



Federal Supervisory Authority
for Air Navigation Services

German Federal Supervisory Authority for Air Navigation Services

Bodo Heinzl

**Workshop on conformity assessment (CA) of
ATM/ANS systems and constituents**

Lessons Learned and Issues

31 October 2019, Cologne



Objective of Interoperability

Definition of IOP (art. 2, no 28 of framework reg / 549/2004):

‘interoperability’ means a set of functional, technical and operational properties required of the systems and constituents of the EATMN and of the procedures for its operation, in order to enable its safe, seamless and efficient operation. Interoperability is achieved by making the systems and constituents compliant with the essential requirements

Objective of IOP ...

- Make sure, that systems / constituents can communicate with each other and can exchange data



Systems & Constituents:

- Difficult to break down by system and constituents
- Assignments of systems / constituents to services sometimes difficult
(e. g. aerodrome lighting panel part of ATS? ATIS (Automatic terminal information system) includes MET, ATS, COM)
- IOP requirements (of reg. 552/2004 and reg. 2018/1139) are very general with limited details
→ discussion for interpretation between NSA/ANSP

DoV/TF:

- High effort in the elaboration of DoV/TF for ANSPs
- Focus on DoV/TF on the systems / constituents, less on external interfaces
- DoV/TF are final products giving limited information about testing activities and/or existing Conformity Assessment processes.
- Difficult to identify meaningful evidence to generic essential requirements (annex II of reg. 552/2004 as well as annex VIII of reg. 2018/1139)

Standards:

- Technical Standards are key to ensure development und successful implementation of interoperable systems and constituents.

Thank you very much for your attention!

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