

**Annex II to ED Decision 2022/004/R****‘AMC and GM to Part-ATM/ANS.AR — Issue 1, Amendment 3’**

The text of the amendment is arranged to show deleted, new or amended text as shown below:

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in **blue**;
- (c) an ellipsis ‘[...]’ indicates that the rest of the text is unchanged.

**Note to the reader**

*In amended, and in particular in existing (that is, unchanged) text, ‘Agency’ is used interchangeably with ‘EASA’. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the ‘European Union Aviation Safety Agency (EASA)’.*

Annex II to Decision 2017/001/R is amended as follows:

**AMC1 ATM/ANS.AR.A.020(b) Information to the Agency****PROVISION OF SAFETY-SIGNIFICANT INFORMATION TO THE AGENCY**

Each competent authority should appoint a coordinator to act as the point of contact for the provision of safety-significant information to the Agency.

**GM1 ATM/ANS.AR.A.020(b) Information to the Agency****MEANING OF SAFETY-SIGNIFICANT INFORMATION STEMMING FROM OCCURRENCE REPORTS**

~~The following should be considered safety-significant information stemming from occurrence reports:~~

- ~~(a) Conclusive safety analyses that summarise individual occurrence data and provide an in-depth assessment of the safety issue. These safety analyses can be used for Agency regulatory activities or for safety promotion activities such as the European Plan for Aviation Safety; and~~
- ~~(b) Individual occurrence data where the Agency is the competent authority.~~

Safety-significant information stemming from occurrence reports means a conclusive safety analysis that summarises individual occurrence data and provides an in-depth analysis of a safety issue, which may be relevant for the Agency’s safety action planning.

## GM2 ATM/ANS.AR.A.020(b) Information to the Agency

### ~~RECOMMENDED CONTENT FOR CONCLUSIVE SAFETY ANALYSES~~ SAFETY-SIGNIFICANT INFORMATION STEMMING FROM THE OCCURRENCE REPORTS

- ~~(a) The following content should be provided in conclusive safety analyses:~~
- ~~(1) a detailed description of the safety issue, containing the scenario in which the safety issue takes place; and~~
  - ~~(2) an indication of the users affected by the safety issue, including types of services and organisations.~~
- ~~(b) The content of such safety analyses may additionally include, as appropriate, the following:~~
- ~~(1) a risk assessment quantifying the severity and frequency of the safety issue;~~
  - ~~(2) information about the existing safety barriers that the aviation system has in place to prevent the safety issue from releasing its likely consequences;~~
  - ~~(3) any mitigating actions already being in place or developed to deal with the safety issue;~~
  - ~~(4) recommendations for future actions to mitigate the reported safety issue; and~~
  - ~~(5) any other element the competent authority understands as essential in order for the Agency to properly assess the safety issue.~~

The conclusive safety analysis based on the occurrence reports should contain the following:

- (a) a detailed description of the safety issue, including the scenario in which the safety issue takes place; and
- (b) an indication of the stakeholders affected by the safety issue, including types of operations and organisations;  
and, as appropriate:
- (c) a risk assessment establishing the severity and probability of all the possible consequences of the safety issue;
- (d) information about the existing safety barriers that the aviation system has in place to prevent the likely safety issue consequences from occurring;
- (e) any mitigating actions already in place or developed to address the safety issue;
- (f) recommendations for future actions to control the risk; and
- (g) any other element(s) the competent authority considers essential for the Agency to properly assess the safety issue.

[...]

## ~~GM4-ATM/ANS.AR.A.020(b) Information to the Agency~~

### ~~EXCHANGE OF SAFETY SIGNIFICANT INFORMATION WITH THE AGENCY~~

~~A coordinator should be appointed by each competent authority, as appropriate, to exchange information regarding safety significant information between the authority reporting the occurrence and the Agency.~~