handböcker mm) och att det är implementerat och följs i operativ drift.

Part-MET

Hur ser det ut idag?

- (EU) nr 1035/2011 pekar på ICAO annex 3 amd 76
- Dessa krav finns även i vår nationella metföreskrift (TSFS 2017:86) som är den som ska följas
- Eftersom ICAO annex 3 innehåller så stor andel rekommendationer har Transportstyrelsen tagit beslutet att översätta hela annex 3 så att allt finns samlat på ett ställe vilket gör det lättare för användarna

Vad blir skillnaderna från idag?

- Vi kommer att rensa rejält i vår nationella föreskrift för att inte dubbelreglera (sannolikt kommer föreskriften att rensas även från det som finns i AMC)
- Amd 77 till annex 3 är med i part met (dagens metföreskrift, TSFS 2017:86 har bara omhändertagit t.o.m. amd 76)
- Q3 2019 kommer beslut om implementering av amd 78 (företrädesvis rymdväder). Gissningsvis kommer denna att gälla från 2022

Vad blir skillnaderna från idag?

- Vi kommer att rensa rejält i vår nationella föreskrift för att inte dubbelreglera (sannolikt kommer föreskriften att rensas även från det som finns i AMC)
- Amd 77 till annex 3 är med i part met (dagens metföreskrift, TSFS 2017:86 har bara omhändertagit t.o.m. amd 76)
- Q3 2019 kommer beslut om implementering av amd 78 (företrädesvis rymdväder). Gissningsvis kommer denna att gälla från 2022

Vilken typ av certifikat krävs för observationstjänst?

Tjänster/funktioner	Typ av tjänst/funktion	Omfattning av tjänst/funktion	Begränsningar (*)
Flygvädertjänst (MET)	MET	Övervakningsenhet för flygväder	
		Flygväderkontor på flygplats	
		Flygväderstationer	
		VAAC	<i>Volcanic Ash Advisory Centre</i>
		WAFc	<i>World Area Forecast Centre</i>
		TCAC	<i>Tropical Cyclone Advisory Centre</i>
Villkor (**)			

MET.OR.200 Flygväderrapporter och annan information

- En flygväderstation ska sprida
 - lokala rutinrapporter (MET REPORT) med fasta intervall, endast för spridning på flygplatsen,
 - lokala speciella rapporter (SPECIAL), endast för spridning på flygplatsen,
 - METAR med halvtimmessintervall på flygplatser som är öppna för reguljär internationell kommersiell flygtransportverksamhet, för spridning utanför flygplatsen.
- En flygväderstation ska informera flygtrafikledningsenheterna och flygplatsens flygbriefingtjänst om störningar i driften för den automatiska utrustning som används för att mäta bansynvidden.
- En flygväderstation ska rapportera till vederbörande flygtrafikledningsenhet, flygbriefingtjänstenhet och övervakningsenhet för flygväder om förekomsten av vulkanisk aktivitet före ett vulkanutbrott, vulkanutbrott och vulkaniska askmoln.
- En flygväderstation ska upprätta en förteckning över kriterier för tillhandahållande av lokala speciella rapporter (SPECIAL) i samråd med vederbörande flygtrafikledningsenheter, operatörer och andra berörda parter.

Frågor

Part ATS

SPECIFIC REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES Part-ATS

- Nytt är att SMS krav endast finns för ATS-leverantör inte för CNS som i dagens 1035/2012
- An air traffic services provider shall have in place a safety management system (SMS)

Krav på moment i SMS, som beskrivs mer detaljerat i AMC/GM

I sak inget nytt, mer detaljerat. Kan vara delar som krävs i AMC som ni idag kanske inte har.



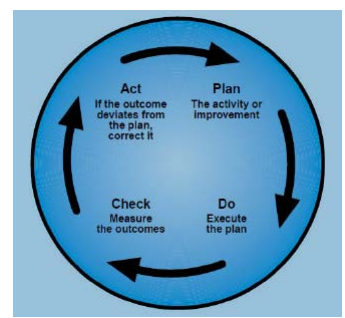
AMC1 ATS.OR.200(1)(v) Safety management system

SAFETY MANAGEMENT MANUAL (SMM) — COMPLEX ATS PROVIDERS

The safety management manual should be the key instrument for communicating the approach to safety for the air traffic services provider. The SMM should document all aspects of safety management, including but not limited to the:

- (a) scope of the SMS;
- (b) safety policy and objectives;
- (c) safety accountability of the accountable manager;
- (d) safety responsibilities, accountabilities and authorities of key safety personnel throughout the air traffic services provider;
- (e) documentation control procedures;
- (f) hazard identification and safety risk management schemes;
- (g) safety performance monitoring;
- (h) incident investigation and reporting;
- (i) emergency response planning;
- (j) management of change (including organisational changes with regard to safety responsibilities and changes to functional systems); and
- (k) safety promotion.

SMS, Monitoring och improvement



- (3) *Safety assurance (IR)*
 - (iii) A process to monitor and assess the effectiveness of the SMS to enable the continuous improvement of the overall performance of the SMS.
- ***AMC1 ATS.OR.200(3)(iii) Safety management system CONTINUOUS IMPROVEMENT OF THE SMS (AMC)***

An air traffic services provider should continuously improve the effectiveness of its SMS by:

 - (a) developing and maintaining a formal process to identify the causes of **substandard** performance of the SMS;
 - (b) establishing one or more mechanisms to determine the implications of substandard performance of the SMS;
 - (c) establishing one or more mechanisms to eliminate or mitigate the causes of substandard performance of the SMS; and
 - (d) developing and maintaining a process for the proactive evaluation of facilities, equipment, documentation, processes and procedures (through internal audits, surveys, etc.).

SMS – Training and communication

(4) *Safety promotion*

- (i) Training programme that ensures that the personnel are trained and competent to perform their SMS duties. (IR)
- (ii) Safety communication that ensures that the personnel are aware of the SMS implementation.(IR)

SMS – Training and communication

AMC1 ATS.OR.200(4)(i) Safety management system TRAINING AND COMMUNICATION

- (a) Training
 - (1) All personnel should receive safety training as appropriate for their safety responsibilities.
 - (2) Adequate records of all safety training provided should be kept.
- (b) Communication
 - (1) The ATS provider should establish communication about safety matters that:
 - (a) ensures that all personnel are aware of the safety management activities as appropriate for their safety responsibilities;
 - (b) conveys critical information, especially relating to assessed risks and analysed hazards;
 - (c) explains why particular actions are taken; and
 - (d) explains why safety procedures are introduced or changed.
 - (2) Regular meetings with personnel where information, actions and procedures are discussed, may be used to communicate safety matters.

SECTION 3 — SPECIFIC HUMAN FACTORS REQUIREMENTS FOR AIR TRAFFIC CONTROL SERVICE PROVIDERS

ATS.OR.300 Scope (IR)

- This section establishes the requirements to be met by the air traffic control service provider with regard to human performance in order to:
 - (a) prevent and mitigate the risk that air traffic control service is provided by air traffic controllers with problematic use of psychoactive substances;
 - (b) prevent and mitigate the negative effects of stress on air traffic controllers to ensure the safety of air traffic;
 - (c) prevent and mitigate the negative effects of fatigue on air traffic controllers to ensure the safety of air traffic.

ATS.OR.310 Stress (IR) samt ATS.OR.315 Fatigue (IR)

- In accordance with point ATS.OR.200, an air traffic control service provider shall:
 - (a) develop and maintain a **policy** for the management of air traffic controllers' stress, including the implementation of a critical incident stress management programme;
 - (b) provide air traffic controllers with education and information programmes on the prevention of stress, including critical incident stress, complementing human factors training provided in accordance with Sections 3 and 4 of Subpart D of Annex I to Regulation (EU) 2015/340.

- In accordance with point ATS.OR.200, an air traffic control service provider shall:
 - (a) develop and maintain a **policy** for the management of air traffic controllers' fatigue;
 - (b) provide air traffic controllers with information programmes on the prevention of fatigue, complementing human factors training provided in accordance with Sections 3 and 4 of Subpart D of Annex I to Regulation (EU) 2015/340

Guidance material on fatigue and its effects on safety-relevant aviation professionals may be found in Chapter 2 'Scientific principles for fatigue management' of ICAO Doc 9966 'Manual for the Oversight of Fatigue Management Approaches', second edition 2016

ATS.OR.310 Stress (AMC)

STRESS MANAGEMENT POLICY

- (a) The air traffic controllers' stress management policy should:
 - (1) declare the commitment to proactively and systematically monitor and manage stress, and describe the expected benefits for the safety of operations;
 - (2) be signed by the accountable manager;
 - (3) reflect organisational commitments regarding the implementation of a critical incident stress management programme;
 - (4) be communicated, with visible endorsement, throughout the air traffic control service provider;
 - (5) include the commitment to:
 - (i) provide appropriate resources;
 - (ii) consider the best practices;
 - (iii) enforce stress management programme(s) as a responsibility of managers, staff involved in stress management and air traffic controllers;
 - (6) be periodically reviewed to ensure it remains relevant and appropriate.

ATS.OR.310 Stress (AMC)

- (b) In accordance with the policy in point (a), the air traffic control service provider should establish and implement:
 - (1) procedures for critical incident stress management;
 - (2) principles and procedures to enable stress reporting;
 - (3) principles and procedures for occurrence investigation and analysis to consider stress as contributing factor; and
 - (4) method(s) for the identification and management of the effect of air traffic controllers' stress on the safety of operations.

ATS.OR.315 Fatigue (AMC)

FATIGUE MANAGEMENT POLICY

- (a) The air traffic controllers' fatigue management policy should:
 - (1) declare the commitment to proactively and systematically monitor and manage fatigue and describe the expected benefits for the safety of operations;
 - (2) be signed by the accountable manager;
 - (3) address the mitigation of the operational impact of air traffic controllers' fatigue;
 - (4) be communicated, with visible endorsement, throughout the air traffic control service provider;
 - (5) include a commitment to:
 - (i) consider the best practices;
 - (ii) provide appropriate resources; and
 - (iii) enforce fatigue management as a responsibility of managers, staff involved in fatigue management procedures and air traffic controllers;
 - (6) be periodically reviewed to ensure it remains relevant and appropriate.
- (b) In accordance with the policy in point (a), the air traffic control service provider should establish and implement:
 - (1) principles and procedures to enable fatigue reporting;
 - (2) principles and procedures for occurrence investigation and analysis to consider fatigue as contributing factor;
 - (3) procedures for the identification and management of the effect of fatigue on the safety of operations.

ATS.OR.320 Air traffic controllers' rostering system(s)(IR)

- (a) An air traffic control service provider shall develop, implement and monitor a rostering system in order to manage the risks of occupational fatigue of air traffic controllers through a safe alternation of duty and rest periods. Within the rostering system, the air traffic control service provider shall specify the following elements:
 - (1) maximum consecutive working days with duty;
 - (2) maximum hours per duty period;
 - (3) maximum time providing air traffic control service without breaks;
 - (4) the ratio of duty periods to breaks when providing air traffic control service;
 - (5) minimum rest periods;
 - (6) maximum consecutive duty periods encroaching the night time, if applicable, depending upon the operating hours of the air traffic control unit concerned;
 - (7) minimum rest period after a duty period encroaching the night time;
 - (8) minimum number of rest periods within a roster cycle.
- (b) An air traffic control services provider shall consult those air traffic controllers who will be subject to the rostering system, or, as applicable, their representatives, during its development and its application, to identify and mitigate risks concerning fatigue which could be due to the rostering system itself.

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES (ATS.TR)

ATS.TR.100 Working methods and operating procedures for providers of air traffic services

- (a) An air traffic services provider shall be able to demonstrate that its working methods and operating procedures are compliant with:
 - (a) (1) Implementing Regulation (EU) No 923/2012; and
 - (b) (2) the standards laid down in the following Annexes to the Chicago Convention, as far as they are relevant to the provision of air traffic services in the airspace concerned:
 - (a) (i) **Annex 10** on aeronautical telecommunications, Volume II on communication procedures including those with PANS Status in its 6th edition of October 2001, including all amendments up to and including No 89;
 - (b) (ii) without prejudice to Regulation (EU) No 923/2012, **Annex 11** on air traffic services in its 13th edition of July 2001, including all amendments up to and including No 49.

Dag II

- Eventuella frågor eller annat som dykt upp under kvällen/natten 😊

Tidsplan

30/8

1200-1300 Inledning

1315-1400 Allmänna krav (Part ATM/ANS)

1415-1515 Part-MET

1530-1630 Part-ATS

31/8

0830-1000 Changes

1000-1130 Part-CNS/ATSEP

1130-1230 Avslut och samordning

Changes

- Samordnas med Anders (senast måndag)

Vad är en ändring (change)?

- Allmänna ändringar (changes – general)
- Funktionellt system

- Change Management

Vad är change management?

- Change management är ett strukturerat tillvägagångssätt för att uppnå förändring



ATM/ANS.OR.B.010 Change management procedures

- (a) A service provider shall use procedures to manage, assess and, if necessary, mitigate the impact of changes to its functional systems in accordance with points ATM/ANS.OR.A.045, ATM/ANS.OR.C.005, ATS.OR.205 and ATS.OR.210, as applicable.
- (b) The procedures referred to in point (a) or any material modifications to those procedures shall:
 - (1) be submitted, for approval, by the service provider to the competent authority;
 - (2) not be used until approved by the competent authority.
- (c) When the approved procedures referred to in point (b) are not suitable for a particular change, the service provider shall:
 - (1) make a request to the competent authority for an exemption to deviate from the approved procedures;
 - (2) provide the details of the deviation and the justification for its use to the competent authority; (3) not use the deviation before being approved by the competent authority.

Krav för SERVICE PROVIDERS (alla)

ATM/ANS.OR.A.040 Changes — general

- (a) The notification and management of:
 - (1) a change to the **functional system** or a change that affects the functional system shall be carried out in accordance with point ATM/ANS.OR.A.045;
 - (2) a change to the **provision of service, the service provider's management system and/or safety management system, that does not affect the functional system**, shall be carried out in accordance with point (b).
- (b) Any change as referred to in point (a)(2) shall require prior approval before implementation, unless such a change is notified and managed in accordance with a procedure approved by the competent authority as laid down in point ATM/ANS.AR.C.025(c).

Delar av krav för myndigheten

ATM/ANS.AR.C.025 Changes c)

- *To enable a service provider to implement changes to its management system and/or safety management system, as applicable, without prior approval in accordance with point ATM/ANS.OR.A.040 (b), **the competent authority shall approve a procedure defining the scope of such changes and describing how such changes will be notified and managed.** In the continuous oversight process, the competent authority shall assess the information provided in the notification to verify whether the actions taken comply with the approved procedures and applicable requirements.*

Definition

- ‘functional system’ means a combination of procedures, human resources and equipment, including hardware and software, organised to perform a function within the context of **ATM/ANS** and other ATM network functions;

Kraven på ATM/ANS samt ATS

ATM/ANS.OR.A.045 Changes to a functional system

- (a) A service provider planning a change to its functional system shall:
 - (1) notify the competent authority of the change;
 - (2) provide the competent authority, if requested, with any additional information that allows the competent authority to decide whether or not to review the argument for the change;
 - (3) inform other service providers and, where feasible, aviation undertakings affected by the planned change.

ATM/ANS.OR.A.045...Changes to a

- (b) Having notified a change, the service provider shall inform the competent authority whenever the information provided in accordance with points (a)(1) and (2) is materially modified, and the relevant service providers and aviation undertakings whenever the information provided in accordance with point (a)(3) is materially modified.
- (c) A service provider shall only allow the parts of the change, for which the activities required by the procedures referred to in point **ATM/ANS.OR.B.010** have been completed, to enter into operational service.
- (d) If the change is subject to competent authority review in accordance with point **ATM/ANS.AR.C.035**, the service provider shall only allow the parts of the change for which the competent authority has approved the argument to enter into operational service.

Delar av krav för myndigheten

ATM/ANS.AR.C.035 Decision to review a notified change to the functional system

...the competent authority shall make a decision on whether to review the change or not. The competent authority shall request any additional information needed from the service provider to support this decision....

shall determine the need for a review based on specific, valid and documented criteria that, as a minimum, ensure that the notified change is reviewed if the combination of the likelihood of the argument being complex or unfamiliar to the service provider and the severity of the possible consequences of the change is significant....

When the competent authority decides the need for a review based on other risk based criteria in addition to point (b), these criteria shall be specific, valid and documented. ...

shall inform the service provider of its decision to review a notified change to a functional system and provide the associated rationale to the service provider upon request.

ATM/ANS.OR.A.045...Changes to a

- (e) When a change affects other service providers and/or aviation undertakings, as identified in point (a)(3), the service provider and these other service providers, in coordination, shall determine:
 - (1) the dependencies with each other and, where feasible, with the affected aviation undertakings;
 - (2) the assumptions and risk mitigations that relate to more than one service provider or aviation undertaking.
- (f) Those service providers affected by the assumptions and risk mitigations referred to in point (e)(2) shall only use, in their argument for the change, agreed and aligned assumptions and risk mitigations with each other and, where feasible, with aviation undertakings.

”Analysen”

Krav för SERVICE PROVIDERS (icke ATS)

ATM/ANS.OR.C.005 Safety support assessment and assurance of changes to the functional system

- (a) For any change notified in accordance with point ATM/ANS.OR.A.045(a)(1), the service provider other than the air traffic services provider shall:
 - (1) ensure that a safety support assessment is carried out covering the scope of the change which is:
 - (i) the equipment, procedural and human elements being changed;
 - (ii) interfaces and interactions between the elements being changed and the remainder of the functional system;

- (iii) interfaces and interactions between the elements being changed and the context in which it is intended to operate;
- (iv) the life cycle of the change from definition to operations including transition into service;
- (v) planned degraded modes;

(2) provide assurance, with sufficient confidence, via a complete, documented and valid argument that the service will behave and will continue to behave only as specified in the specified context.

(b) A service provider other than an air traffic services provider shall ensure that the safety support assessment referred to in point (a) comprises:

(1) verification that:

- (i) the assessment corresponds to the scope of the change as defined in point (a)(1);
- (ii) the service behaves only as specified in the specified context;
- (iii) the way the service behaves complies with and does not contradict any applicable requirements of this Regulation placed on the services provided by the changed functional system; and

(2) specification of the monitoring criteria necessary to demonstrate that the service delivered by the changed functional system will continue to behave only as specified in the specified context.

Krav för ATS leverantörer (Part-ATS)

ATS.OR.205 Safety assessment and assurance of changes to the functional system

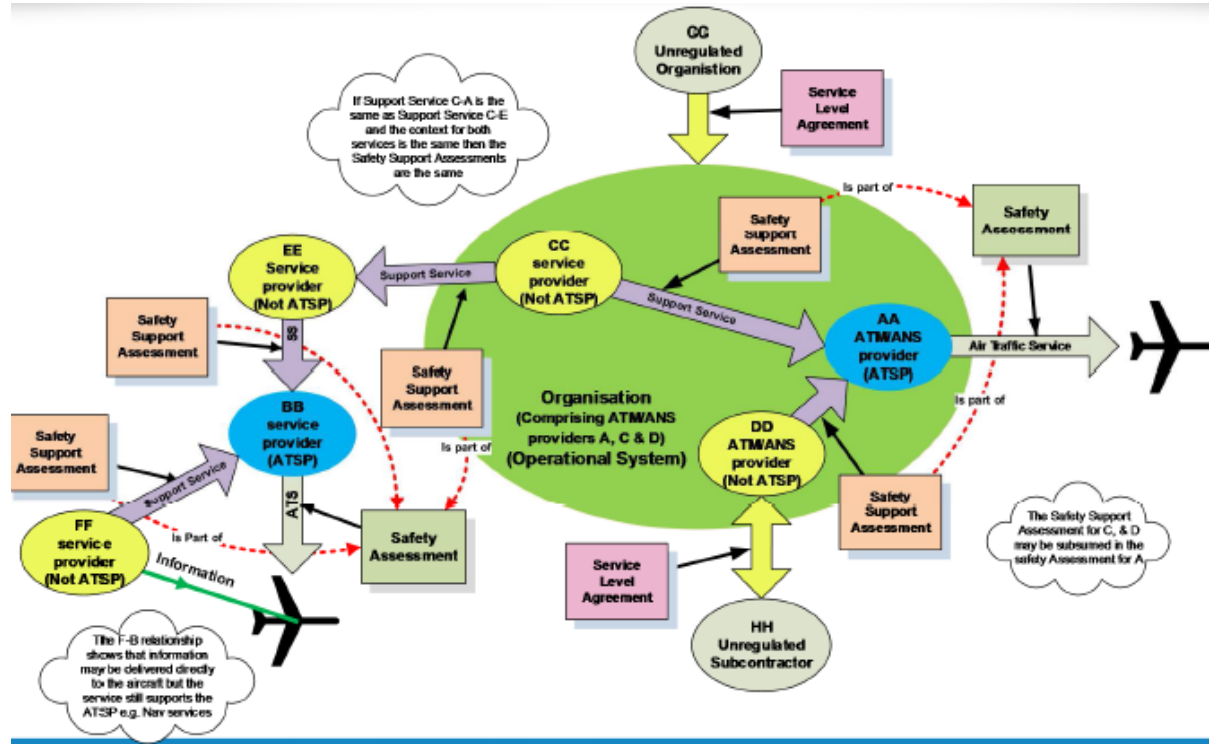
- (a) For any change notified in accordance with point ATM/ANS.OR.A.045(a)(1), the **air traffic services provider** shall:
 - (1) ensure that a **safety assessment** is carried out covering the scope of the change, which is:
 - (i) the equipment, procedural and human elements being changed;
 - (ii) interfaces and interactions between the elements being changed and the remainder of the functional system;
 - (iii) interfaces and interactions between the elements being changed and the context in which it is intended to operate;
 - (iv) the life cycle of the change from definition to operations including transition into service;
 - (v) planned degraded modes of operation of the functional system; and

ATS.OR.205 Safety assessment and assurance of changes to the functional system ...

- (2) provide assurance, with sufficient confidence, via a complete, documented and valid argument that the safety criteria identified via the application of point **ATS.OR.210** are valid, will be satisfied and will remain satisfied.
- (b) An air traffic services provider shall ensure that the safety assessment referred to in point (a) comprises:
 - (1) the identification of hazards;
 - (2) the determination and justification of the safety criteria applicable to the change in accordance with point ATS.OR.210;
 - (3) the risk analysis of the effects related to the change;
 - (4) the risk evaluation and, if required, risk mitigation for the change such that it can meet the applicable safety criteria;

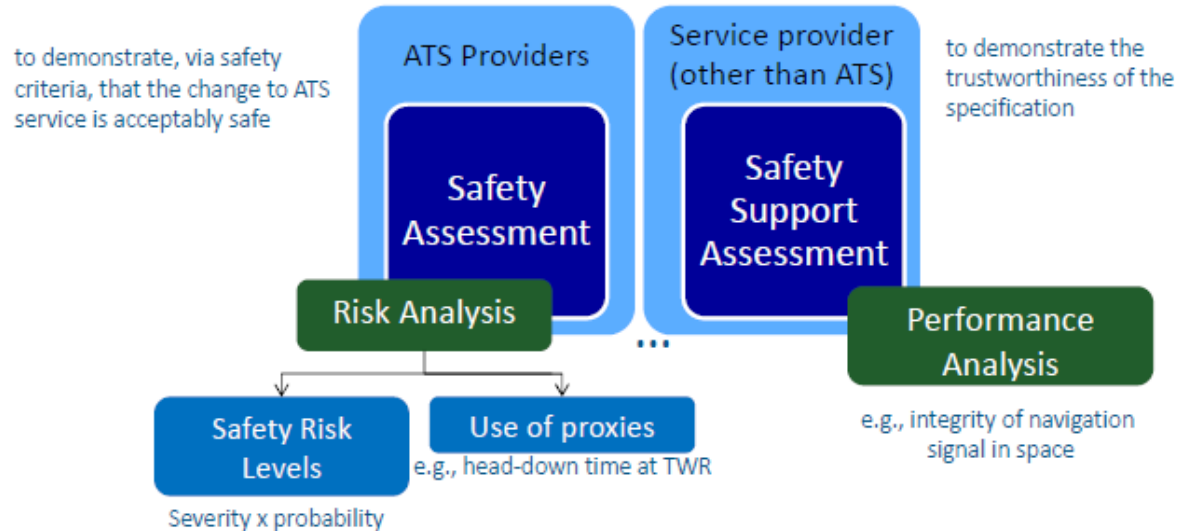
- (5) the verification that:
 - (i) the assessment corresponds to the scope of the change as defined in point (a)(1);
 - (ii) the change meets the safety criteria;
- (6) the specification of the monitoring criteria necessary to demonstrate that the service delivered by the changed functional system will continue to meet the safety criteria.

Safety assessment (SA) & Safety support assessment (SSA): concept



Safety assessment (SA) & Safety support assessment (SSA): the model

- All service providers need to assess changes they make to their functional system...



CNS

SPECIFIC REQUIREMENTS FOR PROVIDERS OF COMMUNICATION, NAVIGATION, OR SURVEILLANCE SERVICES Part-CNS

- **Nytt är att det inte finns krav på SMS för CNS som i dagens 1035/2012**

CNS.TR.100 Working methods and operating procedures for providers of communication, navigation or surveillance services

A communication, navigation or surveillance services provider shall be able to demonstrate that its working methods and operating procedures are compliant with the standards of Annex 10 to the Chicago Convention on aeronautical telecommunications in the following versions as far as they are relevant to the provision of communication, navigation or surveillance services in the airspace concerned:

- (a) Volume I on radio navigation aids in its 6th edition of July 2006, including all amendments up to and including No 89;
- (b) Volume II on communication procedures, including those with PANS status in its 6th edition of October 2001, including all amendments up to and including No 89;
- (c) Volume III on communications systems in its 2nd edition of July 2007, including all amendments up to and including No 89;
- (d) Volume IV on surveillance radar and collision avoidance systems in its 4th edition of July 2007, including all amendments up to and including No 89;
- (e) Volume V on aeronautical radio frequency spectrum utilisation in its 3rd edition of July 2013, including all amendments up to and including No 89.

AMC/GM saknas

Part Pers

REQUIREMENTS FOR SERVICE PROVIDERS CONCERNING PERSONNEL TRAINING AND COMPETENCE ASSESSMENT (Part-PERS)

SUBPART A —AIR TRAFFIC SAFETY ELECTRONIC PERSONNEL (ATSEP)

- (a) This Subpart establishes the requirements to be met by the service provider with respect to the training and the competence assessment of air traffic safety electronics personnel (ATSEP).
- (b) (b) For the service providers applying for a limited certificate ...the minimum requirements to be met with respect to the training and the competence assessment of ATSEP may be determined by the competent authority. Those minimum requirements shall be based on qualification, experience and recent experience, to maintain specific equipment or types of equipment and ensuring equivalent level of safety.

ATSEP.OR.105 Training and competence assessment programme and ATSEP.OR.110 Record-keeping

- In accordance with point ATM/ANS.OR.B.005(a)(6), the service provider employing ATSEP shall establish a training and competence assessment programme to cover the duties and responsibilities to be performed by ATSEP.
- When ATSEP are employed by a contracted organisation, the service provider shall ensure that those ATSEP have received the applicable training and competences foreseen in this Subpart.
- In addition to point ATM/ANS.OR.B.030, the service provider employing ATSEP shall maintain records of all the training completed by ATSEP, as well as the competence assessment of ATSEP and make such records available:
 - (a) on request, to the ATSEP concerned;
 - (b) on request, and with the agreement of the ATSEP, to the new employer when the ATSEP is employed by a new entity

- ‘air traffic safety electronics personnel (ATSEP)’ means any authorized personnel who are competent to operate, maintain, release from, and return into operations equipment of the functional system;

Innehåll ATSEP

- *Section I –General requirements*
- *Section II –Training requirements*
- *Section III –Competence assessment requirements*
- *Section IV –Instructors and assessors requirements*

- **The related Appendices**
- *Appendix 1 –Basic Training (shared)*
- *Appendix 2 –Basic Training (streams)*
- *Appendix 3 –Qualification Training (shared)*
- *Appendix 4 –Qualification Training (streams)*

Avslutning och vägen framåt

- Sammanfattning
- Hur tycker ni mötet varit?
 - Bra/dåligt
 - saknas

ToR – hur vill ni att dessa möten ska vara?

Indelning – hur ska vi dela upp arbetet vidare? Spec grupper (ATS, CNS, MET eller alla tillsammans)

- Kommande möten
 - Vår tanke är att ni håller i varsitt möte (håller med lokal, inledning, agenda mm)
 - Sätter av tre kommande tillfällen att ses (datum, plats/arrangör)