



EASA
European Aviation Safety Agency

Implementation by EASA as competent authority

of the NEW Common requirements rule Regulation (EU) 2017/373

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Your safety is our mission.

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Implementation by EASA

Regulation (EU) 2017/373

EASA as a Competent Authority

Transition from Regulations (EU) No 1034/2011 and 1035/2011

Safety (support) assessment



Implementation by EASA

Regulation (EU) 2017/373

EASA as a Competent Authority



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EASA is a competent authority for:

- Provision of Pan-European* ATM/ANS
Regulations (EU) 1034/2011 and 1035/2011
- Provision of ATM/ANS in EU by non-EU providers
Regulations (EU) 1034/2011 and 1035/2011
- Provision of Data Services
Regulations (EU) 2017/373
Non-EU Air Traffic Controller Training Organisations
Regulation (EU) 340/2015
- EASA also performs the oversight of the Network Manager
on behalf of the European Commission
Regulation EU 677/2011

**Pan-European services are those air navigation services which are designed and established for users within most or all Member States.*



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Currently certified organisations:



LIST OF APPROVED ATM/ANS ORGANISATIONS UNDER THE OVERSIGHT OF EASA

Valid

CERTIFICATE REFERENCE	ORGANISATION NAME	COUNTRY	SCOPE	ISSUE DATE
EASA.AOA.PAN.002	European Satellite Service Provider (ESSP)	France	CNS	12/03/2018
EASA.AOA.TRD.004	University of North Dakota Aerospace Foundation (UNDAF)	USA	ATCO Training	02/06/2017
EASA.AOA.TRD.008	Airways Corporation of New Zealand Limited	New Zealand	ATCO Training	23/05/2016
EASA.AOA.PAN.009	Eurocontrol	Belgium	AIS	09/12/2016
EASA.AOA.TRD.013	Ports of Jersey	Jersey	ATCO Training	10/08/2017
EASA.AOA.TRD.016	Ports of Jersey	Jersey	ATS, CNS	15/06/2017



Transition to
2017/3673

+ Network Manager

+ DAT providers – transition from LOA concept – already in progress



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Regulation (EU) 2017/373

Transition from Regulations (EU) No 1034/2011 and 1035/2011



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Expected impact on current providers

Organisation Management

All providers

- A **Management System** addressing **Safety, Quality** and **Security** is required
 - Compliance to new requirement should be assessed, e.g. by means of a Gap Analysis
- As a part of the Management System, ATM/ANS providers shall **verify their performance** against set targets
 - Appropriate KPIs should be established
- **Compliance monitoring** function shall be implemented
 - Provider should systematically monitor changes into applicable regulatory baseline



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Expected impact on current providers

Safety Management System

ATS providers

- A prescriptive SMS continues to be required

CNS providers

- A prescriptive SMS not needed anymore
- Safety shall be a part of the provider's Management System

AIS, MET providers

- Safety shall be a part of the provider's Management System



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Expected impact on current providers

Security management system

All providers

- Security Management system shall be integrated into management system
- Implementation of measures against information and cyber security threats which may have an unlawful interference with the provision service



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Expected impact on current providers

Occurrence reporting

All providers

- On top of requirements of Regulation (EU) 996/2010 and 376/2014, any malfunction, technical defect, exceeding of technical limitations, occurrence, or other irregular circumstance shall be reported to Competent Authority and to the **organisation responsible for the design**



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Expected impact on current providers

Notification of Changes

ATS, CNS providers

- Procedures for notification of changes to functional systems require modification
 - to include non-safety related changes
 - to provide details required by the new regulation
- Procedures for notification of changes to provision of services should be developed

MET, AIS providers

- Both procedures for notification of changes and provision of services should be developed



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Expected impact on current providers

Contracted activities

ATS, CNS providers

- For providers compliant with Regulation (EU) 1035/2011, Annex I, 3.1 (formal interfaces with stakeholders) and Annex II, 3.1.2 c) (external services) modification might be needed to facilitate oversight over their subcontractor

MET, AIS providers

- Providers compliant with Regulation (EU) 1035/2011, Annex I, 3.1 (formal interfaces with stakeholders) shall align their practices with new requirements



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Expected impact on current providers

New Requirements

Nomination of post holders

Record keeping



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Expected impact on current providers

No major modifications are anticipated with respect to:

Contingency plans

Business plan

Annual plan

Performance plan

Open and transparent provision of services

Technical and operational competence and capability

Competence of other-than-ATSEP personnel

Operations manuals

Financial strength

Liability and insurance cover

Reporting



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Regulation (EU) 2017/373

Safety (support) assessment



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Safety (support) assessment

ATS providers

Some modifications to the existing Risk Classification Scheme (RCS) (based on Severity Classification Scheme) might be needed to connect a hazard with a harmful effect

CNS providers

Modifications are needed:

- Safety Assessment shall be transformed into the Safety Support Assessment
- Application of the RCS should be discontinued
- Existing Safety Objectives could be transformed to performance requirements

MET, AIS providers

Safety Support Assessment is required



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Safety assessment for ATS providers

- consequences of the change should be expressed in terms of the harmful effects of the change



A probability, that a consequence of certain severity develops the harmful effect could be quantified



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Safety Support Assessment

- Term “safety support assessment” introduced by Regulation (EU) 2017/373 and associated AMC/GM.
- It is intended to summarise the demonstration that the change to be introduced does not impact the service offered by the non-ATS ANSP (including DAT providers)
- The Safety Support Assessment should be evolved together with evolution of the functional system.



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Safety Support Assessment

► Regulation (EU) 2017/373 (ATM/ANS.OR.C.005 (a)) requires:

“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.”



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Safety Support Assessment

➤ AMC2 ATM/ANS.OR.C.005 (a)(2) further specifies:

“The argument should be considered complete when it shows that:

*(a) the safety support assessment of ATM/ANS.OR.C.005(b) has produced a **service specification and context specification** where:*

- (1) the service has been defined in terms of **functionality, performance and the form of the interfaces**;*
- (2) the specification of context correctly and completely records the conditions under which the specification of the service is true;*
- (3) the interaction of components, **under failure conditions or failures in services delivered to the components**, have been assessed for their impact on the service and, where necessary, **degraded modes of service have been defined**; and*
- (4) the specification encompasses the interaction with the environment;*

*(b) **safety support requirements** have been placed on the elements changed and on those elements affected by the change;*

*(c) **the behaviour necessitated by the safety support requirements is the complete behaviour expressed by the service specification**;*

(d) all safety support requirements have been traced from the service specification to the level of the architecture at which they have been satisfied;

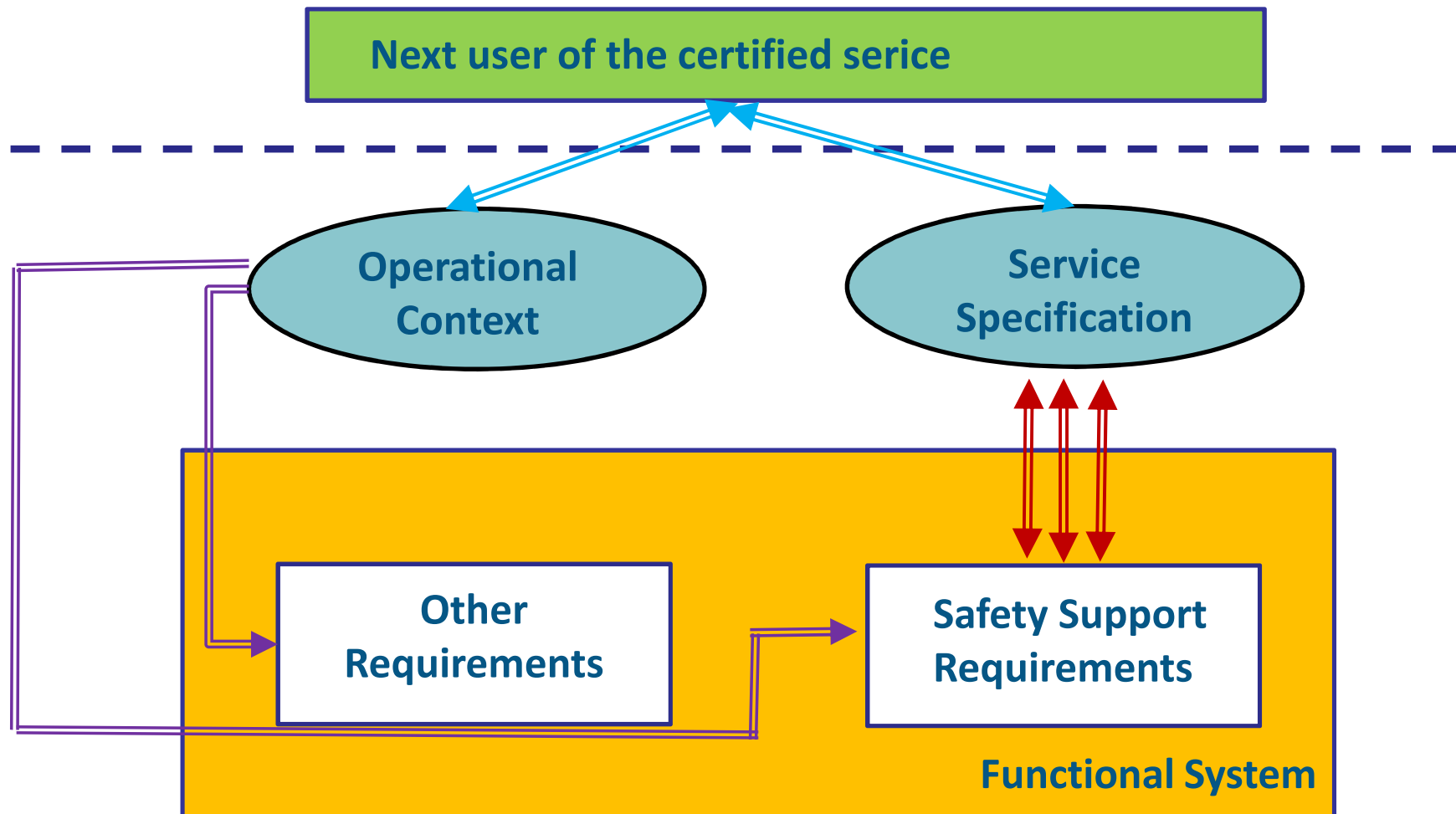
(e) each component satisfies its safety support requirements; and

(f) the evidence is derived from known versions of the components and the architecture and known sets of products, data and descriptions that have been used in the production or verification of those versions.



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Safety Support Assessment

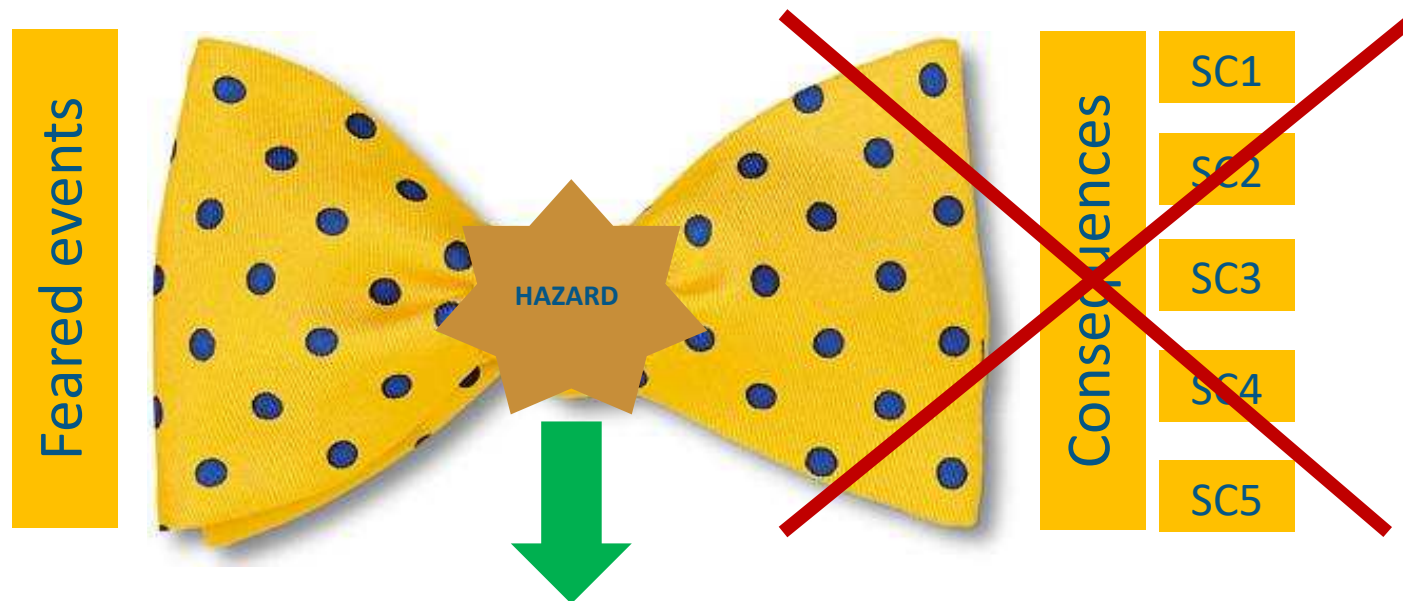




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Safety Support Assessment

- consequences of the change are not known to the provider as it depends on how their service is used by ATS provider (e.g. Com, Sur, MET, AIS) or aircrew (e.g. Com, Nav, Met, ASIS, DAT)



Hazards can be expressed in terms of the service performance (e.g. Continuity of service, Integrity of service)

This could be complemented with the assurance level of the system design



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