

**FAQs:**

[Development Assurance for Software or Hardware](#), [Air Traffic Management / Air Navigation Services \(ATM/ANS\) ground equipment](#), [Regulations](#)

**Question:**

**Did I understand correctly that the software assurance level (SWAL) assignment and stating that the equipment is safe for use is moved to design or production organisations (DPOs)? I got that impression from previous sessions and disagree since safety (as security) depends on the operational usage of the equipment. What is your opinion?**

**Answer:**

See answer to FAQ '[Who is going to define softwares / software assurance level \(SWAL\) requirements for a particular ATM/ANS system? EASA, ANSP, ...?](#)'.

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**Link:**

<https://www.easa.europa.eu/hu/faq/139176>