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► **B** **COMMISSION IMPLEMENTING REGULATION (EU) 2017/373**
of 1 March 2017

laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011

(Text with EEA relevance)

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► <u>M2</u>	amended by Commission Implementing Regulation (EU) 2020/1177 of 7 August 2020	L 259	12	10.8.2020
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(Text with EEA relevance)

Article 1

Subject matter

This Regulation lays down common requirements for:

- (1) the provision of air traffic management and air navigation services ('ATM/ANS') and other air traffic management network functions ('ATM network functions') for general air traffic, in particular for the legal or natural persons providing those services and functions;
- (2) the competent authorities, and the qualified entities acting on their behalf, which exercise certification, oversight and enforcement tasks in respect of the providers of the services and functions referred to in point (1).

Article 2

Definitions

For the purposes of this Regulation, the definitions in Annex I and the following definitions shall apply:

- (1) the definitions in Article 2 of Regulation (EC) No 549/2004 and Article 3 of Regulation (EC) No 216/2008, except for the definition of 'certificate' in Article 2(15) of Regulation (EC) No 549/2004;
- (2) 'service provider' means any legal or natural person providing functions or services of ATM/ANS as defined in point (q) of Article 3 of Regulation (EC) No 216/2008 or other ATM network functions, either individually or bundled for general air traffic;
- (3) 'Network Manager' means the body established in accordance with Article 6 of Regulation (EC) No 551/2004 to perform the duties provided for in that Article and in Articles 3 and 4 of Regulation (EU) No 677/2011;
- (4) 'pan-European service' means an activity which is designed and established for users within most or all Member States and which may also extend beyond the airspace of the territory to which the Treaty applies;

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- (5) ‘data services provider (DAT provider)’ means an organisation, which is:
- (a) type 1 DAT provider that processes aeronautical data for use on aircraft and provides an aeronautical database meeting the DQRs, under controlled conditions, for which no corresponding airborne application/equipment compatibility has been determined;
 - (b) type 2 DAT provider that processes aeronautical data and provides an aeronautical database for use on certified aircraft application/equipment meeting the DQRs for which compatibility with that application/equipment has been determined.

*Article 3***Provision of ATM/ANS and ATM network functions**

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.
2. When Member States adopt additional provisions to complement this Regulation on any matters left to the Member States under this Regulation, those provisions shall follow the standards and recommended practices set by the Chicago Convention. Where use is made of the provisions of Article 38 of the Chicago Convention, in addition to notifying the International Civil Aviation Organisation, the Member States shall notify the European Aviation Safety Agency (‘Agency’), with due justification, at the latest two months after the additional provisions have been adopted.
3. Member States shall publish, in accordance with the Chicago Convention, those additional provisions through their aeronautical information publications.
4. Where a Member State decides to organise the provision of certain specific air traffic services in a competitive environment, that Member State shall take all appropriate measures to ensure that the providers of those services shall neither engage in conduct that would have as its object or effect the prevention, restriction or distortion of competition, nor shall they engage in conduct that amounts to an abuse of a dominant position, in accordance with applicable Union and national law.

*Article 4***Competent authority for certification, oversight and enforcement**

1. The competent authority responsible for the issuing of certificates to service providers, for the acknowledgment of receipts of declarations made by providers of flight information services referred to in Article 7 where relevant, and for the oversight and enforcement in respect of service providers shall be the national supervisory authority referred

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to in Article 4 of Regulation (EC) No 549/2004 of the Member State where the legal or natural person applying for the certificate or making the declaration has its principal place of operation or, if any, its registered office, unless the Agency is the competent authority pursuant to Article 22a of Regulation (EC) No 216/2008.

For the purposes of this Regulation, data services providers and the Network Manager shall be considered to be pan-European service providers in respect of which, in accordance with point (c) of Article 22a of Regulation (EC) No 216/2008, the Agency is the competent authority.

2. The competent authorities referred to in paragraph 1 shall comply with the requirements laid down in Annex II.

3. Where one of the service providers concerned is an organisation in respect of which the Agency is the competent authority, the competent authorities of the Member States concerned shall coordinate with the Agency in order to ensure that the requirements set out in points (1), (2) and (3) of point ATM/ANS.AR.A.005(b) of Annex II are complied with where, alternatively:

(a) service providers provide services in respect of functional airspace blocks that extend across the airspace falling under the responsibility of more than one Member State, as referred to in Article 2(3) of Regulation (EC) No 550/2004;

(b) service providers provide cross-border air navigation services as referred to in Article 2(5) of Regulation (EC) No 550/2004.

4. Where a Member State has nominated or established more than one competent authority in accordance with Article 4 of Regulation (EC) No 549/2004 or as referred to in Article 2(3) to (6) of Regulation (EC) No 550/2004 to exercise the certification, oversight and enforcement tasks under this Regulation, it shall ensure that the areas of competence of each of those authorities are clearly defined, in particular in terms of responsibilities and geographic and airspace limitation. In such a case, those authorities shall establish coordination between them, based on written arrangements, so as to ensure effective oversight and enforcement in respect of all service providers to which they issued certificates or, where relevant, which made declarations to them.

5. When exercising their certification, oversight and enforcement tasks under this Regulation, the competent authorities shall be independent of any service provider. That independence shall be ensured by adequate separation, at least at the functional level, between the competent authorities and the service providers. In this context, Member States shall ensure that the competent authorities exercise their powers impartially and transparently.

6. Member States and, where the Agency is the competent authority, the Commission shall ensure that their competent authorities do not allow their personnel to be involved in the exercise of the certification, oversight and enforcement tasks of that authority under this Regulation

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where there are indications that such involvement could result, directly or indirectly, in a conflict of interest, in particular relating to family or financial interests.

7. The Agency shall maintain a database of contact details of the competent authorities referred to in paragraph 1. For this purpose, Member States shall notify the Agency of the names and addresses of their competent authorities, and of any subsequent changes thereto.

8. Member States and, where the Agency is the competent authority, the Commission shall determine the necessary resources and capabilities required by the competent authorities for the exercise of their tasks, in accordance with Article 4(4) of Regulation (EC) No 549/2004 and Article 22a of Regulation (EC) No 216/2008, taking into account all relevant factors, including an assessment carried out by the respective competent authorities to determine the resources needed for the exercise of their tasks under this Regulation.

Article 5

Powers of the competent authority referred to in Article 4

1. The competent authorities shall, where required for the exercise of their certification, oversight and enforcement tasks under this Regulation, be empowered to:

- (a) require the service providers subject to their oversight to provide all necessary information;
- (b) require any representative, manager or other member of the personnel of those service providers to provide oral explanations on any fact, document, object, procedure or other subject matter relevant to the oversight of the service provider;
- (c) enter any premises and land, including operating sites, and means of transport of those service providers;
- (d) examine, copy or make extracts from any document, record or data held by or accessible to those service providers, irrespective of the medium on which the information in question is stored;
- (e) carry out audits, assessments, investigations and inspections of those service providers.

2. The competent authorities shall, where required for the exercise of their certification, oversight and enforcement tasks under this Regulation, also be empowered to exercise the powers set out in paragraph 1 in relation to the contracted organisations subject to the service providers' oversight, as referred to in point ATM/ANS.OR.B.015 of Annex III.

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3. The powers provided for in paragraphs 1 and 2 shall be exercised in compliance with the national law of the Member State where the activities in question take place, with due regard for the need to ensure the effective exercise of those powers and for the rights and legitimate interests of the service provider and any third persons concerned, and in compliance with the principle of proportionality. Where, in accordance with the applicable national law, prior authorisation from the judicial authority of the Member State concerned is needed to enter premises, land and means of transport as referred to in point (c) of paragraph 1, the related powers shall be exercised only after having obtained such prior authorisation.

When exercising the powers provided for in paragraphs 1 and 2, the competent authority shall ensure that the members of its staff and, where relevant, any other expert participating in the activities in question are duly authorised.

4. The competent authorities shall take or initiate any appropriate enforcement measure necessary to ensure that the service providers to which they issued a certificate or, where relevant, which made a declaration to them, comply and continue to comply with the requirements of this Regulation.

*Article 6***Service providers**

Service providers shall be granted a certificate and be entitled to exercise the privileges granted within the scope of that certificate, where, in addition to the requirements referred to in Article 8b(1) of Regulation (EC) No 216/2008, they comply and continue to comply with the following requirements:

- (a) for all service providers, the requirements laid down in Annex III (Part-ATM/ANS.OR), Subparts A and B, and in Annex XIII (Part-PERS);
- (b) for service providers other than providers of air traffic services, in addition to the requirements of point (a), the requirements laid down in Annex III (Part-ATM/ANS.OR), Subpart C;
- (c) for providers of air navigation services, providers of air traffic flow management and the Network Manager, in addition to the requirements of point (a), the requirements laid down in Annex III (Part-ATM/ANS.OR), Subpart D;
- (d) for providers of air traffic services, in addition to the requirements of points (a) and (c), the requirements laid down in Annex IV (Part-ATS);
- (e) for providers of meteorological services, in addition to the requirements of points (a), (b) and (c), the requirements laid down in Annex V (Part-MET);
- (f) for providers of aeronautical information services, in addition to the requirements of points (a), (b) and (c), the requirements laid down in Annex VI (Part-AIS);

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- (g) for data services providers, in addition to the requirements of points (a) and (b), the requirements laid down in Annex VII (Part-DAT);
- (h) for providers of communication, navigation or surveillance services, in addition to the requirements of points (a), (b) and (c), the requirements laid down in Annex VIII (Part-CNS);
- (i) for providers of air traffic flow management, in addition to the requirements of points (a), (b) and (c), the requirements laid down in Annex IX (Part-ATFM);
- (j) for providers of airspace management, in addition to the requirements of points (a) and (b), the requirements laid down in Annex X (Part-ASM);
- (k) for providers of procedure design, in addition to the requirements of points (a) and (b), the requirements laid down in Annex XI (Part-ASD), when those requirements will be adopted by the Commission;
- (l) for the Network Manager, in addition to the requirements of points (a), (b) and (c), the requirements laid down in Annex XII (Part-NM).

*Article 7***Declaration by providers of flight information services**

Where Member States allow providers of flight information services to declare their capability and means of discharging the responsibilities associated with the services provided in accordance with Article 8b(3) of Regulation (EC) No 216/2008, those providers shall fulfil, in addition to the requirements referred to in Article 8b(1) of Regulation (EC) No 216/2008, the requirements laid down in point ATM/ANS.OR.A.015 in Annex III to this Regulation.

*Article 8***Existing certificates**

1. Certificates that have been issued in accordance with Implementing Regulation (EU) No 1035/2011 shall be deemed to have been issued in accordance with this Regulation.
2. Member States shall replace the certificates referred to in paragraph 1 with certificates complying with the format laid down in Appendix 1 to Annex II by 1 January 2021 at the latest.

*Article 9***Repeal and amendment**

1. Regulation (EC) No 482/2008 and Implementing Regulations (EU) No 1034/2011 and (EU) No 1035/2011 are repealed.

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2. Implementing Regulation (EU) 2016/1377 is repealed.
3. Articles 12 and 21 of Regulation (EU) No 677/2011 and Annex VI to that Regulation are deleted.

*Article 10***Entry into force**

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 2 January 2020.

However:

- (1) Article 9(2) shall apply from the date of entry into force of this Regulation;
- (2) in respect of the Agency, Article 4(1), (2), (5), (6) and (8) and Article 5 shall apply from the date of entry into force of this Regulation;
- (3) in respect of data services providers, Article 6 shall apply in any case from 1 January 2019 and, where such a provider applies for and is granted a certificate in accordance with Article 6, from the date of entry into force of this Regulation.

This Regulation shall be binding in its entirety and directly applicable in all Member States.



ANNEX I

DEFINITIONS OF TERMS USED IN ANNEXES II TO XIII

(Part-DEFINITIONS)

For the purposes of Annexes II to XIII, the following definitions shall apply:

- (1) 'acceptable means of compliance (AMC)' means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its implementing rules;
- (2) 'aerial work' means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue or aerial advertisement;
- (3) 'aerodrome climatological summary' means a concise summary of specified meteorological elements at an aerodrome, based on statistical data;
- (4) 'aerodrome climatological table' means a table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome;
- (5) 'aerodrome elevation' means the elevation of the highest point of the landing area;
- (6) 'aerodrome flight information service (AFIS)' means flight information service and alerting service for aerodrome traffic at an aerodrome;
- (7) 'aerodrome meteorological office' means an office responsible for providing meteorological service for an aerodrome;
- (8) 'aerodrome warning' means information issued by an aerodrome meteorological office concerning the occurrence or expected occurrence of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft and the aerodrome facilities and services;
- (9) 'aeronautical data' means a representation of aeronautical facts, concepts or instructions in a formalised manner suitable for communication, interpretation or processing;
- (10) 'aeronautical database' means a collection of aeronautical data organised and arranged as a structured data set, stored electronically on systems, which is valid for a dedicated period and may be updated;
- (11) 'aeronautical fixed service (AFS)' means a telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services;
- (12) 'aeronautical fixed telecommunication network (AFTN)' means a worldwide system of aeronautical fixed circuits provided, as part of the AFS, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics;

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- (13) ‘aeronautical information’ means information resulting from the assembly, analysis and formatting of aeronautical data;
- (14) ‘aerodrome mapping data’ means data collected for the purpose of compiling aerodrome mapping information;
- (15) ‘aerodrome mapping database (AMDB)’ means a collection of aerodrome mapping data organised and arranged as a structured data set;
- (16) ‘aeronautical meteorological station’ means a station making observations and meteorological reports for use in air navigation;
- (17) ‘air-report’ means a report from an aircraft in flight prepared in conformity with the requirements for position and operational and/or meteorological reporting;
- (18) ‘aircraft’ means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;
- (19) ‘AIRMET message’ means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified *en-route* weather phenomena which may affect the safety of low-level aircraft operations and of the development of those phenomena in time and space, and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof;
- (20) ‘air traffic safety electronics personnel (ATSEP)’ means any authorised personnel who are competent to operate, maintain, release from, and return into operations equipment of the functional system;
- (21) ‘air traffic services unit’ is a generic term meaning variously air traffic control unit, flight information centre, aerodrome flight information service unit or air traffic services reporting office;
- (22) ‘alternate aerodrome’ means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use;
- (23) ‘alternative means of compliance (AltMOC)’ means those means of compliance that propose an alternative to an existing AMC or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules for which no associated AMC have been adopted by the Agency;
- (24) ‘altitude’ means the vertical distance of a level, a point, or an object considered as a point, measured from mean sea level;
- (25) ‘area control centre (ACC)’ means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

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- (26) ‘area forecast for low-level flights’ means a forecast of weather phenomena for a flight information region or sub-area thereof, issued to cover the layer below flight level 100 (or below flight level 150 in mountainous areas, or higher, where necessary);
- (27) ‘area navigation (RNAV)’ means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of them;
- (28) ‘argument’ means a claim that is supported via inferences by a body of evidence;
- (29) ‘ASHTAM’ means a special series of NOTAM notifying by means of a specific format of a change in the activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations;
- (30) ‘ATM network functions’ means the functions performed by the Network Manager in accordance with Regulation (EU) No 677/2011;
- (31) ‘audit’ means a systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements are complied with;
- (32) ‘authoritative source’ means:
 - (a) a State authority; or
 - (b) an organisation formally recognised by the State authority to originate and/or publish data which meets the data quality requirements (DQRs) as specified by that State;
- (33) ‘automatic observing system’ means an observing system that measures, derives and reports all required elements without human interaction;
- (34) ‘aviation undertaking’ means an entity, person or organisation, other than the service providers regulated by this Regulation, that is affected by or affects a service delivered by a service provider;
- (35) ‘break’ means a period of time within the duty period when an air traffic controller is not required to perform duties, for recuperation purposes;
- (36) ‘certified aircraft application’ means a software application approved by the Agency as part of aircraft subject to Article 4 of Regulation (EC) No 216/2008;

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- (37) ‘cloud of operational significance’ means a cloud with the height of cloud base below 5 000 ft or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height;

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- (38) ‘commercial air transport’ means any aircraft operation involving the transport of passengers, cargo or mail for remuneration or other valuable consideration;
- (39) ‘control area’ means a controlled airspace extending upwards from a specified limit above the earth;
- (40) ‘critical incident stress’ means the manifestation of unusual and/or extreme emotional, physical and/or behavioural reactions of an individual following an event or incident;
- (41) ‘data quality’ means a degree or level of confidence that the provided data meets the user's data requirements in terms of accuracy, resolution, integrity (or equivalent assurance level), traceability, timeliness, completeness, and format;
- (42) ‘data quality requirements (DQRs)’ means a specification of the characteristics of data (i.e. accuracy, resolution, integrity (or equivalent assurance level), traceability, timeliness, completeness and format) to ensure that the data is compatible with its intended use;
- (43) ‘destination alternate’ means an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing;
- (44) ‘duty’ means any task that an air traffic controller is required to perform by the air traffic control service provider;
- (45) ‘duty period’ means a period which starts when an air traffic controller is required by the air traffic control service provider to report for or be available for or to commence duty and ends when the air traffic controller is free from duty;
- (46) ‘elevation’ means the vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level;
- (47) ‘*en-route* alternate’ means an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while *en-route*;
- (48) ‘fatigue’ means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase or workload (mental or physical activity, or both) that can impair an individual's alertness and ability to safely perform his/her tasks;
- (49) ‘flight documentation’ means documents, including charts or forms, containing meteorological information for a flight;
- (50) ‘flight information centre (FIC)’ means a unit established to provide flight information service and alerting service;
- (51) ‘flight information region (FIR)’ means an airspace of defined dimensions within which flight information service and alerting service are provided;

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- (52) ‘flight level (FL)’ means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013,2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;

- (53) ‘flight test’ means a flight for the development phase of a new design (aircraft, propulsion systems, parts and appliances), a flight to demonstrate compliance to certification basis or to type design for aircraft coming from the production line, a flight intended to experiment new design concepts, requiring unconventional manoeuvres or profiles for which it could be possible to exit the already approved envelope of the aircraft or a training flight to perform either of those flights;

- (54) ‘forecast’ means a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace;

- (55) ‘forecast for take-off’ means a forecast for a specified period of time, prepared by an aerodrome meteorological office, which contains information on expected conditions over the runways complex in regard to surface wind direction and speed and any variations thereof, temperature, pressure (QNH) and any other element as agreed locally;

- (56) ‘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;

- (57) ‘general aviation’ means any civil aircraft operation other than aerial work or commercial air transport;

- (58) ‘grid point data in digital form’ means computer-processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use;

- (59) ‘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;

- (60) ‘gridded global forecasts’ means forecasts of expected values of meteorological elements on a global grid with a defined vertical and horizontal resolution;

- (61) ‘hazard’ means any condition, event, or circumstance which could induce a harmful effect;

- (62) ‘height’ means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;

- (63) ‘level’ is a generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude or flight level;

- (64) ‘local routine report’ means a meteorological report issued at fixed time intervals, intended only for dissemination at the aerodrome of origin where the observations were made;

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- (65) 'local special report' means a meteorological report issued in accordance with the criteria established for special observations, intended only for dissemination at the aerodrome of origin where the observations were made;
- (66) 'meteorological bulletin' means a text comprising meteorological information preceded by an appropriate heading;
- (67) 'meteorological information' means meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions;
- (68) 'meteorological observation' means the measurement and/or evaluation of one or more meteorological elements;
- (69) 'meteorological report' means a statement of observed meteorological conditions related to a specified time and location;
- (70) 'meteorological satellite' means an artificial Earth satellite making meteorological observations and transmitting these observations to Earth;
- (71) 'meteorological watch office' means an office monitoring meteorological conditions affecting flight operations and providing information concerning the occurrence or expected occurrence of specified *en-route* weather phenomena, natural and other hazards which may affect the safety of aircraft operations within a specified area of responsibility;
- (72) 'minimum sector altitude (MSA)' means the lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP);
- (73) 'NOTAM' means a notice distributed by means of telecommunication containing information concerning the establishment, condition, or change in any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;
- (74) 'obstacle' means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:
 - (a) are located on an area intended for the surface movement of aircraft; or
 - (b) extend above a defined surface intended to protect aircraft in flight; or
 - (c) stand outside those defined surfaces and have been assessed as being a hazard to air navigation;
- (75) 'OPMET' means operational meteorological information for use in preparatory or in-flight planning of flight operations;
- (76) 'OPMET databank' means a databank established to store and make available internationally operational meteorological information for aeronautical use;

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- (77) 'pre-eruption volcanic activity' means an unusual and/or increasing volcanic activity which could presage a volcanic eruption;
- (78) 'prevailing visibility' means the greatest visibility value, observed in accordance with the definition of 'visibility', which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors;
- (79) 'problematic use of psychoactive substances' means the use of one or more psychoactive substances by an individual, in a way that:
 - (a) constitutes a direct hazard to the user or endangers the lives, health, or welfare of others; and/or
 - (b) causes or worsens an occupational, social, mental or physical problem or disorder;
- (80) 'prognostic chart' means a forecast of (a) specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart;
- (81) 'psychoactive substances' means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas caffeine and tobacco are excluded;
- (82) 'rescue coordination centre (RCC)' means a unit responsible for promoting efficient organisation of search and rescue services, and for coordinating the conduct of search and rescue operations within a search and rescue region;
- (83) 'rest period' means a continuous and defined period of time, subsequent to and/or prior to duty, during which an air traffic controller is free of all duties;
- (84) 'rostering system' means the structure of duty and rest periods of air traffic controllers in accordance with legal and operational requirements;
- (85) 'risk' means the combination of the overall probability or frequency of occurrence of a harmful effect induced by a hazard and the severity of that effect;
- (86) 'runway' means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;
- (87) 'runway visual range (RVR)' means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;
- (88) 'safety directive' means a document issued or adopted by a competent authority which mandates actions to be performed on a functional system or sets restrictions to its operational use to restore safety when evidence shows that aviation safety may otherwise be compromised;
- (89) 'safety management system (SMS)' means a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies, and procedures;

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- (90) 'search and rescue services unit' is a generic term covering, as the case may be, rescue coordination centre, rescue sub-centre or alerting post;
- (91) 'selected volcano observatory' means a provider, selected by the competent authority, that observes the activity of a volcano or a group of volcanoes and makes these observations available to an agreed list of aviation recipients;
- (92) 'semi-automatic observing system' means an observing system that allows the augmentation of measured elements and requires a human in the loop for issuing the appropriate reports;
- (93) 'SIGMET' means information concerning *en-route* weather phenomena, which may affect the safety of aircraft operations;
- (94) 'SIGMET message' means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified *en-route* weather phenomena which may affect the safety of aircraft operations and of the development of those phenomena in time and space;
- (95) 'special air-report' means a meteorological report by an aircraft issued in accordance with the criteria based on observations made during the flight;
- (96) 'stress' means the outcomes experienced by an individual when faced with a potential cause ('stressor') of human performance modification. The experience of the stressor may impact the individual's performance negatively (distress), neutrally or positively (eustress), based on the individual's perception of his/her ability to manage the stressor;
- (97) 'system and equipment rating training' means training designed to impart specific system/equipment knowledge and skills leading towards operational competence;
- (98) 'tailored data' means aeronautical data which is provided by the aircraft operator or DAT provider on the aircraft operator's behalf and produced for this aircraft operator for its intended operational use;
- (99) 'take-off alternate aerodrome' means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and if it be not possible to use the aerodrome of departure;
- (100) 'terminal aerodrome forecast (TAF)' means a concise statement of the expected meteorological conditions at an aerodrome for a specified period;
- (101) 'terrain' means the surface of the Earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles;
- (102) 'threshold' means the beginning of that portion of the runway usable for landing;
- (103) 'touchdown zone' means the portion of a runway, beyond the threshold, where it is intended that landing aeroplanes first contact the runway;

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- (104) ‘tropical cyclone’ is a generic term for a non-frontal synoptic-scale cyclone originating over tropical or subtropical waters with organised convection and definite cyclonic surface wind circulation;
- (105) ‘tropical cyclone advisory centre (TCAC)’ means a meteorological centre providing advisory information to meteorological watch offices, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones;
- (106) ‘visibility’ means visibility for aeronautical purposes, which is the greater of:
 - (a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;
 - (b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background;

▼ M3

- (107) ‘volcanic ash advisory centre (VAAC)’ means a meteorological centre that provides advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET databanks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere;

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- (108) ‘world area forecast centre (WAFB)’ means a meteorological centre preparing and issuing significant weather forecasts and upper-air forecasts in digital form on a global basis direct to the Member States by appropriate means as part of the aeronautical fixed service;
- (109) ‘world area forecast system (WAFS)’ means a worldwide system by which world area forecast centres provide aeronautical meteorological *en-route* forecasts in uniform standardised formats;

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- (168) ‘data link-VOLMET (D-VOLMET)’ means the provision of aerodrome routine meteorological report (METAR), aerodrome special meteorological report (SPECI), TAF, SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link;
- (264) ‘volcano observatory’ means a provider, selected by the competent authority, which observes the activity of a volcano or a group of volcanoes and makes these observations available to an agreed list of aviation recipients;
- (265) ‘Geography Markup Language (GML)’ means an encoding standard of the Open Geospatial Consortium (OGC);
- (266) ‘space weather centre (SWXC)’ means a centre designated to monitor and provide advisory information on space weather phenomena expected to affect high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems and/or pose a radiation risk to aircraft occupants.



ANNEX II

REQUIREMENTS FOR COMPETENT AUTHORITIES — OVERSIGHT OF SERVICES AND OTHER ATM NETWORK FUNCTIONS

(Part-ATM/ANS.AR)

SUBPART A — GENERAL REQUIREMENTS

ATM/ANS.ARA.001 Scope

This Annex establishes the requirements for the administration and management systems of the competent authorities responsible for certification, oversight and enforcement in respect of the application of the requirements set out in Annexes III to XIII by the service providers in accordance with Article 6.

ATM/ANS.ARA.005 Certification, oversight and enforcement tasks

- (a) The competent authority shall exercise certification, oversight and enforcement tasks in respect of the application of the requirements applicable to service providers, monitor the safe provision of their services and verify that the applicable requirements are met.
- (b) The competent authorities shall identify and exercise the responsibilities for certification, oversight and enforcement in a manner which ensures that:
 - (1) specific points of responsibility exist to implement each provision of this Regulation;
 - (2) they are aware of the safety oversight mechanisms and their results;
 - (3) relevant information exchange is ensured between competent authorities.

The competent authorities concerned shall regularly review the agreement on the supervision of the service providers providing air navigation services in functional airspace blocks (FABs) that extend across the airspace falling under the responsibility of more than one Member States referred to in Article 2(3) of Regulation (EC) No 550/2004 and, in the case of cross-border provision of air navigation services, the agreement on the mutual recognition of supervisory tasks referred to in Article 2(5) of Regulation (EC) No 550/2004, as well as the practical implementation of those agreements, in particular in the light of achieved safety performance of the service providers under their supervision.

- (c) The competent authority shall establish coordination arrangements with other competent authorities for notified changes to functional systems involving service providers under the oversight of the other competent authorities. Those coordination arrangements shall ensure the effective selection and review of those notified changes, in accordance with point ATM/ANS.ARC.025.

ATM/ANS.ARA.010 Certification, oversight and enforcement documentation

The competent authority shall make available the relevant legislative acts, standards, rules, technical publications and related documents to its personnel in order to perform their tasks and to discharge their responsibilities.

▼ B**ATM/ANS.AR.A.015 Means of compliance**

- (a) The Agency shall develop acceptable means of compliance (AMC) that may be used to establish compliance with the requirements of this Regulation. When AMC are complied with, the applicable requirements of this Regulation shall be deemed to have been met.
- (b) Alternative means of compliance (AltMOC) may be used to establish compliance with the requirements of this Regulation.
- (c) The competent authority shall establish a system to consistently evaluate that all AltMOC used by itself or by the service providers under its oversight allow the establishment of compliance with the requirements of this Regulation.
- (d) The competent authority shall evaluate all AltMOC proposed by a service provider in accordance with point ATM/ANS.OR.A.020 by analysing the documentation provided and, if considered necessary, conducting an inspection of the service provider.

When the competent authority finds that the AltMOC are sufficient to ensure compliance with the applicable requirements of this Regulation it shall without undue delay:

- (1) notify the applicant that the AltMOC may be implemented and, if applicable, amend the certificate of the applicant accordingly;
- (2) notify the Agency of their content, including copies of all relevant documentation;
- (3) inform other Member States about the AltMOC that were accepted.
- (e) When the competent authority itself uses AltMOC to achieve compliance with the applicable requirements of this Regulation, it shall:
 - (1) make them available to all service providers under its oversight;
 - (2) notify the Agency without undue delay.

The competent authority shall provide the Agency with a full description of the AltMOC, including any revisions to procedures that may be relevant, as well as an assessment demonstrating that the applicable requirements of this Regulation are met.

▼ M3**ATM/ANS.AR.A.020 Information to the Agency**

- (a) The competent authority shall notify the Agency in case of any significant problems with the implementation of Regulation (EU) 2018/1139 and its delegated and implementing acts within 30 days from the time the competent authority has become aware of the problems.

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- (b) Without prejudice to Regulation (EU) No 376/2014 of the European Parliament and of the Council ⁽¹⁾ and its delegated and implementing acts, the competent authority shall provide the Agency with safety-significant information stemming from the occurrence reports stored in its national database in accordance with Article 6(6) of Regulation (EU) No 376/2014, as soon as possible.

▼B**ATM/ANS.AR.A.025 Immediate reaction to safety problem**

- (a) Without prejudice to Regulation (EU) No 376/2014, the competent authority shall implement a system to appropriately collect, analyse, and disseminate safety information.
- (b) The Agency shall implement a system to appropriately analyse any relevant safety information received from the competent authorities and without undue delay provide to Member States and the Commission, as appropriate, any information, including recommendations or corrective actions to be taken, necessary for them to react in a timely manner to a safety problem involving the service providers.
- (c) Upon receiving the information referred to in points (a) and (b), the competent authority shall take adequate measures to address the safety problem, including the issuing of safety directives in accordance with point ATM/ANS.AR.A.030.
- (d) Measures taken under point (c) shall immediately be notified to the service providers concerned to comply with them, in accordance with point ATM/ANS.OR.A.060. The competent authority shall also notify those measures to the Agency and, when combined action is required, the other competent authorities concerned.

ATM/ANS.AR.A.030 Safety directives

- (a) The competent authority shall issue a safety directive when it has determined the existence of an unsafe condition in a functional system requiring immediate action.
- (b) The safety directive shall be forwarded to the service providers concerned and contain, as a minimum, the following information:
 - (1) the identification of the unsafe condition;
 - (2) the identification of the affected functional system;
 - (3) the actions required and their rationale;
 - (4) the time limit for completing the actions required;
 - (5) its date of entry into force.
- (c) The competent authority shall forward a copy of the safety directive to the Agency and any other competent authorities concerned within one month from its issuance.
- (d) The competent authority shall verify the compliance of service providers with the applicable safety directives.

⁽¹⁾ Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18).

▼B**SUBPART B — MANAGEMENT (ATM/ANS.AR.B)****ATM/ANS.AR.B.001 Management system**

- (a) The competent authority shall establish and maintain a management system, including, as a minimum, the following elements:

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- (1) documented policies and procedures to describe its organisation, means and methods to achieve compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, as necessary, for the exercise of its certification, oversight and enforcement tasks. The procedures shall be kept up to date and serve as the basic working documents within that competent authority for all related tasks;

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- (2) a sufficient number of personnel, including inspectors, to perform its tasks and discharge its responsibilities under this Regulation. Such personnel shall be qualified to perform their allocated tasks and have the necessary knowledge, experience, initial, on-the-job and recurrent training to ensure continuing competence. A system shall be in place to plan the availability of personnel, in order to ensure the proper completion of all related tasks;
- (3) adequate facilities and office accommodation to perform those allocated tasks;
- (4) a process to monitor compliance of the management system with the relevant requirements and adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the competent authority to ensure implementation of corrective actions as necessary;
- (5) a person or group of persons ultimately responsible to the senior management of the competent authority for the compliance monitoring function.
- (b) The competent authority shall, for each field of activity included in the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).

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- (c) The competent authority shall establish procedures for the participation in a mutual exchange of all necessary information and assistance with other competent authorities concerned, whether from within the Member State or in other Member States, including the following information:
- (1) the relevant findings raised and follow-up actions taken as a result of oversight of ATM/ANS providers exercising activities in the territory of a Member State, but certified by the competent authority of another Member State or the Agency; and
- (2) stemming from mandatory and voluntary occurrence reporting as required by point ATM/ANS.OR.A.065.

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- (d) A copy of the procedures related to the management system and their amendments shall be made available to the Agency for the purpose of standardisation.

ATM/ANS.AR.B.005 Allocation of tasks to qualified entities

- (a) The competent authority may allocate its tasks related to the certification or oversight of service providers under this Regulation, other than the issuance of certificates themselves, to qualified entities. When allocating such tasks, the competent authority shall ensure that it has:
- (1) a system in place to initially and continuously assess that the qualified entity complies with Annex V to Regulation (EC) No 216/2008. This system and the results of the assessments shall be documented; and

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- (2) established a documented agreement with the qualified entity, approved by both parties at the appropriate management level, which clearly defines:
 - (i) the tasks to be performed;
 - (ii) the declarations, reports and records to be provided;
 - (iii) the technical conditions to be met when performing such tasks;
 - (iv) the related liability coverage;
 - (v) the protection given to information acquired when carrying out such tasks.
- (b) The competent authority shall ensure that the internal audit process and the safety risk management process required by point ATM/ANS.AR.B.001(a)(4) cover all tasks performed on its behalf by the qualified entity.

▼ M3**ATM/ANS.AR.B.010 Changes in the management system**

- (a) The competent authority shall have a system in place to identify changes that affect its capability to perform its tasks and discharge its responsibilities under Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof. This system shall enable it to take action, as appropriate, to ensure that the management system remains adequate and effective.
- (b) The competent authority shall update its management system to reflect any changes to Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, in a timely manner, so as to ensure the effective implementation of its management system.
- (c) The competent authority shall notify the Agency of changes affecting its capability to perform its tasks and discharge its responsibilities under Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

▼ B**ATM/ANS.AR.B.015 Record-keeping**

- (a) The competent authority shall establish a system of record-keeping providing for adequate storage, accessibility, and reliable traceability of:
 - (1) the management system's documented policies and procedures;
 - (2) training, qualification, and authorisation of personnel as required by point ATM/ANS.AR.B.001(a)(2);
 - (3) the allocation of tasks, covering the elements required by point ATM/ANS.AR.B.005, as well as the details of tasks allocated;
 - (4) certification and/or declaration processes;
 - (5) designations of air traffic services and meteorological services providers, as appropriate;
 - (6) certification and oversight of service providers exercising activities within the territory of the Member State, but certified by the competent authority of another Member State or the Agency, as agreed between those authorities;

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- (7) the evaluation and notification to the Agency of AltMOC proposed by service providers and the assessment of AltMOC used by the competent authority itself;
 - (8) compliance of service providers with the applicable requirements of this Regulation after the issuance of the certificate or, where relevant, submission of a declaration, including the reports of all audits, covering findings, corrective actions, and date of action closure, and observations as well as other safety-related records;
 - (9) enforcement measures taken;
 - (10) safety information, safety directives and follow-up measures;
 - (11) the use of flexibility provisions in accordance with Article 14 of Regulation (EC) No 216/2008.
- (b) The competent authority shall maintain a list of all service provider certificates issued and declarations received.
 - (c) All records shall be kept for a minimum period of 5 years after the certificate ceases to be valid or the declaration is withdrawn, subject to the applicable data protection law.

**SUBPART C — OVERSIGHT, CERTIFICATION AND ENFORCEMENT
(ATM/ANS.AR.C)**

ATM/ANS.AR.C.001 Monitoring of safety performance

- (a) The competent authorities shall regularly monitor and assess the safety performance of the service providers under their oversight.
- (b) The competent authorities shall use the results of the monitoring of safety performance in particular within their risk-based oversight.

ATM/ANS.AR.C.005 Certification, declaration, and verification of service providers' compliance with the requirements

- (a) Within the framework of point ATM/ANS.AR.B.001(a)(1), the competent authority shall establish a process in order to verify:
 - (1) service providers' compliance with the applicable requirements set out in Annexes III to XIII, and any applicable conditions attached to the certificate before the issue of that certificate. The certificate shall be issued in accordance with Appendix 1 to this Annex;
 - (2) compliance with any safety-related obligations in the designation act issued in accordance with Article 8 of Regulation (EC) No 550/2004;
 - (3) continued compliance with the applicable requirements of the service providers under its oversight;
 - (4) implementation of safety objectives, safety requirements and other safety-related conditions identified in declarations of verification of systems, including any relevant declaration of conformity or suitability for use of constituents of systems issued in accordance with Regulation (EC) No 552/2004;
 - (5) the implementation of safety directives, corrective actions and enforcement measures.

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- (b) The process referred to in point (a) shall:
 - (1) be based on documented procedures;
 - (2) be supported by documentation specifically intended to provide its personnel with guidance to perform their tasks related to certification, oversight and enforcement;
 - (3) provide the organisation concerned with an indication of the results of the certification, oversight and enforcement activity;
 - (4) be based on audits, reviews and inspections conducted by the competent authority;
 - (5) with regard to certified service providers, provide the competent authority with the evidence needed to support further action, including measures referred to in Article 9 of Regulation (EC) No 549/2004, Article 7(7) of Regulation (EC) No 550/2004, and by Articles 10, 25, and 68 of Regulation (EC) No 216/2008 in situations where requirements are not complied with;
 - (6) with regard to service providers making declarations, provide the competent authority with the evidence to take, if appropriate, remedial action which may include enforcement actions, including, where appropriate, under national law.

ATM/ANS.AR.C.010 Oversight

- (a) The competent authority, or qualified entities acting on its behalf, shall conduct audits, in accordance with Article 5.
- (b) The audits referred to in point (a) shall:
 - (1) provide the competent authority with evidence of compliance with the applicable requirements and with the implementing arrangements;
 - (2) be independent of any internal auditing activities undertaken by the service provider;
 - (3) cover complete implementing arrangements or elements thereof, and processes or services;
 - (4) determine whether:
 - (i) the implementing arrangements comply with the applicable requirements;
 - (ii) the actions taken comply with the implementing arrangements and the applicable requirements;
 - (iii) the results of actions taken match the results expected from the implementing arrangements.
- (c) The competent authority shall, on the basis of the evidence at its disposal, monitor the continuous compliance with the applicable requirements of this Regulation of the service providers under its oversight.

ATM/ANS.AR.C.015 Oversight programme

- (a) The competent authority shall establish and update annually an oversight programme taking into account the specific nature of the service providers,

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the complexity of their activities, the results of past certification and/or oversight activities and shall be based on the assessment of associated risks. It shall include audits, which shall:

- (1) cover all the areas of potential safety concern, with a focus on those areas where problems have been identified;
- (2) cover all the service providers under the supervision of the competent authority;
- (3) cover the means implemented by the service provider to ensure the competency of personnel;
- (4) ensure that audits are conducted in a manner commensurate with the level of the risk posed by the service provider operations and services provided; and
- (5) ensure that for service providers under its supervision, an oversight planning cycle not exceeding 24 months is applied.

The oversight planning cycle may be reduced if there is evidence that the safety performance of the service provider has decreased.

For a service provider certified by the competent authority, the oversight planning cycle may be extended to a maximum of 36 months if the competent authority has established that, during the previous 24 months:

- (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.

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, which has been approved by the competent authority, the oversight planning cycle may be extended to a maximum of 48 months;

- (6) ensure follow-up of the implementation of corrective actions;
- (7) be subject to consultation with the service providers concerned and notification thereafter;
- (8) indicate the envisaged interval of the inspections of the different sites, if any.

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- (b) The competent authority may decide to modify the objectives and the scope of pre-planned audits, including documentary reviews and additional audits, wherever that need arises.
- (c) The competent authority shall decide which arrangements, elements, services, functions, physical locations, and activities are to be audited within a specified time frame.
- (d) Audit observations and findings issued in accordance with point ATM/ANS.AR.C.050 shall be documented. The latter shall be supported by evidence, and identified in terms of the applicable requirements and their implementing arrangements against which the audit has been conducted.
- (e) An audit report, including the details of the findings and observations, shall be drawn up and communicated to the service provider concerned.

ATM/ANS.AR.C.020 Issue of certificates

- (a) Following the process laid down in point ATM/ANS.AR.C.005(a), upon receiving an application for the issuance of a certificate to a service provider, the competent authority shall verify the service provider's compliance with the applicable requirements of this Regulation.
- (b) The competent authority may require any audits, inspections or assessments it finds necessary before issuing the certificate.
- (c) The certificate shall be issued for an unlimited duration. The privileges of the activities that the service provider is approved to conduct shall be specified in the service provision conditions attached to the certificate.
- (d) The certificate shall not be issued where a level 1 finding remains open. In exceptional circumstances, finding(s), other than level 1, shall be assessed and mitigated as necessary by the service provider and a corrective action plan for closing the finding(s) shall be approved by the competent authority prior to the certificate being issued.

ATM/ANS.AR.C.025 Changes

- (a) Upon receiving a notification for a change in accordance with point ATM/ANS.OR.A.045, the competent authority shall comply with points ATM/ANS.AR.C.030, ATM/ANS.AR.C.035 and ATM/ANS.AR.C.040.
- (b) Upon receiving a notification for a change in accordance with point ATM/ANS.OR.A.040(a)(2) that requires prior approval, the competent authority shall:
 - (1) verify the service provider's compliance with the applicable requirements before issuing the change approval;
 - (2) take immediate appropriate action, without prejudice to any additional enforcement measures, when the service provider implements changes requiring prior approval without having received competent authority approval referred to in point (1).
- (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

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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. In case of any non-compliance, the competent authority shall:

- (1) notify the service provider of the non-compliance and request further changes;
- (2) in case of level 1 and level 2 findings, act in accordance with point ATM/ANS.AR.C.050.

ATM/ANS.AR.C.030 Approval of change management procedures for functional systems

- (a) The competent authority shall review:
 - (1) change management procedures for functional systems or any material modification to those procedures submitted by the service provider in accordance with point ATM/ANS.OR.B.010(b);
 - (2) any deviation from the procedures referred to in point (1) for a particular change, when requested by a service provider in accordance with point ATM/ANS.OR.B.010(c)(1).
- (b) The competent authority shall approve the procedures, modifications and deviations referred to in point (a) when it has determined that they are necessary and sufficient for the service provider to demonstrate compliance with points ATM/ANS.OR.A.045, ATM/ANS.OR.C.005, ATS.OR.205, and ATS.OR.210, as applicable.

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

- (a) Upon receipt of a notification in accordance with point ATM/ANS.OR.A.045(a)(1), or upon receipt of modified information in accordance with point ATM/ANS.OR.A.045(b), 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.
- (b) The competent authority 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.
- (c) 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.
- (d) The competent authority 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.

▼B**ATM/ANS.AR.C.040 Review of a notified change to the functional system**

- (a) When the competent authority reviews the argument for a notified change, it shall:
 - (1) assess the validity of the argument presented with respect to point ATM/ANS.OR.C.005(a)(2) or ATS.OR.205(a)(2);
 - (2) coordinate its activities with other competent authorities whenever necessary.
- (b) The competent authority shall, alternatively:
 - (1) approve the argument referred to in point (a)(1), with conditions where applicable, when it is shown to be valid and so inform the service provider,
 - (2) reject the argument referred to in point (a)(1) and inform the service provider together with a supporting rationale.

ATM/ANS.AR.C.045 Declarations of flight information services providers

- (a) Upon receiving a declaration from a provider of flight information services intending to provide such services, the competent authority shall verify that the declaration contains all the information required by point ATM/ANS.OR.A.015 and shall acknowledge receipt of the declaration to that service provider.
- (b) If the declaration does not contain the required information, or contains information that indicates non-compliance with the applicable requirements, the competent authority shall notify the provider of flight information services concerned about the non-compliance and request further information. If necessary, the competent authority shall carry out an audit of the provider of flight information services. If the non-compliance is confirmed, the competent authority shall take action provided for in point ATM/ANS.AR.C.050.
- (c) The competent authority shall keep a register of the declarations of providers of flight information services which were made to it in accordance with this Regulation.

ATM/ANS.AR.C.050 Findings, corrective actions, and enforcement measures

- (a) The competent authority shall have a system to analyse findings for their safety significance and decide on enforcement measures on the basis of the safety risk posed by the service provider's non-compliance.
- (b) In circumstances where no or very low additional safety risk would be present with immediate appropriate mitigation measures, the competent authority may accept the provision of services to ensure continuity of service whilst corrective actions are being taken.
- (c) A level 1 finding shall be issued by the competent authority when any serious non-compliance is detected with the applicable requirements of Regulation (EC) No 216/2008 and its implementing rules as well as Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004, and (EC) No 552/2004 and their implementing rules, with the service provider's procedures and manuals, with the terms of conditions of certificate or certificate, with the designation act, if applicable, or with the content of a declaration which poses a significant risk to flight safety or otherwise calls into question the service provider's capability to continue operations.

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Level 1 findings shall include but not be limited to:

- (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.
- (d) A level 2 finding shall be issued by the competent authority when any other non-compliance is detected with the applicable requirements of Regulation (EC) No 216/2008 and its implementing rules as well as Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004, and (EC) No 552/2004 and their implementing rules, with the service provider's procedures and manuals or with the terms of conditions or certificate, or with the content of a declaration.
- (e) When a finding is detected, during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EC) No 216/2008 and this Regulation, as well as Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EC) No 552/2004 and their implementing rules, communicate the finding to the service provider in writing and require corrective action to address the non-compliance(s) identified.
- (1) In the case of level 1 findings, the competent authority shall take immediate and appropriate action, and may, if appropriate, limit, suspend or revoke in whole or in part the certificate while ensuring the continuity of services provided that safety is not compromised, and in the case of the Network Manager, it shall inform the Commission. The measure taken shall depend upon the extent of the finding and shall remain until successful corrective action has been taken by the service provider.
- (2) In the case of level 2 findings, the competent authority shall:
- (i) grant the service provider a corrective action implementation period included in an action plan appropriate to the nature of the finding;
 - (ii) assess the corrective action and implementation plan proposed by the service provider and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept them.
- (3) In the case of level 2 findings, where the service provider fails to submit a corrective action plan that is acceptable to the competent authority in light of the finding, or where the service provider fails to perform the corrective action within the time period accepted or extended by the competent authority, the finding may be raised to a level 1 finding, and action taken as laid down in point (1).
- (f) For those cases not requiring level 1 and 2 findings, the competent authority may issue observations.

*Appendix 1***CERTIFICATE FOR SERVICE PROVIDER****EUROPEAN UNION****COMPETENT AUTHORITY****SERVICE PROVIDER CERTIFICATE**

[CERTIFICATE NUMBER/ISSUE No]

Pursuant to Implementing Regulation (EU) 2017/373 and subject to the conditions specified below, the [competent authority] hereby certifies

[NAME OF THE SERVICE PROVIDER]

[ADDRESS OF THE SERVICE PROVIDER]

as a service provider with the privileges, as listed in the attached service provision conditions.

CONDITIONS:

This certificate is issued subject to the conditions and the scope of providing services and functions as listed in the attached service provision conditions.

This certificate is valid whilst the certified service provider remains in compliance with Implementing Regulation (EU) 2017/373 and the other applicable regulations and, when relevant, with the procedures in the service provider's documentation.

Subject to compliance with the foregoing conditions, this certificate shall remain valid unless the certificate has been surrendered, limited, suspended or revoked.

Date of issue:

Signed:

[Competent authority]

**SERVICE PROVIDER****CERTIFICATE****SERVICE PROVISION CONDITIONS**

Attachment to service provider's certificate:

[CERTIFICATE NUMBER/ISSUE No]

[NAME OF THE SERVICE PROVIDER]

has obtained the privileges to provide the following scope of services/functions:

(Delete lines as appropriate)

Services/Functions	Type of Service/Function	Scope of Service/Function	Limitations (*)
Air traffic services (ATS) (***)	Air traffic control (ATC)	Area control service	
		Approach control service	
		Aerodrome control service	
	Flight information service (FIS)	Aerodrome flight information service (AFIS)	
		<i>En-route</i> flight information service (<i>En-route</i> FIS)	
	Advisory service	n/a	
Air traffic flow management (ATFM)	ATFM	Provision of the local ATFM	
Airspace management (ASM)	ASM	Provision of the local ASM (tactical/ASM Level 3) service	
Conditions (**)			

Services/Functions	Type of Service/Function	Scope of Service/Function	Limitations (*)
Air traffic services (ATS) for flight test (***) (***)	Air traffic control (ATC)	Area control service	
		Approach control service	
		Aerodrome control service	
	Flight information service (FIS)	Aerodrome flight information service (AFIS)	
		<i>En-route</i> flight information service (<i>En-route</i> FIS)	
	Advisory service	n/a	
Conditions (**)			

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Services/Functions	Type of Service/Function	Scope of Service/Function	Limitations (*)
Communication, navigation or surveillance services (CNS)	Communications (C)	Aeronautical mobile service (air-ground communication)	
		Aeronautical fixed service (ground-ground communications)	
		Aeronautical mobile satellite service (AMSS)	
	Navigation (N)	Provision of NDB signal in space	
		Provision of VOR signal in space	
		Provision of DME signal in space	
		Provision of ILS signal in space	
		Provision of MLS signal in space	
		Provision of GNSS signal in space	
	Surveillance (S)	Provision of data from primary surveillance (PS)	
		Provision of data from secondary surveillance (SS)	
		Provision of automatic dependent surveillance (ADS) Data	
Conditions (**)			

Services/Functions	Type of Service/Function	Scope of Service/Function	Limitations (*)
Aeronautical information services (AIS)	AIS	Provision of the whole AIS service	
Conditions (**)			

Services/Functions	Type of Service/Function	Scope of Service/Function	Limitations (*)
Data services (DAT)	Type 1	Provision of Type 1 DAT authorises the supply of aeronautical databases in the following formats: [list of the generic data formats] Provision of Type 1 DAT does not authorise the supply of aeronautical databases directly to end-users/aircraft operators.	
	Type 2	Provision of Type 2 DAT authorises the supply of aeronautical databases to end-users/aircraft operators for the following airborne application/equipment, for which compatibility has been demonstrated: [Manufacturer] Certified Application/Equipment model [XXX], Part No [YYY]	
Conditions (**)			

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Services/Functions	Type of Service/Function	Scope of Service/Function	Limitations (*)
Meteorological services (MET)	MET	Meteorological watch office	
		Aerodrome meteorological offices	
		Aeronautical meteorological stations	
		VAAC	
		WAFC	
		TCAC	
Conditions (**)			

Services/Functions	Type of Service/Functions	Scope of Service/Function	Limitations (*)
ATM network functions	Design of ERN	n/a	
	Scarce resources	Radio frequency	
		Transponder code	
	ATFM	Provision of the central ATFM	
Conditions (**)			

Date of issue:

Signed: [Competent authority]

For the Member State/EASA

(*) As prescribed by the competent authority.
 (**) Where necessary.
 (***) If the competent authority considers it necessary to establish additional requirements.
 (****) ATS covers alerting service.

▼M3*ANNEX III***COMMON REQUIREMENTS FOR ATM/ANS PROVIDERS****(Part-ATM/ANS.OR)****▼B****SUBPART A — GENERAL REQUIREMENTS (ATM/ANS.OR.A)****ATM/ANS.OR.A.001 Scope**

In accordance with Article 6, this Annex establishes the requirements to be met by the service providers.

ATM/ANS.OR.A.005 Application for a service provider certificate

- (a) Application for a service provider certificate or an amendment to an existing certificate shall be made in a form and manner established by the competent authority, taking into account the applicable requirements of this Regulation.
- (b) In accordance with Article 6, in order to obtain the certificate, the service provider shall comply with:
 - (1) the requirements referred to in Article 8b(1) of Regulation (EU) No 216/2008;
 - (2) the common requirements set out in this Annex;
 - (3) the specific requirements set out in Annexes IV to XIII, where those requirements are applicable in light of the services that the service provider provides or plans to provide.

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 under the responsibility of the Member State where its principal place of operation or, if any, registered office is located, 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.
- (b) In addition, the following air navigation service providers may also apply for a limited certificate:
 - (1) 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;

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- (2) 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.
- (e) An applicant for a limited certificate shall submit an application to the competent authority in a form and manner established by the competent authority.

ATM/ANS.OR.A.015 Declaration by flight information services providers

- (a) Pursuant to Article 7, a flight information services provider may declare its capability and means of discharging the responsibilities associated with the services provided where it meets, in addition to the requirements referred to in Article 8b(1) of Regulation (EU) No 216/2008, the following alternative requirements:
 - (1) the flight information services provider provides, or plans to provide, its services by operating regularly not more than one working position;
 - (2) those services are of a temporary nature, for a duration agreed with the competent authority as necessary to ensure proportional safety assurance.
- (b) A flight information services provider declaring its activities shall:
 - (1) provide the competent authority with all the relevant information prior to commencing operations, in a form and manner established by the competent authority;
 - (2) provide the competent authority with a list of the alternative means of compliance used, in accordance with point ATM/ANS.OR.A.020;
 - (3) maintain compliance with the applicable requirements and with the information given in the declaration;
 - (4) notify the competent authority of any changes to its declaration or the means of compliance it uses through submission of an amended declaration;

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- (5) provide its services in accordance with its operations manual and comply with all the relevant provisions contained therein.
- (c) Before ceasing the provision of its services, the flight information services provider declaring its activities shall notify the competent authority within a period determined by the competent authority.
- (d) A flight information services provider declaring its activities shall comply with the following requirements set out in:
 - (1) point ATM/ANS.OR.A.001 Scope;
 - (2) point ATM/ANS.OR.A.020 Means of compliance;
 - (3) point ATM/ANS.OR.A.035 Demonstration of compliance;
 - (4) point ATM/ANS.OR.A.040 Changes — general;
 - (5) point ATM/ANS.OR.A.045 Changes to the functional system;
 - (6) point ATM/ANS.OR.A.050 Facilitation and cooperation;
 - (7) point ATM/ANS.OR.A.055 Findings and corrective actions;
 - (8) point ATM/ANS.OR.A.060 Immediate reaction to a safety problem;
 - (9) point ATM/ANS.OR.A.065 Occurrence reporting;
 - (10) point ATM/ANS.OR.B.001 Technical and operational competence and capability;
 - (11) point ATM/ANS.OR.B.005 Management system;
 - (12) point ATM/ANS.OR.B.020 Personnel requirements;
 - (13) point ATM/ANS.OR.B.035 Operations manuals;
 - (14) point ATM/ANS.OR.D.020 Liability and insurance cover,
 - (15) Annex IV.
- (e) A flight information services provider declaring its activities shall only start operation after receiving the acknowledgement of receipt of the declaration from the competent authority.

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

- (a) Alternative means of compliance (AltMOC) to the AMC adopted by the Agency may be used by the service provider to establish compliance with the requirements of this Regulation.

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- (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).

ATM/ANS.OR.A.025 Continued validity of a certificate

- (a) A service provider's certificate shall remain valid subject to:
 - (1) the service provider remaining in compliance with the applicable requirements of this Regulation, including those concerning facilitating and cooperating for the purposes of the exercise of the powers of the competent authorities and those concerning the handling of findings as specified in points ATM/ANS.OR.A.050 and ATM/ANS.OR.A.055 respectively;
 - (2) the certificate not having been surrendered, suspended or revoked.
- (b) Upon revocation or surrender, the certificate shall be returned to the competent authority without delay.

ATM/ANS.OR.A.030 Continued validity of a declaration of a flight information services provider

A declaration made by the flight information services provider in accordance with point ATM/ANS.OR.A.015 shall remain valid subject to:

- (a) the flight information services remaining in compliance with the applicable requirements of this Regulation, including those concerning facilitating and cooperating for the purposes of the exercise of the powers of the competent authorities and those concerning the handling of findings as specified in point ATM/ANS.OR.A.050 and ATM/ANS.OR.A.055 respectively;
- (b) the declaration not having been withdrawn by the provider of such services or deregistered by the competent authority.

ATM/ANS.OR.A.035 Demonstration of compliance

A service provider shall provide all the relevant evidence to demonstrate compliance with the applicable requirements of this Regulation at the request of the competent authority.

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).

▼B**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.

(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.

(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.

ATM/ANS.OR.A.050 Facilitation and cooperation

A service provider shall facilitate inspections and audits by the competent authority or by a qualified entity acting on its behalf and it shall cooperate as necessary for the efficient and effective exercise of the powers of the competent authorities referred to in Article 5.

ATM/ANS.OR.A.055 Findings and corrective actions

After receipt of notification of findings from the competent authority, the service provider shall:

- (a) identify the root cause of the non-compliance;
- (b) define a corrective action plan that meets the approval by the competent authority;

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- (c) demonstrate corrective action implementation to the satisfaction of the competent authority within the time period proposed by the service provider and agreed with that authority, as defined in point ATM/ANS.AR.C.050(e).

ATM/ANS.OR.A.060 Immediate reaction to a safety problem

A service provider shall implement any safety measures, including safety directives, mandated by the competent authority in accordance with point ATM/ANS.AR.A.025(c).

▼M3**ATM/ANS.OR.A.065 Occurrence reporting**

- (a) As part of its management system, the ATM/ANS provider shall establish and maintain an occurrence-reporting system, including mandatory and voluntary reporting. ATM/ANS providers established in a Member State shall ensure that the system complies with the requirements of Regulation (EU) No 376/2014 and Regulation (EU) 2018/1139, as well as with the delegated and implementing acts adopted on the basis of those regulations.
- (b) The ATM/ANS provider shall report to the competent authority and to any other organisation required to be informed by the Member State, where the ATM/ANS provider provides its services, any safety-related event or condition that endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person, and in particular any accident or serious incident.
- (c) Without prejudice to point (b), the ATM/ANS provider shall report to the competent authority and to the organisation responsible for the design and/or maintenance of the ATM/ANS systems and constituents, if different from the ATM/ANS provider, any malfunction, technical defect, exceedance of technical limitations, occurrence, or other irregular circumstance that has or may have endangered the safety of services and has not resulted in an accident or serious incident.
- (d) Without prejudice to Regulation (EU) No 376/2014 and the delegated and implementing acts adopted on the basis thereof, reports shall:
 - (1) be made as soon as practicable, but in any case within 72 hours after the ATM/ANS provider has become aware of the event or condition to which the report relates, unless exceptional circumstances prevent this;
 - (2) be made in a form and manner established by the competent authority;
 - (3) contain all pertinent information about the condition known to the ATM/ANS provider.
- (e) For ATM/ANS providers that are not established in a Member State, initial mandatory reports shall:
 - (1) appropriately safeguard the confidentiality of the identity of the reporter and of the persons mentioned in the report;
 - (2) be made as soon as practicable, but in any case within 72 hours after the ATM/ANS provider has become aware of the occurrence, unless exceptional circumstances prevent this;
 - (3) be made in a form and manner established by the competent authority;
 - (4) contain all pertinent information about the condition known to the ATM/ANS provider.

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(f) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, where relevant, a follow-up report providing details of actions the organisation intends to take to prevent similar occurrences in the future shall be made as soon as these actions have been identified; those follow-up reports shall:

- (1) be sent to the relevant entities initially reported to in accordance with points (b) and (c); and
- (2) be made in a form and manner established by the competent authority.

▼B**ATM/ANS.OR.A.070 Contingency plans**

A service provider shall have in place contingency plans for all the services it provides in the case of events which result in significant degradation or interruption of its operations.

ATM/ANS.OR.A.075 Open and transparent provision of services

- (a) A service provider shall provide its services in an open and transparent manner. It shall publish the conditions of access to its services and changes thereto and establish a consultation process with the users of its services on a regular basis or as needed for specific changes in service provision, either individually or collectively.
- (b) A service provider shall not discriminate on grounds of nationality or other characteristic of the user or the class of users of its services in a manner that is contrary to Union law.

SUBPART B — MANAGEMENT (ATM/ANS.OR.B)**ATM/ANS.OR.B.001 Technical and operational competence and capability**

A service provider shall ensure that it is able to provide its services in a safe, efficient, continuous and sustainable manner, consistent with any foreseen level of overall demand for a given airspace. To this end, it shall maintain adequate technical and operational capacity and expertise.

ATM/ANS.OR.B.005 Management system

- (a) A service provider shall implement and maintain a management system that includes:
 - (1) clearly defined lines of responsibility and accountability throughout its organisation, including a direct accountability of the accountable manager;
 - (2) a description of the overall philosophies and principles of the service provider with regard to safety, quality, and security of its services, collectively constituting a policy, signed by the accountable manager;
 - (3) the means to verify the performance of the service provider's organisation in light of the performance indicators and performance targets of the management system;
 - (4) a process to identify changes within the service provider's organisation and the context in which it operates, which may affect established processes, procedures and services and, where necessary, change the management system and/or the functional system to accommodate those changes;
 - (5) a process to review the management system, identify the causes of substandard performance of the management system, determine the implications of such substandard performance, and eliminate or mitigate such causes;

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- (6) a process to ensure that the personnel of the service provider are trained and competent to perform their duties in a safe, efficient, continuous and sustainable manner. In this context, the service provider shall establish policies for the recruitments and training of its personnel;
- (7) a formal means for communication that ensures that all personnel of the service provider are fully aware of the management system that allows critical information to be conveyed and that makes it possible to explain why particular actions are taken and why procedures are introduced or changed.
- (b) A service provider shall document all management system key processes, including a process for making personnel aware of their responsibilities, and the procedure for the amendment of those processes.
- (c) 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.
- (d) A service provider shall monitor the behaviour of its functional system and, where underperformance is identified, it shall establish its causes and eliminate them or, after having determined the implication of the underperformance, mitigate its effects.
- (e) The management system shall be proportionate to the size of the service provider and the complexity of its activities, taking into account the hazards and associated risks inherent in those activities.
- (f) Within its management system, the service provider shall establish formal interfaces with the relevant service providers and aviation undertakings in order to:
 - (1) ensure that the aviation safety hazards entailed by its activities are identified and evaluated, and the associated risks are managed and mitigated as appropriate;
 - (2) ensure that it provides its services in accordance with the requirements of this Regulation.
- (g) In the case that the service provider holds also an aerodrome operator certificate, it shall ensure that the management system covers all activities in the scope of its certificates.

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.

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- (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.

ATM/ANS.OR.B.015 Contracted activities

- (a) Contracted activities include all the activities within the scope of the service provider's operations, in accordance with the terms of the certificate, that are performed by other organisations either themselves certified to carry out such activity or if not certified, working under the service provider's oversight. A service provider shall ensure that when contracting or purchasing any part of its activities to external organisations, the contracted or purchased activity, system or constituent conforms to the applicable requirements.
- (b) When a service provider contracts any part of its activities to an organisation that is not itself certified in accordance with this Regulation to carry out such activity, it shall ensure that the contracted organisation works under its oversight. The service provider shall ensure that the competent authority is given access to the contracted organisation to determine continued compliance with the applicable requirements under this Regulation.

ATM/ANS.OR.B.020 Personnel requirements

- (a) A service provider shall appoint an accountable manager, who has the authority over ensuring that all activities can be financed and carried out in accordance with the applicable requirements. The accountable manager shall be responsible for establishing and maintaining an effective management system.
- (b) A service provider shall define the authority, duties and responsibilities of the nominated post holders, in particular of the management personnel in charge of safety, quality, security, finance and human resources-related functions as applicable.

ATM/ANS.OR.B.025 Facilities requirements

A service provider shall ensure that there are adequate and appropriate facilities to perform and manage all tasks and activities in accordance with the applicable requirements.

ATM/ANS.OR.B.030 Record-keeping

- (a) A service provider shall establish a system of record-keeping that allows adequate storage of the records and reliable traceability of all its activities, covering in particular all the elements indicated in point ATM/ANS.OR.B.005.
- (b) The format and the retention period of the records referred to in point (a) shall be specified in the service provider's management system procedures.
- (c) Records shall be stored in a manner that ensures protection against damage, alteration and theft.

ATM/ANS.OR.B.035 Operations manuals

- (a) A service provider shall provide and keep up to date its operations manuals relating to the provision of its services for the use and guidance of operations personnel.

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(b) It shall ensure that:

- (1) operations manuals contain the instructions and information required by the operations personnel to perform their duties;
- (2) relevant parts of the operations manuals are accessible to the personnel concerned;
- (3) the operations personnel are informed of amendments to the operations manual applying to their duties in a manner that enables their application as of their entry into force.

SUBPART C — SPECIFIC ORGANISATION REQUIREMENTS FOR SERVICE PROVIDERS OTHER THAN ATS PROVIDERS (ATM/ANS.OR.C)

ATM/ANS.OR.C.001 Scope

This Subpart establishes the requirements to be met by the service provider other than the air traffic services provider, in addition to the requirements set out in Subparts A and B.

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.

▼B**SUBPART D — SPECIFIC ORGANISATIONAL REQUIREMENTS FOR ANS AND ATFM PROVIDERS AND THE NETWORK MANAGER (ATM/ANS.OR.D)****ATM/ANS.OR.D.001 Scope**

This Subpart establishes the requirements to be met by air navigation services (ANS) and air traffic flow management (ATFM) providers and the Network Manager, in addition to the requirements set out in Subparts A, B and C.

ATM/ANS.OR.D.005 Business, annual, and performance plans**(a) Business plan**

- (1) Air navigation services and air traffic flow management providers shall produce a business plan covering a minimum period of five years. The business plan shall:
 - (i) set out the overall aims and goals of the air navigation services and of the air traffic flow management providers, and their strategy towards achieving them in consistency with any overall longer-term plan of the air navigation services provider or of the air traffic flow management provider and with the relevant requirements of Union law for the development of infrastructure or other technology;
 - (ii) contain performance targets in terms of safety, capacity, environment and cost-efficiency, as may be applicable pursuant to Commission Implementing Regulation (EU) No 390/2013 ⁽¹⁾.
- (2) The information listed in points (i) and (ii) of point (1) shall be aligned with the performance plan referred to in Article 11 of Regulation (EC) No 549/2004 and, as far as safety data is concerned, it shall be consistent with the state safety programme referred to in Standard 3.1.1 of Annex 19 to the Chicago Convention in its first edition of July 2013.
- (3) Air navigation services and air traffic flow management providers shall provide safety and business justifications for major investment projects including, where relevant, the estimated impact on the appropriate performance targets referred to in point (1)(ii) and identifying investments stemming from the legal requirements associated with the implementation of the Single European Sky ATM Research Programme (SESAR).

(b) Annual plan

- (1) Air navigation services and air traffic flow management providers shall produce an annual plan covering the forthcoming year which shall further specify the features of the business plan and describe any changes to it as compared to the previous plan.
- (2) The annual plan shall cover the following provisions on the level and quality of service, such as the expected level of capacity, safety, environment and cost-efficiency:
 - (i) information on the implementation of new infrastructure or other developments, and a statement on how they will contribute to improving the performance of the air navigation services provider or of the air traffic flow management provider, including level and quality of services;
 - (ii) performance indicators, as may be applicable, consistent with the performance plan referred to in Article 11 of Regulation (EC) No 549/2004, against which the performance level and quality of service may be reasonably assessed;

⁽¹⁾ Commission Implementing Regulation (EU) No 390/2013 of 3 May 2013 laying down a performance scheme for air navigation services and network functions (OJ L 128, 9.5.2013, p. 1).

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(iii) information on the measures foreseen to mitigate the safety risks identified by the air navigation services and air traffic flow management provider, including safety indicators to monitor safety risk and, where appropriate, the estimated cost of mitigation measures;

(iv) the air navigation services and air traffic flow management providers' expected short-term financial position as well as any changes to or impacts on the business plan.

(c) *Performance part of the plans*

The air navigation services and the air traffic flow management providers shall make the content of the performance part of their business plans and of their annual plans available to the Commission on its request, under the conditions set by the competent authority in accordance with national law.

ATM/ANS.OR.D.010 Security management

(a) Air navigation services and air traffic flow management providers and the Network Manager shall, as an integral part of their management system as required in point ATM/ANS.OR.B.005, establish a security management system to ensure:

(1) the security of their facilities and personnel so as to prevent unlawful interference with the provision of services;

(2) the security of operational data they receive, or produce, or otherwise employ, so that access to it is restricted only to those authorised.

(b) The security management system shall define:

(1) the procedures relating to security risk assessment and mitigation, security monitoring and improvement, security reviews and lesson dissemination;

(2) the means designed to detect security breaches and to alert personnel with appropriate security warnings;

(3) the means of controlling the effects of security breaches and to identify recovery action and mitigation procedures to prevent re-occurrence.

(c) Air navigation services and air traffic flow management providers and the Network Manager shall ensure the security clearance of their personnel, if appropriate, and coordinate with the relevant civil and military authorities to ensure the security of their facilities, personnel and data.

(d) Air navigation services and air traffic flow management providers and the Network Manager shall take the necessary measures to protect their systems, constituents in use and data and prevent compromising the network against information and cyber security threats which may have an unlawful interference with the provision of their service.

ATM/ANS.OR.D.015 Financial strength — economic and financial capacity

Air navigation services and air traffic flow management providers shall be able to meet their financial obligations, such as fixed and variable costs of operation or capital investment costs. They shall use an appropriate cost-accounting system. They shall demonstrate their ability through the annual plan as referred to in point ATM/ANS.OR.D.005(b), as well as through balance sheets and accounts, as applicable under their legal statute, and regularly undergo an independent financial audit.

▼B**ATM/ANS.OR.D.020 Liability and insurance cover**

- (a) Air navigation services and air traffic flow management providers and the Network Manager shall have in place arrangements to cover liabilities related to the execution of their tasks in accordance with the applicable law.
- (b) The method employed to provide the cover shall be appropriate to the potential loss and damage in question, taking into account the legal status of the providers concerned and the Network Manager and the level of commercial insurance cover available.
- (c) Air navigation services and air traffic flow management providers and the Network Manager which avail themselves of services of another service provider shall ensure that the agreements that they conclude to that effect specify the allocation of liability between them.

ATM/ANS.OR.D.025 Reporting requirements

- (a) Air navigation services and air traffic flow management providers shall provide an annual report of their activities to the competent authority.
- (b) For air navigation services and air traffic flow management providers, the annual report shall cover their financial results, without prejudice to Article 12 of Regulation (EC) No 550/2004, as well as their operational performance and any other significant activities and developments in particular in the area of safety.
- (c) The Network Manager shall, in accordance with Article 20 of Regulation (EU) No 677/2011, provide an annual report of its activities to the Commission and the Agency. This report shall cover its operational performance, as well as significant activities and developments in particular in the area of safety.
- (d) The annual reports referred to in points (a) and (c) shall include as a minimum:
 - (1) an assessment of the level of performance of services provided;
 - (2) for air navigation services and air traffic flow management providers, their performance compared to the performance targets established in the business plan referred to in point ATM/ANS.OR.D.005(a), comparing actual performance against the performance set out in the annual plan by using the indicators of performance established in the annual plan;
 - (3) for the Network Manager, its performance compared to the performance objectives established in the Network Strategy Plan referred to in Article 2(24) of Regulation (EU) No 677/2011, comparing actual performance against the performance set out in the Network Operational Plan referred to in Article 2(23) of that Regulation by using the indicators of performance established in the Network Operational Plan;
 - (4) an explanation for differences with the relevant targets and objectives and an identification of the measures required to address any gaps between the plans and actual performance, during the reference period referred to in Article 11 of Regulation (EC) No 549/2004;
 - (5) developments in operations and infrastructure;
 - (6) the financial results, where they are not published separately in accordance with Article 12(1) of Regulation (EC) No 550/2004;

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- (7) information about the formal consultation process with the users of its services;
 - (8) information about the human resources policy.
- (e) Air navigation services and air traffic flow management providers and the Network Manager shall make their annual reports available to the Commission and the Agency on their request. They shall also make those reports available to the public, under the conditions set by the competent authority in accordance with Union and national law.



ANNEX IV

SPECIFIC REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES

(Part-ATS)

SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES (ATS.OR)

SECTION 1 — GENERAL REQUIREMENTS

ATS.OR.100 Ownership

- (a) An air traffic services provider shall notify the competent authorities of:
- (1) its legal status, its ownership structure and any arrangements having a significant impact on control over its assets;
 - (2) any links with organisations not involved in the provision of air navigation services, including commercial activities in which they are engaged either directly or through related undertakings, which account for more than 1 % of their expected revenue; furthermore, it shall notify any change of any single shareholding which represents 10 % or more of their total shareholding.
- (b) An air traffic services provider shall take all necessary measures to prevent any situation of conflict of interests that could compromise the impartial and objective provision of its services.

ATS.OR.105 Open and transparent provision of service

In addition to point ATM/ANS.OR.A.075 of Annex III, the air traffic service provider shall neither engage in conduct that would have as its object or effect the prevention, restriction or distortion of competition, nor shall they engage in conduct that amounts to an abuse of a dominant position, in accordance with applicable Union and national law.

SECTION 2 — SAFETY OF SERVICES

ATS.OR.200 Safety management system

An air traffic services provider shall have in place a safety management system (SMS), which may be an integral part of the management system required in point ATM/ANS.OR.B.005, that includes the following components:

- (1) *Safety policy and objectives*
- (i) Management commitment and responsibility regarding safety which shall be included in the safety policy.
 - (ii) Safety accountabilities regarding the implementation and maintenance of the SMS and the authority to make decisions regarding safety.
 - (iii) Appointment of a safety manager who is responsible for the implementation and maintenance of an effective SMS;
 - (iv) Coordination of an emergency response planning with other service providers and aviation undertakings that interface with the ATS provider during the provision of its services.

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- (v) SMS documentation that describes all the elements of the SMS, the associated SMS processes and the SMS outputs.

(2) *Safety risk management*

- (i) A process to identify hazards associated to its services which shall be based on a combination of reactive, proactive and predictive methods of safety data collection.
- (ii) A process that ensures analysis, assessment and control of the safety risks associated with identified hazards.
- (iii) A process to ensure that its contribution to the risk of aircraft accidents is minimised as far as is reasonably practicable.

(3) *Safety assurance*

- (i) Safety performance monitoring and measurement means to verify the safety performance of the organisation and validate the effectiveness of the safety risk controls.
- (ii) A process to identify changes which may affect the level of safety risk associated with its service and to identify and manage the safety risks that may arise from those changes.
- (iii) A process to monitor and assess the effectiveness of the SMS to enable the continuous improvement of the overall performance of the SMS.

(4) *Safety promotion*

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

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

▼B

- (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.

ATS.OR.210 Safety criteria

- (a) An air traffic services provider shall determine the safety acceptability of a change to a functional system, based on the analysis of the risks posed by the introduction of the change, differentiated on basis of types of operations and stakeholder classes, as appropriate.
- (b) The safety acceptability of a change shall be assessed by using specific and verifiable safety criteria, where each criterion is expressed in terms of an explicit, quantitative level of safety risk or another measure that relates to safety risk.
- (c) An air traffic services provider shall ensure that the safety criteria:
 - (1) are justified for the specific change, taking into account the type of change;
 - (2) when fulfilled, predict that the functional system after the change will be as safe as it was before the change or the air traffic services provider shall provide an argument justifying that:
 - (i) any temporary reduction in safety will be offset by future improvement in safety; or
 - (ii) any permanent reduction in safety has other beneficial consequences;
 - (3) when taken collectively, ensure that the change does not create an unacceptable risk to the safety of the service;

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- (4) support the improvement of safety whenever reasonably practicable.

ATS.OR.215 Licensing and medical certification requirements for air traffic controllers

An air traffic services provider shall ensure that air traffic controllers are properly licensed and hold a valid medical certificate, in accordance with Regulation (EU) 2015/340.

*SECTION 3 — SPECIFIC HUMAN FACTORS REQUIREMENTS FOR AIR TRAFFIC CONTROL SERVICE PROVIDERS***ATS.OR.300 Scope**

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.305 Responsibilities of air traffic control service providers with regard to the problematic use of psychoactive substances by air traffic controllers

- (a) An air traffic control service provider shall develop and implement a policy, with related procedures, in order to ensure that the problematic use of psychoactive substances does not affect the provision of air traffic control service.
- (b) Without prejudice to provisions laid down in Directive 95/46/EC of the European Parliament and of the Council ⁽¹⁾ and to the applicable national legislation on testing of individuals, the air traffic control service provider shall develop and implement an objective, transparent and non-discriminatory procedure for the detection of cases of problematic use of psychoactive substances by air traffic controllers. This procedure shall take into account provisions laid down in point ATCO.A.015 of Regulation (EU) 2015/340.
- (c) The procedure in point (b) shall be approved by the competent authority.

ATS.OR.310 Stress

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.

⁽¹⁾ Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ L 281, 23.11.1995, p. 31).

▼B**ATS.OR.315 Fatigue**

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.

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

- (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)

SECTION 1 — GENERAL REQUIREMENTS

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:

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- (1) Implementing Regulation (EU) No 923/2012; and
- (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:
 - (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;
 - (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.
- (b) Notwithstanding point (a), for air traffic services units providing services for flight testing, the competent authority may specify additional or alternative conditions and procedures to those contained in point (a) when so required for the provision of services for flight testing.

▼B*ANNEX V***SPECIFIC REQUIREMENTS FOR PROVIDERS OF METEOROLOGICAL SERVICES****(Part-MET)****SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF METEOROLOGICAL SERVICES (MET.OR)***SECTION 1 — GENERAL REQUIREMENTS***MET.OR.100 Meteorological data and information**

- (a) A meteorological services provider shall provide operators, flight crew members, air traffic services units, search and rescue services units, aerodrome operators, accident and incident investigation bodies, and other service providers and aviation entities with the meteorological information necessary for the performance of their respective functions, as determined by the competent authority.
- (b) A meteorological services provider shall confirm the operationally desirable accuracy of the information distributed for operations, including the source of such information, whilst also ensuring that such information is distributed in a timely manner and updated, as required.

MET.OR.105 Retention of meteorological information

- (a) A meteorological services provider shall retain meteorological information issued for a period of at least 30 days from the date of issue.
- (b) This meteorological information shall be made available, on request, for inquiries or investigations and, for these purposes, shall be retained until the inquiry or investigation is completed.

MET.OR.110 Meteorological information exchange requirements

A meteorological services provider shall ensure it has systems and processes in place, as well as access to suitable telecommunications facilities to:

- (a) enable the exchange of operational meteorological information with other meteorological services providers;
- (b) provide the required meteorological information to the users in a timely manner.

▼M3**MET.OR.115 Meteorological bulletins**

The meteorological services provider responsible for the area concerned shall provide meteorological bulletins to the relevant users.

MET.OR.120 Notification of discrepancies to the world area forecast centres (WAFCs)

The meteorological services provider using WAFS SIGWX forecasts shall notify the WAFc concerned immediately if significant discrepancies are detected or reported in respect of WAFS SIGWX forecasts concerning:

- (a) icing, turbulence, cumulonimbus clouds that are obscured, frequent, embedded, or occurring at a squall line, and sandstorms or dust storms;

▼ M3

- (b) volcanic eruptions or a release of radioactive materials into the atmosphere of significance to aircraft operations.

▼ B*SECTION 2 — SPECIFIC REQUIREMENTS**Chapter 1 — Requirements for aeronautical meteorological stations***▼ M3****MET.OR.200 Meteorological reports and other information**

- (a) An aeronautical meteorological station shall issue:
 - (1) local routine report at fixed intervals, only for dissemination at the aerodrome of origin;
 - (2) local special report, only for dissemination at the aerodrome of origin;
 - (3) METAR at half-hourly intervals at aerodromes serving scheduled international commercial air transport operations for dissemination beyond the aerodrome of origin;
- (b) Notwithstanding point (a)(3), the aeronautical meteorological station may issue hourly METAR and SPECI for dissemination beyond the aerodrome of origin, for aerodromes not serving scheduled international commercial air transport operations, as determined by the competent authority;
- (c) An aeronautical meteorological station shall inform the air traffic service units and aeronautical information service of an aerodrome of changes in the serviceability status of the automated equipment used for assessing runway visual range;
- (d) An aeronautical meteorological station shall report to the associated air traffic services unit, aeronautical information services unit, and meteorological watch office the occurrence of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud;
- (e) An aeronautical meteorological station shall establish a list of criteria to provide local special reports in consultation with the appropriate ATS units, operators and others concerned.

▼ B**MET.OR.205 Reporting of meteorological elements****▼ M1**

An aeronautical meteorological station shall report:

▼ B

- (a) surface wind direction and speed;
- (b) visibility;
- (c) runway visual range, if applicable;
- (d) present weather at the aerodrome and its vicinity;
- (e) clouds;
- (f) air temperature and dew point temperature;

▼B

- (g) atmospheric pressure;
- (h) supplementary information when applicable.

Where authorised by the competent authority, at aerodromes not serving scheduled international commercial air transport operations, an aeronautical meteorological station may report only a subset of the meteorological elements as relevant to the types of flights at that aerodrome. This data set shall be published in the aeronautical information publication.

MET.OR.210 Observing meteorological elements**▼M1**

An aeronautical meteorological station shall observe and/or measure:

▼B

- (a) surface wind direction and speed;
- (b) visibility;
- (c) runway visual range, if applicable;
- (d) present weather at the aerodrome and its vicinity;
- (e) clouds;
- (f) air temperature and dew point temperature;
- (g) atmospheric pressure;
- (h) supplementary information, when applicable:

Where authorized by the competent authority, at aerodromes not serving scheduled international commercial air transport operations, an aeronautical meteorological station may observe and/or measure only a subset of the meteorological elements as relevant to the types of flights at that aerodrome. This data set shall be published in the aeronautical information publication.

Chapter 2 — Requirements for aerodrome meteorological offices**MET.OR.215 Forecasts and other information**

An aerodrome meteorological office shall:

- (a) prepare and/or obtain forecasts and other relevant meteorological information necessary for the performance of its respective functions for flights with which it is concerned, as determined by the competent authority;
- (b) provide forecasts and/or warnings for local meteorological conditions on aerodromes for which it is responsible;
- (c) keep the forecasts and warnings under continuous review and issue amendments promptly when necessary, and cancel any forecast of the same type previously issued for the same place and for the same period of validity or part thereof;
- (d) provide briefing, consultation and flight documentation to flight crew members and/or other flight operations personnel;

▼ B

- (e) provide climatological information;
- (f) provide its associated air traffic services unit, aeronautical information service unit and meteorological watch office with information received on pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud;
- (g) provide, if applicable, meteorological information to search and rescue services units and maintain liaison with the search and rescue services unit(s) throughout a search and rescue operation;
- (h) provide meteorological information to relevant aeronautical information services units, as necessary, for the conduct of their functions;
- (i) prepare and/or obtain forecast and other relevant meteorological information necessary for the performance of the ATS units functions in accordance with point MET.OR.242;
- (j) provide its associated air traffic services unit, aeronautical information service unit and meteorological watch offices with information received on the release of radioactive materials into the atmosphere.

MET.OR.220 Aerodrome forecasts

- (a) An aerodrome meteorological office shall issue aerodrome forecasts as a TAF at a specified time.
- (b) When issuing TAF, the aerodrome meteorological office shall ensure that not more than one TAF is valid at an aerodrome at any given time.

MET.OR.225 Forecasts for landing

- (a) An aerodrome meteorological office shall prepare forecasts for landing as determined by the competent authority.
- (b) This forecast for landing shall be issued in the form of a TREND forecast.
- (c) The period of validity of a TREND forecast shall be 2 hours from the time of the report which forms part of the landing forecast.

MET.OR.230 Forecasts for take-off

An aerodrome meteorological office shall:

- (a) prepare forecasts for take-off as determined by the competent authority;
- (b) supply forecasts for take-off to operators and flight crew members on request within the 3 hours before the expected time of departure.

MET.OR.235 Aerodrome warnings and wind shear warnings and alerts

An aerodrome meteorological office shall:

- (a) provide aerodrome warnings information;

▼ B

- (b) prepare wind shear warnings for aerodromes where wind shear is considered a factor, in accordance with local arrangements with the appropriate ATS unit and operators concerned;
- (c) issue, at aerodromes where wind shear is detected by automated, ground-based, wind shear remote-sensing or detection equipment, wind shear alerts generated by these systems;
- (d) cancel warnings when the conditions are no longer occurring and/or no longer expected to occur at the aerodrome.

▼ M3**MET.OR.240 Information for use by operator or flight crew**

An aerodrome meteorological office shall provide operators and flight crew members with the latest available:

- (a) forecasts, originating from the WAFS, of the elements listed in points (1) and (2) of point MET.OR.275(a);
- (b) METAR or SPECI, including TREND, TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- (c) aerodrome forecasts for take-off;
- (d) SIGMET and special air-reports relevant to the whole route;
- (e) volcanic ash, tropical cyclone and space weather advisory information relevant to the whole route;
- (f) area forecasts for low-level flights prepared in combination with the issuance of AIRMET, and AIRMET relevant to the whole route;
- (g) aerodrome warnings for the local aerodrome;
- (h) meteorological satellite images;
- (i) ground-based weather radar information.

▼ B**MET.OR.242 Information to be provided to air traffic services units****▼ M1**

- (a) An aerodrome meteorological office shall provide, as necessary, its associate aerodrome control tower and AFIS unit with:

▼ M3

- (1) local routine report, local special report, METAR, SPECI, TAF and TREND and amendments thereto;

▼ M1

- (2) SIGMET, AIRMET, wind shear warnings and alerts and aerodrome warnings;
- (3) any additional meteorological information agreed upon locally, such as forecasts of surface wind for the determination of possible runway changes;

▼ M1

- (4) information received on volcanic ash cloud, for which a SIGMET has not already been issued, as agreed between the aerodrome meteorological office and the aerodrome control tower or the AFIS unit concerned;
- (5) information received on pre-eruption volcanic activity and/or a volcanic eruption as agreed between the aerodrome meteorological office and the aerodrome control tower or the AFIS unit concerned.

▼ B

- (b) An aerodrome meteorological office shall provide its associate approach control unit with:

▼ M3

- (1) local routine report, local special report, METAR, SPECI, TAF and TREND and amendments thereto;

▼ M1

- (2) SIGMET, AIRMET, wind shear warnings and alerts, appropriate special air-reports and aerodrome warnings;

▼ B

- (3) any additional meteorological information agreed upon locally;
- (4) information received on volcanic ash cloud, for which a SIGMET has not already been issued, as agreed between the aerodrome meteorological office and the approach control unit concerned;
- (5) information received on pre-eruption volcanic activity and/or a volcanic eruption as agreed between the aerodrome meteorological office and the approach control unit concerned.

Chapter 3 — Requirements for meteorological watch offices**MET.OR.245 Meteorological watch and other information**

Within its area of responsibility, the meteorological watch office shall:

- (a) maintain continuous watch over meteorological conditions affecting flight operations;

▼ M1

- (b) coordinate with the organisation responsible for the provision of NOTAM and/or ASHTAM to ensure that meteorological information on volcanic ash included in SIGMET and NOTAM and/or ASHTAM is consistent;

▼ B

- (c) coordinate with selected volcano observatories to ensure that information on volcanic activity is received in an efficient and timely manner;
- (d) provide its associated VAAC with information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been issued;
- (e) provide its aeronautical information service units with information received on the release of radioactive materials into the atmosphere in the area or adjacent areas for which it maintains watch and for which a SIGMET has not already been issued;

▼ B

- (f) provide its associated area control centre and flight information centre (ACC/FIC), as necessary, with relevant:

▼ M3

- (1) METAR and SPECI, including current pressure data for aerodromes and other locations, TAF, TREND and amendments thereto;

▼ M1

- (2) forecasts of upper winds, upper-air temperatures and significant en-route weather phenomena and amendments thereto, SIGMET, AIRMET and appropriate special air-reports;

▼ B

- (3) any other meteorological information required by the ACC/FIC to meet requests from aircraft in flight;
- (4) information received on volcanic ash cloud, for which a SIGMET has not already been issued, as agreed between the meteorological watch office and the ACC/FIC;
- (5) information received concerning the release of radioactive material into the atmosphere, as agreed between the meteorological watch office and the ACC/FIC;

▼ M1

- (6) tropical cyclone advisory issued by a TCAC in its area of responsibility;
- (7) volcanic ash advisory issued by a VAAC in its area of responsibility;
- (8) information received on pre-eruption volcanic activity and/or a volcanic eruption as agreed between the meteorological watch office and the ACC/FIC;
- (g) when available, provide the relevant air traffic services units, in accordance with local agreement, with information regarding the release into the atmosphere of toxic chemicals which could affect the airspace used by flights within their area of responsibility.

MET.OR.250 SIGMET

A meteorological watch office shall:

▼ M3

- (a) issue SIGMET;

▼ M1

- (b) ensure that the SIGMET is cancelled when the phenomena are no longer occurring or are no longer expected to occur in the area covered by the SIGMET;
- (c) ensure that the period of validity of a SIGMET is not more than 4 hours, and in the special case of SIGMET for volcanic ash cloud and tropical cyclones, it shall be extended up to 6 hours;
- (d) ensure that SIGMET are issued not more than 4 hours before the commencement of the period of validity. In the special case of SIGMET for volcanic ash cloud and tropical cyclones, SIGMET shall be issued as soon as practicable, but not more than 12 hours before the commencement of the period of validity, and updated at least every 6 hours.

▼ M1**MET.OR.255 AIRMET**

A meteorological watch office shall:

▼ M3

- (a) issue AIRMET when the competent authority has determined that the density of traffic operating below flight level 100, or up to flight level 150 in mountainous areas, or higher, where necessary, warrants the issue of AIRMET in combination with area forecasts for low-level flights;

▼ M1

- (b) cancel the AIRMET when the phenomena are no longer occurring or are no longer expected to occur in the area;

- (c) ensure that the period of validity of an AIRMET is not more than 4 hours.

▼ M3**MET.OR.260 Area forecasts for low-level flights**

A meteorological watch office shall ensure that:

- (a) in the case of AIRMET being issued in combination with area forecasts for low-level flights in accordance with point MET.OR.255(a), area forecasts for low-level flights are issued every 6 hours for a period of validity of 6 hours and transmitted to the meteorological watch offices concerned not later than 1 hour prior to the beginning of their validity period;
- (b) in the case where the competent authority has determined that the density of traffic operating below flight level 100, or up to flight level 150 in mountainous areas, or higher, where necessary, warrants the routine issue of area forecasts for low-level flights not in combination with AIRMET, the frequency of issue, the form, and the fixed time or period of validity of the area forecast for low-level flights and the criteria for amendments thereto, are as determined by the competent authority.

Chapter 4 – Requirements for volcanic ash advisory centres (VAACs)**▼ B****MET.OR.265 Volcanic ash advisory centre responsibilities**

In its area of responsibility, the VAAC shall:

▼ M3

- (a) when a volcano has erupted, or is expected to erupt, or volcanic ash is reported, issue advisory information regarding the extent and forecast movement of the volcanic ash cloud:

▼ B

- (1) the European aviation crisis coordination cell;
- (2) meteorological watch offices serving flight information regions in its area of responsibility which may be affected;
- (3) operators, area control centres, and flight information centres serving flight information regions in its area of responsibility which may be affected;

▼ M1

- (4) WAFCs, international OPMET databanks, international NOTAM offices and centres designated by regional air navigation agreement for the operation of the aeronautical fixed service internet-based services;

▼ B

- (5) other VAACs whose areas of responsibility may be affected.

▼ B

- (b) coordinate with selected volcano observatories to ensure that information on volcanic activity is received in an efficient and timely manner;
- (c) provide the advisory meteorological information referred to in point (a) at least every 6 hours until such time as the volcanic ash cloud is no longer identifiable from satellite data, no further meteorological reports of volcanic ash are received from the area and no further eruptions of the volcano are reported; and
- (d) maintain a 24-hour watch.

▼ M3***Chapter 5 – Requirements for tropical cyclone advisory centres (TCACs)*****▼ B****MET.OR.270 Tropical cyclone advisory centre responsibilities****▼ M3**

In its area of responsibility, the TCAC shall issue:

- (a) advisory information concerning the position of the cyclone centre, changes in intensity at the time of observation, its direction and speed of movement, central pressure and maximum surface wind near the centre:

▼ B

- (1) meteorological watch offices in its area of responsibility;
- (2) other TCACs whose areas of responsibility may be affected;

▼ M1

- (3) WAFCs, international OPMET databanks and centres responsible for the operation of the aeronautical fixed service internet-based services;

▼ B

- (b) updated advisory information to meteorological watch offices for each tropical cyclone, as necessary, but at least every 6 hours.

▼ M3***Chapter 6 – Requirements for world area forecast centres (WAFCs)*****▼ B****MET.OR.275 World area forecast centre responsibilities****▼ M3**

- (a) The WAFC shall issue:
 - (1) gridded global forecasts of:
 - (i) upper wind;
 - (ii) upper-air temperature and humidity;
 - (iii) geopotential altitude of flight levels;
 - (iv) flight level and temperature of tropopause;
 - (v) direction, speed and flight level of maximum wind;
 - (vi) cumulonimbus clouds;
 - (vii) icing;
 - (viii) turbulence;

▼ M3

- (2) global forecasts of significant weather (SIGWX) phenomena, including volcanic activity and release of radioactive materials.

▼ B

- (b) The WAFC shall ensure that world area forecast system products in digital form are transmitted using binary data communications techniques.

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF
METEOROLOGICAL SERVICES (MET.TR)

SECTION 1 — GENERAL REQUIREMENTS

▼ M3**MET.TR.115 Meteorological bulletins**

- (a) Meteorological bulletins shall be disseminated using specified data types and code forms appropriate to the information being provided.
- (b) Meteorological bulletins containing operational meteorological information shall be disseminated via communication systems appropriate to the information being provided and the users for which it is intended.

▼ B

SECTION 2 — SPECIFIC REQUIREMENTS

Chapter 1 — Technical requirements for aeronautical meteorological stations

▼ M3**MET.TR.200 Meteorological reports and other information**

- (a) Local routine report, local special report, METAR and SPECI shall contain the following elements in the order indicated:
 - (1) identification of the type of report;
 - (2) location indicator;
 - (3) time of the observation;
 - (4) identification of an automated or missing report, when applicable;
 - (5) surface wind direction and speed;
 - (6) visibility;
 - (7) runway visual range, when the reporting criteria are met;
 - (8) present weather;
 - (9) cloud amount, cloud type only for cumulonimbus and towering cumulus clouds and height of cloud base or, where measured, vertical visibility;
 - (10) air temperature and dew-point temperature;
 - (11) QNH and, when applicable, in local routine and local special report, QFE;
 - (12) supplementary information, when applicable.
- (b) In local routine report and local special report:
 - (1) if the surface wind is observed from more than one location along the runway, the locations for which these values are representative shall be indicated;

▼ M3

- (2) when there is more than one runway in use and the surface wind related to these runways is observed, the available wind values for each runway shall be given, and the runways to which the values refer shall be reported;
 - (3) when variations from the mean wind direction are reported in accordance with point MET.TR.205(a)(3)(ii)(B), the two extreme directions between which the surface wind has varied shall be reported;
 - (4) when variations from the mean wind speed (gusts) are reported in accordance with point MET.TR.205(a)(3)(iii), they shall be reported as the maximum and minimum values of the wind speed attained.
- (c) METAR and SPECI
- (1) METAR and SPECI shall be issued in accordance with the template shown in Appendix 1.
 - (2) METAR shall be filed for transmission not later than 5 minutes after the actual time of observation.
- (d) Information on visibility, runway visual range, present weather and cloud amount, cloud type and height of cloud base shall be replaced in all meteorological reports by the term 'CAVOK' when the following conditions occur simultaneously at the time of observation:
- (1) visibility, 10 km or more, and the lowest visibility is not reported;
 - (2) no cloud of operational significance;
 - (3) no weather of significance to aviation.
- (e) The list of criteria to provide local special report shall include:
- (1) those values which most closely correspond to the operating minima of the operators using the aerodrome;
 - (2) those values which satisfy other local requirements of the air traffic services (ATS) units and of the operators;
 - (3) an increase in air temperature of 2 °C or more from that given in the latest local report, or an alternative threshold value as agreed between the meteorological services providers, the appropriate ATS unit and the operators concerned;
 - (4) the available supplementary information concerning the occurrence of significant meteorological conditions in the approach and climb-out areas;
 - (5) when noise-abatement procedures are applied and the variation from the mean surface wind speed has changed by 5 kt or more from that at the time of the latest local report, the mean speed before and/or after the change being 15 kt or more;
 - (6) when the mean surface wind direction has changed by 60° or more from that given in the latest report, the mean speed before and/or after the change being 10 kt or more;
 - (7) when the mean surface wind speed has changed by 10 kt or more from that given in the latest local report;
 - (8) when the variation from the mean surface wind speed (gusts) has changed by 10 kt or more from that at the time of the latest local report, the mean speed before and/or after the change being 15 kt or more;

▼ M3

- (9) when the onset, cessation or change in intensity of any of the following weather phenomena occurs:
 - (i) freezing precipitation;
 - (ii) moderate or heavy precipitation, including showers thereof; and
 - (iii) thunderstorm, with precipitation;
- (10) when the onset or cessation of any of the following weather phenomena occurs:
 - (i) freezing fog;
 - (ii) thunderstorm, without precipitation;
- (11) when the amount of a cloud layer below 1 500 ft (450 m) changes:
 - (i) from scattered (SCT) or less to broken (BKN) or overcast (OVC); or
 - (ii) from BKN or OVC to SCT or less.
- (f) When so agreed between the meteorological services provider and the competent authority, local special reports and SPECI, when applicable shall be issued whenever the following changes occur:
 - (1) when the wind changes through values of operational significance; the threshold values shall be established by the meteorological services provider in consultation with the appropriate ATS unit and operators concerned, taking into account changes in the wind which would:
 - (i) require a change in runway(s) in use;
 - (ii) indicate that the runway tailwind and crosswind components have changed through values representing the main operating limits for typical aircraft operating at the aerodrome;
 - (2) when the visibility is improving and changes to or passes through one or more of the following values, or when the visibility is deteriorating and passes through one or more of the following values:
 - (i) 800, 1 500 or 3 000 m;
 - (ii) 5 000 m, in cases where a significant number of flights are operated in accordance with the visual flight rules;
 - (3) when the runway visual range is improving and changes to or passes through one or more of the following values, or when the runway visual range is deteriorating and passes through one or more of the following values: 50, 175, 300, 550 or 800 m;
 - (4) when the onset, cessation or change in intensity of any of the following weather phenomena occurs:
 - (i) dust storm;
 - (ii) sandstorm;
 - (iii) funnel cloud (tornado or waterspout);
 - (5) when the onset or cessation of any of the following weather phenomena occurs:
 - (i) low drifting dust, sand or snow;
 - (ii) blowing dust, sand or snow;
 - (iii) squall;

▼ M3

- (6) when the height of base of the lowest cloud layer of BKN or OVC extent is lifting and changes to or passes through one or more of the following values, or when the height of base of the lowest cloud layer of BKN or OVC extent is lowering and passes through one or more of the following values:
 - (i) 100, 200, 500 or 1 000 ft;
 - (ii) 1 500 ft, in cases where significant numbers of flights are operated in accordance with the visual flight rules;
- (7) when the sky is obscured and the vertical visibility is improving and changes to or passes through one or more of the following values, or when the vertical visibility is deteriorating and passes through one or more of the following values: 100, 200, 500 or 1 000 ft;
- (8) any other criteria based on local aerodrome operating minima, as agreed between the meteorological services providers and the operators.

▼ B**MET.TR.205 Reporting of meteorological elements**

- (a) Surface wind direction and speed

▼ M3

- (1) In local routine report, local special report, METAR and SPECI, the surface wind direction and speed shall be reported in steps of 10 degrees true and 1 kt respectively.

▼ B

- (2) Any observed value that does not fit the reporting scale in use shall be rounded to the nearest step in the scale.

▼ M3

- (3) In local routine report, local special report, METAR and SPECI:
 - (i) the units of measurement used for the wind speed shall be indicated;
 - (ii) variations from the mean wind direction during the past 10 minutes shall be reported as follows, if the total variation is 60° or more, alternatively:
 - (A) when the total variation is 60° or more and less than 180° and the wind speed is 3 kt or more, such directional variations shall be reported as the two extreme directions between which the surface wind has varied;
 - (B) when the total variation is 60° or more and less than 180° and the wind speed is less than 3 kt, the wind direction shall be reported as variable with no mean wind direction;
 - (C) when the total variation is 180° or more, the wind direction shall be reported as variable with no mean wind direction;
 - (iii) variations from the mean wind speed (gusts), during the past 10 minutes shall be reported when the maximum wind speed exceeds the mean speed by, alternatively:
 - (A) 5 kt or more in local routine report and local special report when noise abatement procedures are applied;
 - (B) 10 kt or more otherwise;

▼ M3

- (iv) when a wind speed of less than 1 kt is reported, it shall be indicated as calm;
- (v) when a wind speed of 100 kt or more is reported, it shall be indicated to be more than 99 kt;
- (vi) when variations from the mean wind speed (gusts) are reported in accordance with point MET.TR.205(a), the maximum value of the wind speed attained shall be reported;
- (vii) when the 10-minute period includes a marked discontinuity in the wind direction and/or speed, only variations from the mean wind direction and mean wind speed occurring since the discontinuity shall be reported.

▼ B

(b) Visibility

▼ M3

- (1) In local routine report, local special report, METAR and SPECI, the visibility shall be reported in steps of 50 m when the visibility is less than 800 m; in steps of 100 m when it is 800 m or more, but less than 5 km; in kilometre steps when the visibility is 5 km or more, but less than 10 km; and it shall be given as 10 km when the visibility is 10 km or more, except when the conditions for the use of CAVOK apply.

▼ B

- (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.

▼ M1

- (3) In local routine report and local special report, visibility along the runway or runways shall be reported together with the units of measurement used to indicate visibility.

▼ B

(c) Runway visual range (RVR)

▼ M3

- (1) In local routine report, local special report, METAR and SPECI, the RVR shall be:
 - (i) reported throughout periods when either the visibility or the runway visual range is less than 1 500 m;
 - (ii) reported in steps of 25 m when it is less than 400 m, in steps of 50 m when it is between 400 and 800 m, and in steps of 100 m when it is more than 800 m.

▼ B

- (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.

▼ M3

- (3) In local routine report, local special report, METAR and SPECI:
 - (i) when the RVR is above the maximum value that can be determined by the system in use, it shall be reported using the abbreviation 'ABV' in local routine report and local special report, and the abbreviation 'P' in METAR and SPECI followed by the maximum value that can be determined by the system;

▼ M3

- (ii) when the RVR is below the minimum value that can be determined by the system in use, it shall be reported using the abbreviation 'BLW' in local routine report and local special report, and the abbreviation 'M' in METAR and SPECI, followed by the minimum value that can be determined by the system.

▼ B

- (4) ► **M1** In local routine report and local special report: ◀

- (i) the units of measurement used shall be included;
- (ii) if the RVR is observed from only one location along the runway, such as the touchdown zone, it shall be included without any indication of location;
- (iii) if the RVR is observed from more than one location along the runway, the value representative of the touchdown zone shall be reported first, followed by the values representative of the mid-point and stop-end, and the locations for which these values are representative shall be indicated;
- (iv) when there is more than one runway in use, the available RVR values for each runway shall be reported, and the runways to which the values refer shall be indicated.

- (d) Present weather phenomena

▼ M1

- (1) In local routine report and local special report, observed present weather phenomena shall be reported in terms of type and characteristics and qualified with respect to intensity, as appropriate.

▼ M3

- (2) In METAR and SPECI, observed present weather phenomena shall be reported in terms of type and characteristics and qualified with respect to intensity or proximity to the aerodrome, as appropriate.
- (3) In local routine report, local special report, METAR and SPECI, the following characteristics of present weather phenomena, as necessary, shall be reported using their respective abbreviations and relevant criteria, as appropriate:

- (i) Thunderstorm (TS)

Used to report a thunderstorm with precipitation. When thunder is heard or lightning is detected at the aerodrome during the 10-minute period preceding the time of observation but no precipitation is observed at the aerodrome, the abbreviation 'TS' shall be used without qualification.

- (ii) Freezing (FZ)

Supercooled water droplets or precipitation, used with types of present weather phenomena in accordance with Appendix 1.

- (4) In local routine report, local special report, METAR and SPECI:

- (i) one or more, up to a maximum of three, of the present weather abbreviations shall be used, as necessary, together with an indication, where appropriate, of the characteristics and intensity or proximity to the aerodrome, so as to convey a complete description of the present weather of significance to flight operations;

▼ M3

- (ii) the indication of intensity or proximity, as appropriate, shall be reported first followed respectively by the characteristics and the type of weather phenomena;
- (iii) where two different types of weather are observed, they shall be reported in two separate groups, where the intensity or proximity indicator refers to the weather phenomenon which follows the indicator. However, different types of precipitation occurring at the time of observation shall be reported as one single group with the dominant type of precipitation reported first and preceded by only one intensity qualifier which refers to the intensity of the total precipitation.

▼ B

(e) Clouds

▼ M3

- (1) In local routine report, local special report, METAR and SPECI, the height of cloud base shall be reported in steps of 100 ft up to 10 000 ft and in steps of 1 000 ft above 10 000 ft.

▼ B

- (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.

- (3) ► **M1** In local routine report and local special report: ◀

- (i) the units of measurement used for the height of cloud base and vertical visibility shall be indicated;
- (ii) when there is more than one runway in use and the heights of cloud bases are observed by instruments for these runways, the available heights of cloud bases for each runway shall be reported, and the runways to which the values refer shall be indicated.

(f) Air temperature and dew-point temperature

▼ M3

- (1) In local routine report, local special report, METAR and SPECI, the air temperature and the dew-point temperature shall be reported in steps of whole degrees Celsius.

▼ B

- (2) Any observed value which does not fit the reporting scale in use shall be rounded to the nearest whole degree Celsius, with observed values involving 0,5° rounded up to the next higher whole degree Celsius.

▼ M3

- (3) In local routine report, local special report, METAR and SPECI, a temperature below 0 °C shall be identified.

▼ B

(g) Atmospheric pressure

▼ M3

- (1) In local routine report, local special report, METAR and SPECI, the QNH and QFE shall be computed in tenths of hectopascals and reported therein in steps of whole hectopascals, using four digits.

▼ B

- (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower whole hectopascal.

▼ B

(3) ► **M1** In local routine report and local special report: ◀

- (i) QNH shall be included;
- (ii) QFE shall be included if required by users or, if so agreed locally between the provider of meteorological services, the ATS unit and the operators concerned, on a regular basis;
- (iii) the units of measurement used for QNH and QFE values shall be included;
- (iv) if QFE values are required for more than one runway, the required QFE values for each runway shall be reported, and the runway(s) to which the values refer shall be indicated.

▼ M3

(4) In METAR and SPECI, only QNH values shall be included.

▼ B**MET.TR.210 Observing meteorological elements**

The following meteorological elements shall be observed and/or measured with specified accuracy and disseminated by automatic or semi-automatic meteorological observing system.

(a) Surface wind direction and speed

The mean direction and the mean speed of the surface wind shall be measured, as well as significant variations of the wind direction and speed (gusts), and reported in degrees true and knots, respectively.

(1) Siting

The meteorological instrument used to measure surface wind direction and speed shall be situated in such a way as to provide data which is representative of the area for which the measurements are required.

▼ M3

(2) Display

Surface wind displays relating to each sensor shall be located in the aeronautical meteorological station. The displays in the aeronautical meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the runway and section of runway monitored by each sensor.

▼ B

(3) Averaging

The averaging period for surface wind observations shall be:

▼ M1

- (i) 2 minutes for local routine report and local special report and for wind displays in ATS units;

▼ M3

- (ii) 10 minutes for METAR and SPECI, except that when the 10-minute period includes a marked discontinuity in the wind direction and/or speed; only data occurring after the discontinuity shall be used for obtaining mean values; hence, the time interval in these circumstances shall be correspondingly reduced.

▼ B

(b) Visibility

- (1) The visibility shall be measured or observed, and reported in metres or kilometres.

▼ B

(2) Siting

The meteorological instrument used to measure visibility shall be situated in such a way as to supply data which is representative of the area for which the measurements are required.

▼ M3

(3) Displays

When instrumented systems are used for the measurement of visibility, visibility displays relating to each sensor shall be located in the aeronautical meteorological station. The displays in the aeronautical meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the area monitored by each sensor.

▼ B

(4) Averaging

The averaging period shall be 10 minutes for METAR, except that when the 10-minute period immediately preceding the observation includes a marked discontinuity in the visibility, only those values occurring after the discontinuity shall be used for obtaining mean values.

▼ M3

(c) Runway visual range (RVR)

(1) The RVR shall be reported in metres.

(2) Siting

The meteorological instrument used to assess the RVR shall be situated in such a way as to provide data which is representative of the area for which the observations are required.

(3) Instrumented systems

Instrumented systems based on transmissometers or forward-scatter meters shall be used to assess RVR on runways intended for Category II and III instrument approach and landing operations, and for Category I instrument approach and landing operations as determined by the competent authority.

(4) Display

Where the RVR is determined by instrumented systems, one display or more, if required, shall be located in the aeronautical meteorological station. The displays in the aeronautical meteorological station and in the ATS units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the runway and section of the runway monitored by each sensor.

(5) Averaging

(i) Where instrumented systems are used for the assessment of the RVR, their output shall be updated at least every 60 seconds to permit the provision of current, representative values.

(ii) The averaging period for RVR values shall be:

(A) 1 minute for local routine report and local special report and for RVR displays in ATS units;

(B) 10 minutes for METAR and SPECI, except that when the 10-minute period immediately preceding the observation includes a marked discontinuity in RVR values; then only those values occurring after the discontinuity shall be used for obtaining mean values.

▼ B

(d) Present weather phenomena

- (1) The following present weather phenomena shall be reported, as a minimum: rain, drizzle, snow and freezing precipitation, including intensity thereof, haze, mist, fog, freezing fog and thunderstorms, including thunderstorms in the vicinity.

(2) Siting

The meteorological instrument used to measure present weather at the aerodrome and its vicinity shall be situated in such a way as to provide data which is representative of the area for which the measurements are required.

(e) Clouds

- (1) Cloud amount, cloud type and height of cloud base shall be observed and reported as necessary to describe the clouds of operational significance. When the sky is obscured, vertical visibility shall be observed and reported, where measured, instead of cloud amount, cloud type and height of cloud base. The height of cloud base and vertical visibility shall be reported in feet.

(2) Siting

The meteorological instrument used to measure clouds amount and height shall be situated in such a way as to provide data which is representative of the area for which the measurements are required.

▼ M3

(3) Display

When automated equipment is used for the measurement of the height of cloud base, at least one display shall be located in the aeronautical meteorological station. The displays in the aeronautical meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the area monitored by each sensor.

▼ B

(4) Reference level

- (i) The height of cloud base shall be reported above aerodrome elevation.
- (ii) When a precision approach runway in use has a threshold elevation of 50 ft (15 m) or more below the aerodrome elevation, local arrangements shall be made in order that the height of cloud bases reported to arriving aircraft shall refer to the threshold elevation.
- (iii) In the case of reports from offshore structures, the height of cloud base shall be given above mean sea level.

(f) Air temperature and dew-point temperature

- (1) The air temperature and dew-point temperature shall be measured, displayed and reported in degrees Celsius.

▼ M3

- (2) When automated equipment is used for the measurement of air temperature and dew-point temperature, the displays shall be located in the aeronautical meteorological station. The displays in the aeronautical meteorological station and in the air traffic services units shall relate to the same sensors.

▼ B

(g) Atmospheric pressure

- (1) The atmospheric pressure shall be measured, and QNH and QFE values shall be computed and reported in hectopascals.

▼ B

- (2) Display

▼ M3

- (i) When automated equipment is used for the measurement of atmospheric pressure, QNH and, if required in accordance with point MET.TR.205(g)(3)(ii), QFE displays relating to the barometer shall be located in the aeronautical meteorological station with corresponding displays in the appropriate air traffic services units.

▼ B

- (ii) When QFE values are displayed for more than one runway, the displays shall be clearly marked to identify the runway to which the QFE value displayed refers.

- (3) Reference level

A reference level for the computation of QFE shall be used.

Chapter 2 — Technical requirements for aerodrome meteorological offices

▼ M3

MET.TR.215 Forecasts and other information

▼ B

- (a) Meteorological information for operators and flight crew members shall:

- (1) cover the flight in respect of time, altitude and geographical extent;
- (2) relate to appropriate fixed times or periods of time;
- (3) extend to the aerodrome of intended landing, also covering the meteorological conditions expected between the aerodrome of intended landing and alternate aerodromes designated by the operator;
- (4) be up to date.

- (b) Meteorological information provided to rescue coordination centres shall include the meteorological conditions that existed in the last known position of a missing aircraft and along the intended route of that aircraft with particular reference to elements which are not being distributed routinely.

- (c) Meteorological information provided to aeronautical information services units shall include:

- (1) information on meteorological service intended for inclusion in the aeronautical information publication(s) concerned;
- (2) information necessary for the preparation of NOTAM or ASHTAM;
- (3) information necessary for the preparation of aeronautical information circulars.

- (d) Meteorological information included in flight documentation shall be represented as follows:

- (1) winds on charts shall be depicted by arrows with feathers and shaded pennants on a sufficiently dense grid;
- (2) temperatures shall be depicted by figures on a sufficiently dense grid;

▼ B

- (3) wind and temperature data selected from the data sets received from a world area forecast centre shall be depicted in a sufficiently dense latitude/longitude grid;
 - (4) wind arrows shall take precedence over temperatures and chart background;
 - (5) height indications referring to *en-route* meteorological conditions shall be expressed as determined to be appropriate for the situation, for instance in flight levels, pressure, altitude or height above ground level, whilst all references referring to aerodrome meteorological conditions shall be expressed in height above the aerodrome elevation.
- (e) Flight documentation shall comprise:
- (1) forecasts of upper-wind and upper-air temperature;
 - (2) SIGWX phenomena;
 - (3) METAR or, when issued, SPECI for the aerodromes of departure and intended landing, and for take-off, *en-route* and destination alternate aerodromes;
 - (4) TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, *en-route* and destination alternate aerodromes;

▼ M1

- (5) SIGMET, and, when issued, AIRMET and appropriate special air-reports relevant to the whole route;

▼ M3

- (6) volcanic ash, tropical cyclone and space weather advisory information relevant to the whole route.

▼ B

However, when agreed between the aerodrome meteorological office and the operators concerned, flight documentation for flights of two hours' duration or less, after a short stop or turnaround, may be limited to the information operationally needed, but in all cases the flight documentation shall at least comprise the meteorological information listed in points (3), (4), (5) and (6).

- (f) Charts generated from digital forecasts shall be made available, as required by operators, for fixed areas of coverage as shown in Appendix 2.

▼ M1

- (g) When forecasts of upper-wind and upper-air temperature listed under point MET.OR.275(a)(1) are supplied in chart form, they shall be fixed-time prognostic charts for flight levels as specified in point MET.TR.275(b)(3). When forecasts of SIGWX phenomena listed under point MET.OR.275(a)(2) are supplied in chart form, they shall be fixed-time prognostic charts for an atmospheric layer limited by flight levels as specified in points MET.TR.275(c) and MET.TR.275(d).

▼ B

- (h) The forecasts of upper-wind and upper-air temperature and of SIGWX phenomena above flight level 100 shall be supplied as soon as they become available, but not later than 3 hours before departure.

▼ B

- (i) Aeronautical climatological information shall be prepared in the form of aerodrome climatological tables and aerodrome climatological summaries.

MET.TR.220 Aerodrome forecasts

- (a) Aerodrome forecasts and amendments thereto shall be issued as a TAF and shall include, in the order indicated, the:
 - (1) identification of the type of forecast;
 - (2) location indicator;
 - (3) time of issue of forecast;
 - (4) identification of a missing forecast, when applicable;
 - (5) date and period of validity of forecast;
 - (6) identification of a cancelled forecast, when applicable;
 - (7) surface wind;
 - (8) visibility;
 - (9) weather;
 - (10) cloud;
 - (11) expected significant changes to one or more of these elements during the period of validity.

▼ M3

- (b) TAF shall be issued in accordance with the template shown in Appendix 3.
- (c) The period of validity of a routine TAF shall be either 9 or 24 or 30 hours, unless otherwise prescribed by the competent authority taking into account the traffic requirements for aerodromes which operate for less than 9 hours.
- (d) TAF shall be filed for transmission not earlier than 1 hour before the commencement of their period of validity.

▼ B

- (e) The meteorological elements included in TAF shall be:
 - (1) Surface wind
 - (i) In forecasting surface wind, the expected prevailing direction shall be given.
 - (ii) When it is not possible to forecast a prevailing surface wind direction due to its expected variability, the forecasted wind direction shall be indicated as variable using 'VRB'.

▼ M3

- (iii) When the wind is forecasted to be less than 1 kt, the forecasted wind speed shall be indicated as calm.
- (iv) When the forecast maximum speed exceeds the forecasted mean wind speed by 10 kt or more, the forecasted maximum wind speed shall be indicated.
- (v) When a wind speed of 100 kt or more is forecasted, it shall be indicated to be more than 99 kt.

▼B

(2) Visibility

- (i) When the visibility is forecasted to be less than 800 m, it shall be expressed in steps of 50 m; when it is forecasted to be 800 m or more, but less than 5 km, in steps of 100 m; when it is forecasted to be 5 km or more, but less than 10 km, in kilometre steps; and when it is forecasted to be 10 km or more, it shall be expressed as 10 km, except when conditions of CAVOK are forecasted to apply. The prevailing visibility shall be forecasted.
- (ii) When visibility is forecasted to vary in different directions and the prevailing visibility cannot be forecasted, the lowest forecasted visibility shall be given.

(3) Weather phenomena

- (i) One or more, up to a maximum of three, of the following weather phenomena or combinations thereof, together with their characteristics and, where appropriate, intensity, shall be forecasted if they are expected to occur at the aerodrome:

- (A) freezing precipitation;
- (B) freezing fog;
- (C) moderate or heavy precipitation (including showers thereof);
- (D) low drifting dust, sand or snow;
- (E) blowing dust, sand or snow;
- (F) dust storm;
- (G) sandstorm;
- (H) thunderstorm (with or without precipitation);
- (I) squall;
- (J) funnel cloud (tornado or waterspout);
- (K) other weather phenomena, as agreed by the aerodrome meteorological office with the ATS units and operators concerned.

- (ii) The expected end of occurrence of those phenomena shall be indicated by the abbreviation 'NSW'.

(4) Cloud

- (i) The cloud amount shall be forecast using the abbreviations 'FEW', 'SCT', 'BKN' or 'OVC', as necessary. When it is expected that the sky will remain or become obscured and clouds cannot be forecasted and information on vertical visibility is available at the aerodrome, the vertical visibility shall be forecasted in the form 'VV' followed by the forecasted value of the vertical visibility.
- (ii) When several layers or masses of cloud are forecasted, their amount and height of base shall be included in the following order:
 - (A) the lowest layer or mass regardless of amount, to be forecasted as FEW, SCT, BKN or OVC as appropriate;
 - (B) the next layer or mass covering more than 2/8, to be forecasted as SCT, BKN or OVC as appropriate;

▼B

- (C) the next higher layer or mass covering more than 4/8, to be forecast as BKN or OVC as appropriate;
 - (D) cumulonimbus clouds and/or towering cumulus clouds, whenever forecasted and not already included under points (A) to (C).
 - (iii) Cloud information shall be limited to cloud of operational significance; when no cloud of operational significance is forecasted and 'CAVOK' is not appropriate, the abbreviation 'NSC' shall be used.
- (f) Use of change groups
- (1) The criteria used for the inclusion of change groups in TAF or for the amendment of TAF shall be based on any of the following weather phenomena, or combinations thereof, being forecasted to begin or end or change in intensity:
 - (i) freezing fog;
 - (ii) freezing precipitation;
 - (iii) moderate or heavy precipitation (including showers thereof);
 - (iv) thunderstorm;
 - (v) dust storm;
 - (vi) sandstorm.
 - (2) When a change in any of the elements given in point (a) is required to be indicated, the change indicators 'BECMG' or 'TEMPO' shall be used followed by the time period during which the change is expected to occur. The time period shall be indicated as the beginning and end of the period in whole hours UTC. Only those elements for which a significant change is expected shall be included following a change indicator. However, in the case of significant changes in respect of cloud, all cloud groups, including layers or masses not expected to change, shall be indicated.
 - (3) The change indicator 'BECMG' and the associated time group shall be used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values at a regular or irregular rate and at an unspecified time during the time period. The time period shall not exceed 4 hours.
 - (4) The change indicator 'TEMPO' and the associated time group shall be used to describe expected frequent or infrequent temporary fluctuations in the meteorological conditions which reach or pass specified threshold values and last for a period of less than 1 hour in each instance and, in the aggregate, cover less than one half of the forecast period during which the fluctuations are expected to occur. If the temporary fluctuation is expected to last 1 hour or longer, the change group 'BECMG' shall be used in accordance with point (3), or the validity period should be subdivided in accordance with point (5).
 - (5) Where one set of prevailing weather conditions is expected to change significantly and more or less completely to a different set of conditions, the period of validity shall be subdivided into self-contained periods using the abbreviation 'FM' followed immediately by a six-figure time group in days, hours and minutes UTC indicating the time the change is expected to occur. The subdivided period following the abbreviation 'FM' shall be self-contained and all forecasted conditions given before the abbreviation shall be superseded by those following the abbreviation.

▼ B

- (g) The probability of occurrence of an alternative value of a forecast element or elements shall be included when:

▼ M1

- (1) a 30 % or 40 % probability of alternative meteorological conditions exists during a specific forecast time period; or
- (2) a 30 % or 40 % probability of temporary fluctuations in meteorological conditions exists during a specific forecast time period.

▼ B

This shall be indicated in the TAF by using the abbreviation 'PROB' followed by the probability in tens of per cent and, in the case referred to in point (1), the time period during which the values are expected to apply, or in the case referred to in point (2), by using the abbreviation 'PROB' followed by the probability in tens of per cent, the change indicator 'TEMPO' and associated time group.

MET.TR.225 Forecasts for landing

- (a) TREND forecasts shall be issued in accordance with Appendix 1.
- (b) The units and scales used in the TREND forecast shall be the same as those used in the report to which it is appended.
- (c) The TREND forecast shall indicate significant changes in respect of one or more of the elements: surface wind, visibility, weather phenomena and clouds. Only those elements for which a significant change is expected shall be included. However, in the case of significant changes in respect of cloud, all cloud groups, including layers or masses not expected to change, shall be indicated. In the case of a significant change in visibility, the phenomenon causing the reduction of visibility shall also be indicated. When no change is expected to occur, this shall be indicated by the term 'NOSIG'.

(1) Surface wind

The TREND forecast shall indicate changes in the surface wind which involve:

▼ M3

- (i) a change in the mean wind direction of 60° or more, the mean speed before and/or after the change being 10 kt or more;
- (ii) a change in mean wind speed of 10 kt or more;

▼ B

- (iii) changes in the wind through values of operational significance.

(2) Visibility**▼ M3**

- (i) When the visibility is expected to improve and change to or pass through one or more of the following values, or when the visibility is expected to deteriorate and pass through one or more of the following values: 150, 350, 600, 800, 1 500 or 3 000 m, the TREND forecast shall indicate the change.

▼ B

- (ii) When significant numbers of flights are conducted in accordance with the visual flight rules, the forecast shall additionally indicate changes to or passing through 5 000 m.

▼ M3

- (iii) In TREND forecasts appended to METAR and SPECI, visibility shall refer to the forecast prevailing visibility.

▼B**(3) Weather phenomena**

- (i) The TREND forecast shall indicate the expected onset, cessation or change in intensity of any of the following weather phenomena or combinations thereof:

- (A) freezing precipitation;
- (B) moderate or heavy precipitation, including showers thereof;
- (C) thunderstorm, with precipitation;
- (D) dust storm;
- (E) sandstorm;
- (F) other weather phenomena as agreed by the aerodrome meteorological office with the ATS units and operators concerned.

- (ii) The TREND forecast shall indicate the expected onset or cessation of any of the following weather phenomena or combinations thereof:

- (A) freezing fog;
- (B) low drifting dust, sand or snow;
- (C) blowing dust, sand or snow;
- (D) thunderstorm (without precipitation);
- (E) squall;
- (F) funnel cloud (tornado or waterspout).

- (iii) The total number of phenomena reported in points (i) and (ii) shall not exceed three.

- (iv) The expected end of occurrence of the weather phenomena shall be indicated by the abbreviation 'NSW'.

(4) Clouds

- (i) When the height of base of a cloud layer of BKN or OVC extent is expected to lift and change to or pass through one or more of the following values, or when the height of base of a cloud layer of BKN or OVC extent is expected to lower and pass through one or more of the following values: 100, 200, 500, 1 000 and 1 500 ft (30, 60, 150, 300 and 450 m), the TREND forecast shall indicate the change.
- (ii) When the height of base of a cloud layer is below or is expected to fall below or rise above 1 500 ft (450 m), the TREND forecast shall also indicate changes in cloud amount from FEW, or SCT increasing to BKN or OVC, or changes from BKN or OVC decreasing to FEW or SCT.
- (iii) When no clouds of operational significance are forecast and 'CAVOK' is not appropriate, the abbreviation 'NSC' shall be used.

(5) Vertical visibility

When the sky is expected to remain or become obscured and vertical visibility observations are available at the aerodrome, and the vertical visibility is forecast to improve and change to or pass through one or more of the following values, or when the vertical visibility is forecast to deteriorate and pass through one or more of the following values: 100, 200, 500 or 1 000 ft (30, 60, 150 or 300 m), the TREND forecast shall indicate the change.

▼B**(6) Additional criteria**

The aerodrome meteorological office and the users may agree on additional criteria to be used, based on local aerodrome operating minima.

(7) Use of change groups

(i) When a change is expected to occur, the TREND forecast shall begin with one of the change indicators 'BECMG' or 'TEMPO'.

(ii) The change indicator 'BECMG' shall be used to describe forecast changes where the meteorological conditions are expected to reach or pass through specified values at a regular or irregular rate. The period during which, or the time at which, the change is forecast to occur shall be indicated using the abbreviations 'FM', 'TL' or 'AT', as appropriate, each followed by a time group in hours and minutes.

(iii) The change indicator 'TEMPO' shall be used to describe forecast temporary fluctuations in the meteorological conditions which reach or pass specified values and last for a period of less than 1 hour in each instance and, in the aggregate, cover less than one half of the period during which the fluctuations are forecast to occur. The period during which the temporary fluctuations are forecast to occur shall be indicated using the abbreviations 'FM' and/or 'TL', as appropriate, each followed by a time group in hours and minutes.

(8) Use of the probability indicator

The indicator 'PROB' shall not be used in TREND forecasts.

MET.TR.230 Forecasts for take-off

(a) A forecast for take-off shall refer to a specified period of time and shall contain information on expected conditions over the runway complex in regard to surface wind direction and speed and any variations thereof, temperature, pressure, and any other elements as agreed between the aerodrome meteorological office and the operators.

(b) The order of the elements and the terminology, units and scales used in forecasts for take-off shall be the same as those used in reports for the same aerodrome.

MET.TR.235 Aerodrome warnings and wind shear warnings and alerts

(a) Wind shear warnings shall be issued in accordance with the template in Appendix 4.

(b) The sequence number referred to in the template in Appendix 4 shall correspond to the number of wind shear warnings issued for the aerodrome since 00.01 UTC on the day concerned.

▼M3

(c) Wind shear alerts shall give concise, up-to-date information related to the observed existence of wind shear involving a headwind/tailwind change of 15 kt or more which could adversely affect aircraft on the final approach path or initial take-off path and aircraft on the runway during the landing roll or take-off run.

▼ B

- (d) Wind shear alert shall, if practicable, relate to specific sections of the runway and distances along the approach path or take-off path as agreed between the aerodrome meteorological office, the appropriate ATS units and the operators concerned.

*Chapter 3 — Technical requirements for meteorological watch offices***▼ M1****MET.TR.250 SIGMET****▼ M3**

- (a) SIGMET shall be issued in accordance with the template shown in Appendix 5.

▼ M1

- (b) SIGMET shall consist of three types:
 - (1) SIGMET for en-route weather phenomena other than volcanic ash or tropical cyclones;
 - (2) SIGMET for volcanic ash;
 - (3) SIGMET for tropical cyclones.
- (c) The sequence number of SIGMET shall consist of three characters comprising one letter and two numbers.

▼ M3

- (d) Only one of the phenomena listed in Appendix 5 shall be included in a SIGMET, using the appropriate abbreviations and the following threshold value of surface wind speed of 34 kt or more for tropical cyclones.

▼ M1

- (e) SIGMET concerning thunderstorms or a tropical cyclone shall not include references to associated turbulence and icing.

▼ M3

▼ M1**MET.TR.255 AIRMET****▼ M3**

- (a) AIRMET shall be issued in accordance with the template shown in Appendix 5.

▼ M1

- (b) The sequence number referred to in the template in Appendix 5 shall correspond to the number of AIRMET issued for the flight information region since 00.01 UTC on the day concerned.

▼ M3

- (c) Only one of the phenomena in Appendix 5 shall be included in an AIRMET, using the appropriate abbreviations and the following threshold values, when the phenomenon is below flight level 100, or below flight level 150 in mountainous areas, or higher, where necessary:
 - (1) widespread surface wind speed above 30 kt with relevant direction and units;
 - (2) widespread areas affected by reduction of visibility to less than 5 000 m, including the weather phenomenon causing the reduction of visibility;
 - (3) widespread areas of broken or overcast cloud with height of base less than 1 000 ft above ground level;

▼ M1

- (d) AIRMET concerning thunderstorms or cumulonimbus clouds shall not include references to associated turbulence and icing.

▼ M3**▼ B****MET.TR.260 Area forecasts for low-level flights**

- (a) When chart form is used for area forecasts for low-level flights, the forecast of upper wind and upper-air temperature shall be issued for points separated by no more than 300 NM and for, as a minimum, the following altitudes: 2 000, 5 000 and 10 000 ft (600, 1 500 and 3 000 m) and 15 000 ft (4 500 m) in mountainous areas. The issuance of forecasts of upper wind and upper-air temperature at an altitude of 2 000 ft (600 m) may be subject to local orographic considerations as determined by the competent authority.
- (b) When chart form is used for area forecasts for low-level flights, the forecast of SIGWX phenomena shall be issued as low-level SIGWX forecast for flight levels up to 100, or up to flight level 150 in mountainous areas, or higher, where necessary. Low-level SIGWX forecasts shall include:

▼ M3

- (1) the following phenomena warranting the issuance of a SIGMET: severe icing, severe turbulence, cumulonimbus clouds and thunderstorms that are obscured, frequent, embedded or occurring at a squall line, sandstorms/dust storms and volcanic eruptions or a release of radioactive materials into the atmosphere, and which are expected to affect low-level flights;

▼ B

- (2) the following elements in area forecasts for low-level flights: surface wind, surface visibility, significant weather phenomena, mountain obscuration, cloud, icing, turbulence, mountain wave and height of zero-degree isotherm.

▼ M3

- (c) When the competent authority has determined that the density of traffic operating below flight level 100, or up to flight level 150 in mountainous areas, or higher, where necessary, warrants the issuance of an AIRMET in combination with area forecasts for low-level flights, the area forecasts shall be issued to cover the layer between the ground and flight level 100, or up to flight level 150 in mountainous areas, or higher, where necessary, and shall contain information on en-route weather phenomena hazardous to low-level flights.

Chapter 4 – Technical requirements for volcanic ash advisory centres (VAACs)**MET.TR.265 Volcanic ash advisory centre responsibilities**

The advisory information on volcanic ash shall be issued in accordance with the template shown in Appendix 6. When no abbreviations are available, English plain language text, to be kept to a minimum, shall be used.

Chapter 5 – Technical requirements for tropical cyclone advisory centres (TCACs)**MET.TR.270 Tropical cyclone advisory centre responsibilities**

The advisory information on tropical cyclones shall be issued in accordance with the template shown in Appendix 7 for tropical cyclones when the maximum of the 10-minute mean surface wind speed is expected to reach or exceed 34 kt during the period covered by the advisory.

▼ B**Chapter 6 — Technical requirements for world area forecast centres (WAFCs)****MET.TR.275 World area forecast centre responsibilities****▼ M3**

- (a) WAFCs shall use processed meteorological data in the form of grid point values for the supply of gridded global forecasts and forecasts of significant weather phenomena.

▼ B

- (b) For global gridded forecasts, WAFCs shall:

- (1) prepare forecasts of:

- (i) upper wind;
- (ii) upper-air temperature;
- (iii) humidity;
- (iv) direction, speed and flight level of maximum wind;
- (v) flight level and temperature of tropopause;
- (vi) areas of cumulonimbus clouds;
- (vii) icing;

▼ M3

- (viii) turbulence;

▼ B

- (ix) geopotential altitude of flight levels;

four times a day and be valid for fixed valid times at 6, 9, 12, 15, 18, 21, 24, 27, 30, 33 and 36 hours after the time (00.00, 06.00, 12.00 and 18.00 UTC) of the synoptic data on which the forecasts were based;

▼ M3

- (2) issue forecasts referred to in point (1) and complete their dissemination as soon as technically feasible, but not later than 5 hours after standard time of observation;
- (3) provide grid point forecasts in a regular grid comprising:
- (i) wind data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 210 (450 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 320 (275 hPa), 340 (250 hPa), 360 (225 hPa), 390 (200 hPa), 410 (175 hPa), 450 (150 hPa), 480 (125 hPa) and 530 (100 hPa) with a horizontal resolution of 1,25° of latitude and longitude;
 - (ii) temperature data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 210 (450 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 320 (275 hPa), 340 (250 hPa), 360 (225 hPa), 390 (200 hPa), 410 (175 hPa), 450 (150 hPa), 480 (125 hPa) and 530 (100 hPa) with a horizontal resolution of 1,25° of latitude and longitude;
 - (iii) humidity data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa) and 180 (500 hPa) with a horizontal resolution of 1,25° of latitude and longitude;

▼ M3

- (iv) geopotential altitude data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 210 (450 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 320 (275 hPa), 340 (250 hPa), 360 (225 hPa), 390 (200 hPa), 410 (175 hPa), 450 (150 hPa), 480 (125 hPa) and 530 (100 hPa) with a horizontal resolution of 1,25° of latitude and longitude;
- (v) direction, speed and flight level of maximum wind with a horizontal resolution of 1,25° of latitude and longitude;
- (vi) flight level and temperature of tropopause with a horizontal resolution of 1,25° of latitude and longitude;
- (vii) icing for layers centred at flight levels 60 (800 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 240 (400 hPa) and 300 (300 hPa) with a horizontal resolution of 0,25° of latitude and longitude;
- (viii) turbulence for layers centred at flight levels 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 340 (250 hPa), 390 (200 hPa) and 450 (150 hPa) with a horizontal resolution of 0,25° of latitude and longitude;
- (ix) horizontal extent and flight levels of base and top of cumulonimbus clouds with a horizontal resolution of 0,25° of latitude and longitude.

▼ B

- (c) For global forecasts of *en-route* significant weather phenomena, WAFCs shall:

▼ M3

- (1) prepare SIGWX forecasts four times a day and shall be valid for fixed valid times at 24 hours after the time (00.00, 06.00, 12.00 and 18.00 UTC) of the synoptic data on which the forecasts were based. The dissemination of each forecast shall be completed as soon as technically feasible, but not later than 7 hours after standard time of observation under normal operations and not later than 9 hours after standard time of observation during backup operations;

▼ B

- (2) issue SIGWX forecasts as high-level SIGWX forecasts for flight levels between 250 and 630;
- (3) include in SIGWX forecasts the following items:

▼ M3

- (i) tropical cyclone provided that the maximum of the 10-minute mean surface wind speed is expected to reach or exceed 34 kt;

▼ B

- (ii) severe squall lines;
- (iii) moderate or severe turbulence (in cloud or clear air);
- (iv) moderate or severe icing;
- (v) widespread sandstorm/dust storm;
- (vi) cumulonimbus clouds associated with thunderstorms and with points (i) to (v);
- (vii) non-convective cloud areas associated with in-cloud moderate or severe turbulence and/or moderate or severe icing;

▼ B

- (viii) flight level of tropopause;
- (ix) jet streams;
- (x) information on the location of volcanic eruptions that are producing ash clouds of significance to aircraft operations, comprising: volcanic eruption symbol at the location of the volcano and, in a separate text box on the chart, the volcanic eruption symbol, the name of the volcano, if known, and the latitude/longitude of the eruption. In addition, the legend of SIGWX charts should indicate 'CHECK SIGMET, ADVISORIES FOR TC AND VA, AND ASHTAM AND NOTAM FOR VA';
- (xi) information on the location of a release of radioactive materials into the atmosphere of significance to aircraft operations, comprising: the radioactive materials in the atmosphere symbol at the location of the release and, in a separate box on the chart, the radioactive materials in the atmosphere symbol, latitude/longitude of the site of the release and, if known, the name of the site of the radioactive source. In addition, the legend of SIGWX charts on which a release of radiation is indicated should contain 'CHECK SIGMET AND NOTAM FOR RDOACT CLD'.

(4) The following criteria shall be applied for SIGWX forecasts:

- (i) points (i) to (vi) of point (3) shall only be included if expected to occur between the lower and upper levels of the SIGWX forecast;
- (ii) the abbreviation 'CB' shall only be included when it refers to the occurrence or expected occurrence of cumulonimbus clouds:
 - (A) affecting an area with a maximum spatial coverage of 50 % or more of the area concerned;
 - (B) along a line with little or no space between individual clouds; or
 - (C) embedded in cloud layers or concealed by haze;
- (iii) the inclusion of 'CB' shall be understood to include all weather phenomena normally associated with cumulonimbus clouds, i.e. thunderstorm, moderate or severe icing, moderate or severe turbulence, and hail;
- (iv) where a volcanic eruption or a release of radioactive materials into the atmosphere warrants the inclusion of the volcanic activity symbol or the radioactivity symbol in SIGWX forecasts, the symbols shall be included on SIGWX forecasts irrespective of the height to which the ash column or radioactive material is reported or expected to reach;
- (v) in the case of coincident or the partial overlapping of points (i), (x) and (xi) of point (3), the highest priority shall be given to point (x), followed by points (xi) and (i). The point with the highest priority shall be placed at the location of the event, and an arrow shall be used to link the location of the other point(s) to its (their) associated symbol(s) or text box(es).

▼ M3

- (d) Medium-level SIGWX forecasts for flight levels between 100 and 450 for limited geographical areas shall be issued.

▼M3

Appendix 1

Template for METAR and SPECI				
Key:				
M = inclusion mandatory;				
C = inclusion conditional, dependent on meteorological conditions or method of observation;				
O = inclusion optional.				
Note 1: The ranges and resolutions for the numerical elements included in METAR and SPECI are provided in a separate table below this template.				
Note 2: The explanations for the abbreviations can be found in ICAO Document 8400 <i>Procedures for Air Navigation Services – Abbreviations and Codes (PANS-ABC)</i> .				
Note 3: Row numbers in the ‘Ref.’ column are included only for clarity and ease of reference, and are not part of the METAR and SPECI.				
Ref.	Element	Detailed content	Template(s)	
1	Identification of the type of report (M)	Type of report (M)	METAR, METAR COR, SPECI or SPECI COR	
2	Location indicator (M)	ICAO location indicator (M)	nnnn	
3	Time of the observation (M)	Day and actual time of the observation in UTC (M)	nnnnnnZ	
4	Identification of an automated or missing report (C)	Automated or missing report identifier (C)	AUTO <i>or</i> NIL	
5	END OF METAR IF THE REPORT IS MISSING.			
6	Surface wind (M)	Wind direction (M)	nnn <i>or</i> /// ⁽¹⁾	VRB
		Wind speed (M)	[P]nn[n] <i>or</i> // ⁽¹⁾	
		Significant speed variations (C)	G[P]nn[n]	
		Units of measurement (M)	KT	
		Significant directional variations (C)	nnnVnnn	—
7	Visibility (M)	Prevailing or minimum visibility (M)	nnnn <i>or</i> //// ⁽¹⁾	C A V O K
		Minimum visibility and direction of the minimum visibility (C)	nnnn[N] <i>or</i> nnnn[NE] <i>or</i> nnnn[E] <i>or</i> nnnn[SE] <i>or</i> nnnn[S] <i>or</i> nnnn[SW] <i>or</i> nnnn[W] <i>or</i> nnnn[NW]	
8	Runway visual range (C) ⁽²⁾	Name of the element (M)	R	
		Runway (M)	nn[L]/ <i>or</i> nn[C]/ <i>or</i> nn[R]/	
		Runway visual range (M)	[P <i>or</i> M]nnnn <i>or</i> /// ⁽¹⁾	
		Runway visual range past tendency (C)	U, D <i>or</i> N	

▼ M3

Ref.	Element	Detailed content	Template(s)			
9	Present weather (C)	Intensity or proximity of present weather (C)	– or +	—	VC	
		Characteristics and type of present weather (M)	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or FZUP ⁽⁴⁾ or FC ⁽³⁾ or SHGR or SHGS or SHRA or SHSN or SHUP ⁽⁴⁾ or TSGR or TSGS or TSRA or TSSN or TSUP ⁽⁴⁾ or UP ⁽⁴⁾	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG or // ⁽¹⁾	FG or PO or FC or DS or SS or TS or SH or BLSN or BLSA or BLDU or VA	
10	Cloud (M)	Cloud amount and height of cloud base or vertical visibility (M)	FEWnnn or SCTnnn or BKNnnn or OVCnnn or FEW/// ⁽¹⁾ or SCT/// ⁽¹⁾ or BKN/// ⁽¹⁾ or OVC/// ⁽¹⁾ or ///nnn ⁽¹⁾ or ///// ⁽¹⁾	VVnnnn or VV/// ⁽¹⁾	NSC or NCD ⁽⁴⁾	
		Cloud type (C)	CB or TCU or/// ⁽¹⁾ , ⁽⁵⁾	—		
11	Air and dew-point temperature (M)	Air and dew-point temperature (M)	[M]nn/[M]nn or///[M]nn ⁽¹⁾ or [M]nn/// ⁽¹⁾ or///// ⁽¹⁾			
12	Pressure values (M)	Name of the element (M)	Q			
		QNH (M)	nnnn or/// ⁽¹⁾			
13	Supplementary information (C)	Recent weather (C)	RERASN or REFZDZ or REFZRA or REDZ or RE[SH]RA or RE[SH]SN or RESG or RESHGR or RESHGS or REBLSN or RESS or REDS or RETSRA or RETSSN or RETSGR or RETSGS or RETS or REFC or REVA or REPL or REUP ⁽⁴⁾ or REFZUP ⁽⁴⁾ or RETSUP ⁽⁴⁾ or RESHUP ⁽⁴⁾ or RE// ⁽¹⁾			
		Wind shear (C)	WS Rnn[L] or WS Rnn[C] or WS Rnn[R] or WS ALL RWY			
		Sea-surface temperature and state of the sea or significant wave height (C)	W[M]nn/Sn or W///Sn ⁽¹⁾ or W[M]nn/S/ ⁽¹⁾ or W[M]nn/Hn[n][n] or W///Hn[n][n] ⁽¹⁾ or W[M]nn/H/// ⁽¹⁾			

▼ M3

- (1) When a meteorological element is temporarily missing, or its value is considered temporarily as incorrect, it is replaced by a solidus ('/') for each digit of the abbreviation of the text message and indicated as missing to ensure reliable translation into other code forms.
- (2) To be included if the visibility or the runway visual range is < 1 500 m for up to a maximum of four runways.
- (3) 'Heavy' is used to indicate 'tornado' or 'waterspout'; 'moderate' (no qualifier) to indicate 'funnel cloud not reaching the ground'.
- (4) For automated reports only.
- (5) In the case of automated reports, solidi ('///') may replace the relevant cloud type, as appropriate, dependent on the capability of the automatic observing system. Furthermore, solidi may replace cloud amount and/or cloud height of reported CB or TCU layer.

▼ **M3**

Ranges and resolutions for the numerical elements included in METAR and SPECI			
Ref.	Elements	Range	Resolution
1	Runway: (no units)	01–36	1
2	Wind direction: °true	000–360	10
3	Wind speed: KT	00–99 P99	1 N/A (100 or greater)
4	Visibility: M	0000–0750	50
		0800–4 900	100
		5 000–9 000	1 000
		10 000 or greater	0 (fixed value: 9 999)
5	Runway visual range: M	0000–0375	25
		0400–0750	50
		0800–2 000	100
6	Vertical visibility: 100's FT	000–020	1
7	Clouds: height of cloud base: 100's FT	000–099	1
		100–200	10
8	Air temperature: °C Dew-point temperature:	–80 – +60	1
9	QNH: hPa	0850–1 100	1
10	Sea-surface temperature: °C	–10 – +40	1
11	State of the sea: (no units)	0–9	1
12	Significant wave height: M	0–999	0,1

▼ B

Appendix 2

Fixed areas of coverage of WAFS forecasts in chart form

Mercator projection

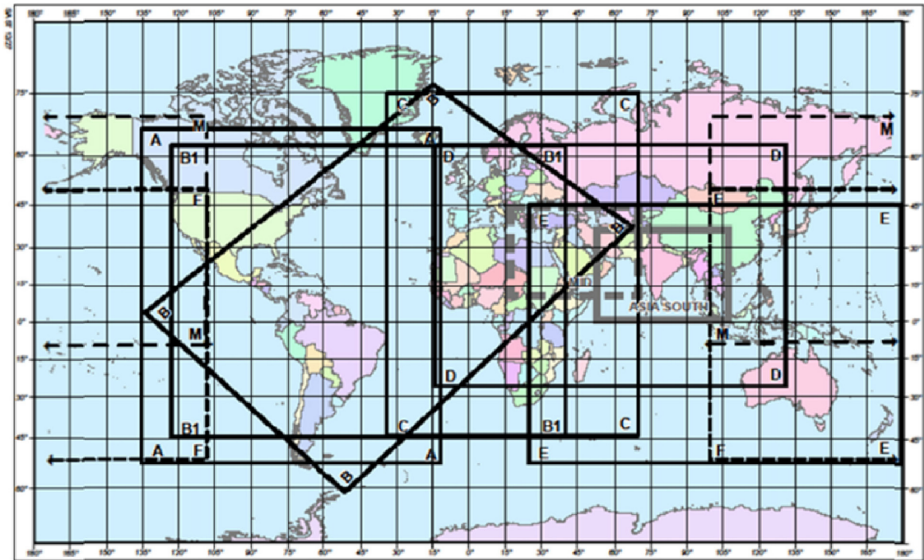


CHART	LATITUDE	LONGITUDE	CHART	LATITUDE	LONGITUDE
A	N6700	W13724	D	N6300	W01500
A	N6700	W01236	D	N6300	E13200
A	S5400	W01236	D	S2700	E13200
A	S5400	W13724	D	S2700	W01500
ASIA	N3600	E05300	E	N4455	E02446
ASIA	N3600	E10800	E	N4455	E18000
ASIA	0000	E10800	E	S5355	E18000
ASIA	0000	E05300	E	S5355	E02446
B	N0304	W13557	F	N5000	E10000
B	N7644	W01545	F	N5000	W11000
B	N3707	E06732	F	S5242	W11000
B	S6217	W05240	F	S5242	E10000
B1	N6242	W12500	M	N7000	E10000
B1	N6242	E04000	M	N7000	W11000
B1	S4530	E04000	M	S1000	W11000
B1	S4530	W12500	M	S1000	E10000
C	N7500	W03500	MID	N4400	E01700
C	N7500	E07000	MID	N4400	E07000
C	S4500	E07000	MID	N1000	E07000
C	S4500	W03500	MID	N1000	E01700

▼ B

Polar stereographic projection (northern hemisphere)



CHART	LATITUDE	LONGITUDE	CHART	LATITUDE	LONGITUDE
EUR	N4633	W05634	I	N1912	E11130
EUR	N5842	E06824	I	N3330	W06012
EUR	N2621	E03325	I	N0126	W12327
EUR	N2123	W02136	I	S0647	E16601
G	N3552	W02822	L	N1205	E11449
G	N1341	E15711	L	N1518	E04500
G	S0916	E10651	L	N2020	W06900
G	S0048	E03447	L	N1413	W14338
H	N3127	W14836	NAT	N4439	W10143
H	N2411	E05645	NAT	N5042	E06017
H	S0127	W00651	NAT	N1938	E00957
H	N0133	W07902	NAT	N1711	W05406

▼ B

Polar stereographic projection (southern hemisphere)

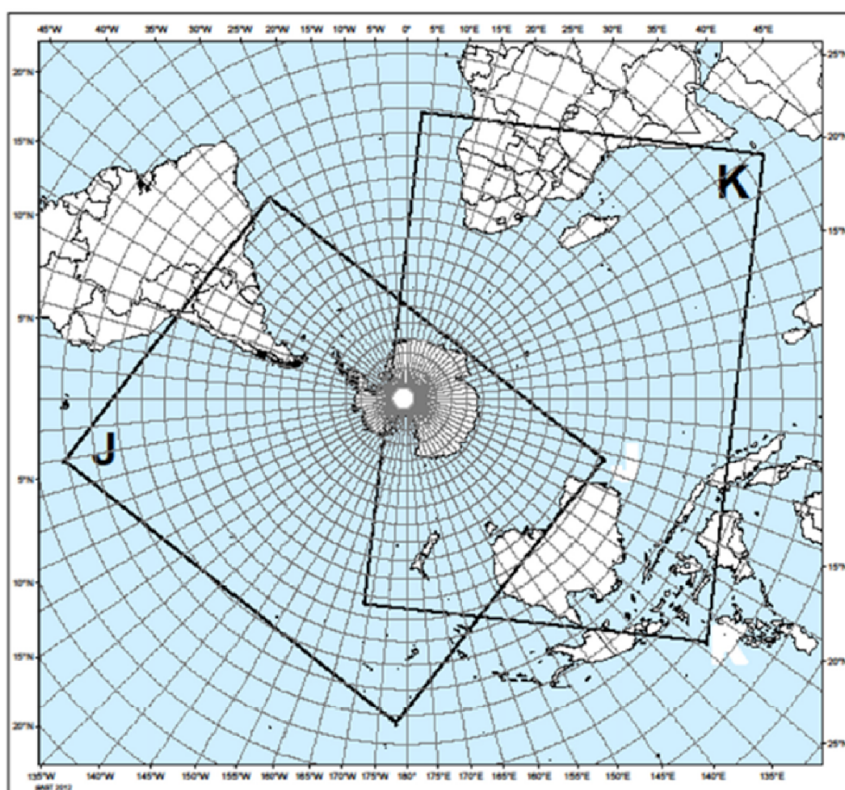


CHART	LATITUDE	LONGITUDE
J	S0318	W17812
J	N0037	W10032
J	S2000	W03400
J	S2806	E10717
K	N1255	E05549
K	N0642	E12905
K	S2744	W16841
K	S1105	E00317

▼ **M3***Appendix 3*

Template for TAF <i>Key:</i> M = inclusion mandatory; C = inclusion conditional, dependent on meteorological conditions or method of observation; O = inclusion optional. <i>Note 1:</i> The ranges and resolutions for the numerical elements included in TAF are provided in a separate table below this template. <i>Note 2:</i> The explanations for the abbreviations can be found in ICAO Doc 8400 <i>Procedures for Air Navigation Services – ICAO Abbreviations and Codes (PANS-ABC)</i> . <i>Note 3:</i> Row numbers in the ‘Ref.’ column are included only for clarity and ease of reference, and are not part of the TAF.			
Ref.	Element	Detailed content	Template(s)
1	Identification of the type of forecast (M)	Type of forecast (M)	TAF or TAF AMD or TAF COR
2	Location indicator (M)	ICAO location indicator (M)	nnnn
3	Time of issue of the forecast (M)	Day and time of issue of the forecast in UTC (M)	nnnnnnZ
4	Identification of a missing forecast (C)	Missing forecast identifier (C)	NIL
5	END OF TAF IF THE FORECAST IS MISSING.		
6	Days and period of validity of the forecast (M)	Days and period of validity of the forecast in UTC (M)	nnnn/nnnn
7	Identification of a cancelled forecast (C)	Cancelled forecast identifier (C)	CNL
8	END OF TAF IF THE FORECAST IS CANCELLED.		
9	Surface wind (M)	Wind direction (M)	nnn or VRB
		Wind speed (M)	[P]nn[n]
		Significant speed variations (C)	G[P]nn[n]
		Units of measurement (M)	KT

▼ M3

Ref.	Element	Detailed content	Template(s)		
10	Visibility (M)	Prevailing visibility (M)	nnnn		
11	Weather (C)	Intensity of weather phenomena (C) ⁽¹⁾	– or +	—	C A V O K
		Characteristics and type of weather phenomena (C)	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or SHGR or SHGS or SHRA or SHSN or TSGR or TSGS or TSRA or TSSN	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or FC or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG	
12	Cloud (M) ⁽²⁾	Cloud amount and height of base or vertical visibility (M)	FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	
		Cloud type (C)	CB or TCU	—	N S C
13	Temperature (O) ⁽³⁾	Name of the element (M)	TX		
		Maximum temperature (M)	[M]nn/		
		Day and time of occurrence of the maximum temperature (M)	nnnnZ		
		Name of the element (M)	TN		
		Minimum temperature (M)	[M]nn/		
		Day and time of occurrence of the minimum temperature (M)	nnnnZ		
14	Expected significant changes to one or more of the above elements during the period of validity (C)	Change or probability indicator (M)	PROB30 [TEMPO] or PROB40 [TEMPO] or BECMG or TEMPO or FM		
		Period of occurrence or change (M)	nnnn/nnnn or nnnnnn		
		Wind (C)	nnn[P]nn[G[P]nn]KT or VRBnnKT		

▼ M3

Ref.	Element	Detailed content	Template(s)			C A V O K
		Prevailing visibility (C)	nnnn			
		Weather phenomenon: intensity (C)	– or +	—	N S W	
		Weather phenomenon: characteristics and type (C)	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or SHGR or SHGS or SHRA or SHSN or TSGR or TSGS or TSRA or TSSN	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or FC or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG		
15		Cloud amount and height of base or vertical visibility (C)	FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	N S C	
		Cloud type (C)	CB or TCU	—		

(1) To be included whenever applicable. No qualifier for moderate intensity.

(2) Up to four cloud layers.

(3) Consisting of up to a maximum of four temperatures (two maximum temperatures and two minimum temperatures).

Ranges and resolutions for the numerical elements included in TAF

Ref.	Elements	Range	Resolution
1	Wind direction: ° true	000–360	10
2	Wind speed: KT	00–99	1
3	Visibility: M	0000–0750	50
		0800–4 900	100
		5 000–9 000	1 000
		10 000 or greater	0 (fixed value: 9 999)
4	Vertical visibility: 100's FT	000–020	1
5	Cloud: height of cloud base: 100's FT	000–099 100–200	1 10
6	Air temperature (maximum and minimum): °C	–80 – +60	1

▼ M3

Appendix 4

Template for wind shear warnings			
<p>Key:</p> <p>M = inclusion mandatory;</p> <p>C = inclusion conditional, whenever applicable.</p> <p><i>Note 1:</i> The ranges and resolutions for the numerical elements included in wind shear warnings are shown in Appendix 8.</p> <p><i>Note 2:</i> The explanations for the abbreviations can be found in ICAO Doc 8400 <i>Procedures for Air Navigation Services – ICAO Abbreviations and Codes (PANS-ABC)</i>.</p> <p><i>Note 3:</i> Row numbers in the ‘Ref.’ column are included only for clarity and ease of reference, and are not part of the wind shear warning.</p>			
Ref.	Element	Detailed content	Template(s)
1	Location indicator of the aerodrome (M)	Location indicator of the aerodrome	nnnn
2	Identification of the type of message (M)	Type of message and sequence number	WS WRNG [n]n
3	Time of origin and validity period (M)	Day and time of issue and, where applicable, validity period in UTC	nnnnnn [VALID TL nnnnnn] <i>or</i> [VALID nnnnnn/nnnnnn]
4	IF THE WIND SHEAR WARNING IS TO BE CANCELLED, SEE DETAILS AT THE END OF THE TEMPLATE.		
5	Phenomenon (M)	Identification of the phenomenon and its location	[MOD] <i>or</i> [SEV] WS IN APCH <i>or</i> [MOD] <i>or</i> [SEV] WS [APCH] RWYnnn <i>or</i> [MOD] <i>or</i> [SEV] WS IN CLIMB-OUT <i>or</i> [MOD] <i>or</i> [SEV] WS CLIMB-OUT RWYnnn <i>or</i> MBST IN APCH <i>or</i> MBST [APCH] RWYnnn <i>or</i> MBST IN CLIMB-OUT <i>or</i> MBST CLIMB-OUT RWYnnn
6	Observed, reported or forecast phenomenon (M)	Identification whether the phenomenon is observed or reported and expected to continue, or forecast	REP AT nnnn nnnnnnnn <i>or</i> OBS [AT nnnn] <i>or</i> FCST
7	Details of the phenomenon (C)	Description of the phenomenon causing the issuance of the wind shear warning	SFC WIND: nnn/nnKT nnnFT – WIND: nnn/nnKT <i>or</i> nnKT LOSS nnNM (<i>or</i> nnKM) FNA RWYnn <i>or</i> nnKT GAIN nnNM (<i>or</i> nnKM) FNA RWYnn
OR			
8	Cancellation of wind shear warning	Cancellation of wind shear warning referring to its identification	CNL WS WRNG [n]n nnnnnn/nnnnnn

▼ **M1**▼ **M3**

Appendix 5

Template for SIGMET and AIRMET				
<i>Key:</i>				
M = inclusion mandatory;				
C = inclusion conditional, whenever applicable; and				
<i>Note 1:</i> The ranges and resolutions for the numerical elements included in SIGMET or AIRMET are shown in Appendix 8.				
<i>Note 2:</i> Severe or moderate icing (SEV ICE, MOD ICE) and severe or moderate turbulence (SEV TURB, MOD TURB) associated with thunderstorms, cumulonimbus clouds or tropical cyclones should not be included.				
<i>Note 3:</i> Row numbers in the ‘Ref.’ column are included only for clarity and ease of reference, and are not part of the SIGMET or AIRMET.				
Ref.	Element	Detailed content	SIGMET template	AIRMET template
1	Location indicator of FIR/CTA (M)	ICAO location indicator of the ATS unit serving the FIR or CTA to which the SIGMET/AIRMET refers	nnnn	
2	Identification (M)	SIGMET or AIRMET identification and sequence number	SIGMET nnn	AIRMET [n][n]n
3	Validity period (M)	Day-time groups indicating the period of validity in UTC	VALID nnnnnn/nnnnnn	
4	Location indicator of MWO (M)	Location indicator of MWO originating the SIGMET or AIRMET with a separating hyphen	nnnn–	
5	New line			
6	Name of the FIR/CTA (M)	Location indicator and name of the FIR/CTA for which the SIGMET/ AIRMET is issued	nnnn nnnnnnnnnnn FIR or UIR or FIR/UIR or nnnn nnnnnnnnnnn CTA	nnnn nnnnnnnnnnn FIR[/n]
7	IF THE SIGMET OR AIRMET IS TO BE CANCELLED, SEE DETAILS AT THE END OF THE TEMPLATE.			
8	Status indicator (C) (¹)	Indicator of test or exercise	TEST or EXER	TEST or EXER
9	New line			

▼ M3

Ref.	Element	Detailed content	SIGMET template	AIRMET template
10	Phenomenon (M)	Description of the phenomenon causing the issuance of SIGMET/AIRMET	OBSC TS[GR] EMBD TS[GR] FRQ TS[GR] SQL TS[GR] TC nnnnnnnnnn PSN Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] CB <i>or</i> TC NN (²) PSN Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] CB SEV TURB SEV ICE SEV ICE (FZRA) SEV MTW HVY DS HVY SS [VA ERUPTION] [MT nnnnnnnnnn] [PSN Nnn[nn] <i>or</i> Snn[nn] Ennn[nn] <i>or</i> Wnnn[nn]] VA CLD RDOACT CLD	SFC WIND nnn/nn[n]KT SFC VIS [n][n]nnM (nn) ISOL TS[GR] OCNL TS[GR] MT OBSC BKN CLD BKN CLD [n]nnn/ [ABV][n]nnnnFT <i>or</i> BKN CLD SFC/ [ABV][n]nnnnFT <i>or</i> OVC CLD [n]nnn/ [ABV][n]nnnnFT <i>or</i> OVC CLD SFC/ [ABV][n]nnnnFT ISOL CB OCNL CB FRQ CB ISOL TCU OCNL TCU FRQ TCU MOD TURB MOD ICE MOD MTW
11	Observed or forecast phenomenon (M) (³), (⁴)	Indication whether the information is observed and expected to continue, or forecast	OBS [AT nnnnZ] <i>or</i> FCST [AT nnnnZ]	
12	Location (C) (³), (⁴), (⁵)	Location (referring to latitude and longitude (in degrees and minutes))	Nnn[nn] Wnnn[nn] <i>or</i> Nnn[nn] Ennn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Snn[nn] Ennn[nn] <i>or</i> N OF Nnn[nn] <i>or</i> S OF Nnn[nn] <i>or</i> N OF Snn[nn] <i>or</i> S OF Snn[nn] <i>or</i> [AND] W OF Wnnn[nn] <i>or</i> E OF Wnnn[nn] <i>or</i> W OF Ennn[nn] <i>or</i> E OF Ennn[nn] <i>or</i> N OF Nnn[nn] <i>or</i> N OF Snn[nn] AND S OF Nnn[nn] <i>or</i> S OF Snn[nn] <i>or</i> W OF Wnnn[nn] <i>or</i> W OF Ennn[nn] AND E OF Wnnn[nn] <i>or</i> E OF Ennn[nn] <i>or</i> N OF LINE <i>or</i> NE OF LINE <i>or</i> E OF LINE <i>or</i> SE OF LINE <i>or</i> S OF LINE <i>or</i> SW OF LINE <i>or</i> W OF LINE <i>or</i> NW OF LINE Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] [– Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]] [– Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]] [AND N OF LINE <i>or</i> NE OF LINE <i>or</i> E OF LINE <i>or</i> SE OF LINE <i>or</i> S OF LINE <i>or</i> SW OF LINE <i>or</i> W OF LINE <i>or</i> NW OF LINE Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] [– Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]] [– Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]]] <i>or</i>	

▼M3

Ref.	Element	Detailed content	SIGMET template	AIRMET template
			WI Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – [Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]] ⁽⁶⁾ <i>or</i> ENTIRE UIR <i>or</i> ENTIRE FIR <i>or</i> ENTIRE FIR/UIR <i>or</i> ENTIRE CTA <i>or</i> WI nnnKM (<i>or</i> nnnNM) OF TC CENTRE ⁽⁷⁾ <i>or</i> WI nnKM (<i>or</i> nnNM) OF Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] ⁽⁸⁾	
13	Level (C)	Flight level or altitude	[SFC/]FLnnn <i>or</i> [SFC/][n]nnnnFT (<i>or</i> [SFC/]nnnnM) FLnnn/nnn <i>or</i> TOP FLnnn <i>or</i> [TOP] ABV FLnnn <i>or</i> (<i>or</i> [TOP] ABV [n]nnnnFT) [[n]nnnn/][n]nnnnFT) <i>or</i> [n]nnnnFT/FLnnn <i>or</i> TOP [ABV <i>or</i> BLW] FLnnn ⁽⁷⁾	
14	Movement or expected movement (C) ⁽³⁾ , ⁽⁹⁾ , ⁽¹⁰⁾	Movement or expected movement (direction and speed) with reference to one of the 16 points of compass, or stationary	MOV N [nnKMH] <i>or</i> MOV NNE [nnKMH] <i>or</i> MOV NE [nnKMH] <i>or</i> MOV ENE [nnKMH] <i>or</i> MOV E [nnKMH] <i>or</i> MOV ESE [nnKMH] <i>or</i> MOV SE [nnKMH] <i>or</i> MOV SSE [nnKMH] <i>or</i> MOV S [nnKMH] <i>or</i> MOV SSW [nnKMH] <i>or</i> MOV SW [nnKMH] <i>or</i> MOV WSW [nnKMH] <i>or</i> MOV W [nnKMH] <i>or</i> MOV WNW [nnKMH] <i>or</i> MOV NW [nnKMH] <i>or</i> MOV NNW [nnKMH] (<i>or</i> MOV N [nnKT] <i>or</i> MOV NNE [nnKT] <i>or</i> MOV NE [nnKT] <i>or</i> MOV ENE [nnKT] <i>or</i> MOV E [nnKT] <i>or</i> MOV ESE [nnKT] <i>or</i> MOV SE [nnKT] <i>or</i> MOV SSE [nnKT] <i>or</i> MOV S [nnKT] <i>or</i> MOV SSW [nnKT] <i>or</i> MOV SW [nnKT] <i>or</i> MOV WSW [nnKT] <i>or</i> MOV W [nnKT] <i>or</i> MOV WNW [nnKT] <i>or</i> MOV NW [nnKT] <i>or</i> MOV NNW [nnKT]) <i>or</i> STNR	
15	Changes in intensity (C) ⁽³⁾	Expected changes in intensity	INTSF <i>or</i> WKN <i>or</i> NC	
16	Forecast time (C) ⁽³⁾ , ⁽⁴⁾ , ⁽⁹⁾	Indication of the forecast time of the phenomenon	FCST AT nnnnZ	—
17	TC forecast position (C) ⁽⁷⁾	Forecast position of the TC centre	TC CENTRE PSN Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] <i>or</i> TC CENTRE PSN Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] CB ⁽¹¹⁾	—
18	Forecast position (C) ⁽³⁾ , ⁽⁴⁾ , ⁽⁵⁾ , ⁽⁹⁾	Forecast position of the phenomenon at the end of the validity period of the SIGMET ⁽¹²⁾	Nnn[nn] Wnnn[nn] <i>or</i> Nnn[nn] Ennn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Snn[nn] Ennn[nn] <i>or</i>	—

▼ M3

Ref.	Element	Detailed content	SIGMET template	AIRMET template
			<p>N OF Nnn[nn] <i>or</i> S OF Nnn[nn] <i>or</i> N OF Snn[nn] <i>or</i> S OF Snn[nn] [AND] W OF Wnnn[nn] <i>or</i> E OF Wnnn[nn] <i>or</i> W OF Ennn[nn] <i>or</i> E OF Ennn[nn] <i>or</i> N OF Nnn[nn] <i>or</i> N OF Snn[nn] AND S OF Nnn[nn] <i>or</i> S OF Snn[nn] <i>or</i> W OF Wnnn[nn] <i>or</i> W OF Ennn[nn] AND E OF Wnnn[nn] <i>or</i> E OF Ennn[nn] <i>or</i> N OF LINE <i>or</i> NE OF LINE <i>or</i> E OF LINE <i>or</i> SE OF LINE <i>or</i> S OF LINE <i>or</i> SW OF LINE <i>or</i> W OF LINE <i>or</i> NW OF LINE Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] [– Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]] [AND N OF LINE <i>or</i> NE OF LINE <i>or</i> E OF LINE <i>or</i> SE OF LINE <i>or</i> S OF LINE <i>or</i> SW OF LINE <i>or</i> W OF LINE <i>or</i> NW OF LINE Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] [– Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn]]] <i>or</i> WI Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] – Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] ⁽⁶⁾ <i>or</i> ENTIRE FIR <i>or</i> ENTIRE UIR <i>or</i> ENTIRE FIR/UIR <i>or</i> ENTIRE CTA <i>or</i> NO VA EXP ⁽¹³⁾ <i>or</i> WI nnKM (<i>or</i> nnNM) OF Nnn[nn] <i>or</i> Snn[nn] Wnnn[nn] <i>or</i> Ennn[nn] ⁽⁸⁾ <i>or</i> WI nnnKM (nnnNM) OF TC CENTRE ⁽⁷⁾</p>	
19	Repetition of elements (C) ⁽¹⁴⁾	Repetition of elements included in a SIGMET for volcanic ash cloud or tropical cyclone	[AND] ⁽¹⁴⁾	—
20	New line if repeating elements			

▼ M3

Ref.	Element	Detailed content	SIGMET template	AIRMET template
OR				
21	Cancellation of SIGMET/AIRMET (C)	Cancellation of SIGMET/AIRMET referring to its identification	CNL SIGMET nnn nnnnnn/nnnnnn or CNL SIGMET nnn nnnnnn/nnnnnn [VA MOV TO nnnn FIR] ⁽¹³⁾	CNL AIRMET [n][n]nnnnnn/nnnnnn
<p>⁽¹⁾ Used only when SIGMET/AIRMET is issued to indicate that a test or an exercise is taking place. When the word 'TEST' or the abbreviation 'EXER' is included, the message may contain information that should not be used operationally or will otherwise end immediately after the word 'TEST'.</p> <p>⁽²⁾ Used for unnamed tropical cyclones.</p> <p>⁽³⁾ In the case of volcanic ash cloud covering more than one area within the FIR, these elements can be repeated, as necessary. Each location and forecast position are to be preceded by an observed or forecast time.</p> <p>⁽⁴⁾ In the case of cumulonimbus clouds associated with a tropical cyclone covering more than one area within the FIR, these elements can be repeated as necessary. Each location and forecast position must be preceded by an observed or forecast time.</p> <p>⁽⁵⁾ For SIGMET for radioactive cloud, only within (WI) is to be used for the elements 'location' and 'forecast position'.</p> <p>⁽⁶⁾ The number of coordinates are to be kept to a minimum and should not normally exceed seven.</p> <p>⁽⁷⁾ Only for SIGMET for tropical cyclones.</p> <p>⁽⁸⁾ Only for SIGMET for radioactive cloud. A radius of up to 30 kilometres (or 16 nautical miles) from the source and a vertical extent from surface (SFC) to the upper limit of the flight information region/upper flight information region (FIR/UIR) or control area (CTA) is to be applied.</p> <p>⁽⁹⁾ The elements 'forecast time' and 'forecast position' are not to be used in conjunction with the element 'movement or expected movement'.</p> <p>⁽¹⁰⁾ For SIGMET for radioactive cloud, only stationary (STNR) is to be used for the element 'movement or expected movement'.</p> <p>⁽¹¹⁾ The term 'CB' is to be used when the forecast position for the cumulonimbus cloud is included.</p> <p>⁽¹²⁾ The forecast position for cumulonimbus (CB) cloud occurring in connection with tropical cyclones relates to the forecast time of the tropical cyclone centre position, not to the end of the validity period of the SIGMET.</p> <p>⁽¹³⁾ Only for SIGMET for volcanic ash.</p> <p>⁽¹⁴⁾ To be used for more than one volcanic ash clouds or cumulonimbus clouds associated with a tropical cyclone simultaneously affecting the FIR concerned.</p>				

Template for advisory for volcanic ash

Key:

M = inclusion mandatory;

O = inclusion optional;

C = inclusion conditional, included whenever applicable.

Note 1: The ranges and resolutions for the numerical elements included in volcanic ash advisory are shown in Appendix 8.

Note 2: The explanations for the abbreviations can be found in ICAO Doc 8400 Procedures for Air Navigation Services – ICAO Abbreviations and Codes (PANS-ABC).

Note 3: The inclusion of a colon (':') after each element heading is mandatory.

Note 4: Row numbers in the ‘Ref.’ column are included only for clarity and ease of reference, and are not part of the advisory for volcanic ash.

Ref.	Element	Detailed content	Template(s)
1	Identification of the type of message (M)	Type of message	VA ADVISORY
2	New line		
3	Status indicator (C) (¹)	Indicator of test or exercise	STATUS: TEST or EXER
4	New line		
5	Time of origin (M)	Year, month, day, time in UTC	DTG: nnnnnnnn/hnnnZ
6	New line		
7	Name of VAAC (M)	Name of VAAC	VAAC: nnnnnnnnnnnnn
8	New line		
9	Name of volcano (M)	Name and <i>International Association of Volcanology and Chemistry of the Earth's Interior number of volcano</i>	VOLCANO: nnnnnnnnnnnnnnnnnnnnn [nnnnnn] <i>or UNKNOWN or UNNAMED</i>
10	New line		
11	Location of volcano (M)	Location of volcano in degrees and minutes	PSN: Nnnnn <i>or</i> Snnnn Wnnnnn <i>or</i> Ennnnn <i>or UNKNOWN</i>
12	New line		
13	State <i>or</i> region (M)	State, or region if ash is not reported over a State	AREA: nnnnnnnnnnnnnnnnnn <i>or UNKNOWN</i>

▼ M3

Ref.	Element	Detailed content	Template(s)
14	New line		
15	Summit elevation (M)	Summit elevation in m (or ft)	SUMMIT ELEV: nnnnM (or nnnnnFT) or SFC or UNKNOWN
16	New line		
17	Advisory number (M)	Advisory number: year in full and message number (separate sequence for each volcano)	ADVISORY NR: nnnn/nnnn
18	New line		
19	Information source (M)	Information source using free text	INFO SOURCE: Free text up to 32 characters
20	New line		
21	Colour code (O)	Aviation colour code	AVIATION COLOUR CODE: RED or ORANGE or YELLOW or GREEN or UNKNOWN or NOT GIVEN or NIL
22	New line		
23	Eruption details (M) ⁽²⁾	Eruption details (including date/time of eruption(s))	ERUPTION DETAILS: Free text up to 64 characters or UNKNOWN
24	New line		
25	Time of observation (or estimation) of volcanic ash clouds (M)	Day and time (in UTC) of observation (or estimation) of volcanic ash clouds	OBS (or EST) VA DTG: nn/nnnnZ
26	New line		
27	Observed or estimated volcanic ash clouds (M)	Horizontal (in degrees and minutes) and vertical extent at the time of observation of the observed or estimated volcanic ash clouds or, if the base is unknown, the top of the observed or estimated volcanic ash clouds; Movement of the observed or estimated volcanic ash clouds	OBS VA CLD or EST VA CLD: TOP FLnnn or SFC/FLnnn or FLnnn/nnn [nnKM WID LINE BTN (nnNM WID LINE BTN)] Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn][– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] MOV N nnKMH (or KT) or MOV NE nnKMH (or KT) or MOV E nnKMH (or KT) or MOV SE nnKMH (or KT) or MOV S nnKMH (or KT) or MOV SW nnKMH (or KT) or MOV W nnKMH (or KT) or MOV NW nnKMH (or KT) or VA NOT IDENTIFIABLE FM SATELLITE DATA WIND FLnnn/nnn nnn/nn[n]KT ⁽³⁾ or WIND FLnnn/nnn VRBnnKT or WIND SFC/FLnnn nnn/nn[n]KT or WIND SFC/FLnnn VRBnnKT

▼ M3

Ref.	Element	Detailed content	Template(s)
28	New line		
29	Forecast height and position of the volcanic ash clouds (+ 6 HR) (M)	Day and time (in UTC) (6 hours from the 'Time of observation (or estimation) of volcanic ash clouds' given in Item 12) Forecast height and position (in degrees and minutes) for each volcanic ash cloud mass for that fixed valid time	FCST VA CLD +6 HR: nn/nnnnZ SFC or FLnnn/[FL]nnn [nnKM WID LINE BTN (nnNM WID LINE BTN)]Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn][– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] ^{(4), (5)} or NO VA EXP or NOT AVBL or NOT PROVIDED
30	New line		
31	Forecast height and position of the volcanic ash clouds (+ 12 HR) (M)	Day and time (in UTC) (12 hours from the 'Time of observation (or estimation) of volcanic ash clouds' given in Item 12) Forecast height and position (in degrees and minutes) for each volcanic ash cloud mass for that fixed valid time	FCST VA CLD +12 HR: nn/nnnnZ SFC or FLnnn/[FL]nnn [nnKM WID LINE BTN (nnNM WID LINE BTN)] Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn][– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] ^{(4), (5)} or NO VA EXP or NOT AVBL or NOT PROVIDED
32	New line		
33	Forecast height and position of the volcanic ash clouds (+ 18 HR) (M)	Day and time (in UTC) (18 hours from the 'Time of observation (or estimation) of volcanic ash clouds' given in Item 12) Forecast height and position (in degrees and minutes) for each volcanic ash cloud mass for that fixed valid time	FCST VA CLD +18 HR: nn/nnnnZ SFC or FLnnn/[FL]nnn [nnKM WID LINE BTN (nnNM WID LINE BTN)] Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn][– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] ^{(4), (5)} or NO VA EXP or NOT AVBL or NOT PROVIDED
34	New line		
35	Remarks (M) ⁽²⁾	Remarks, as necessary	RMK: Free text up to 256 characters or NIL
36	New line		
37	Next advisory (M)	Year, month, day and time in UTC	NXT ADVISORY: nnnnnnnn/nnnnZ or NO LATER THAN nnnnnnnn/nnnnZ or NO FURTHER ADVISORIES or WILL BE ISSUED BY nnnnnnnn/nnnnZ
<p>⁽¹⁾ Used only when the message is issued to indicate that a test or an exercise is taking place. When the word 'TEST' or the abbreviation 'EXER' is included, the message may contain information that should not be used operationally or will otherwise end immediately after the word 'TEST'.</p> <p>⁽²⁾ The term 'resuspended' to be used for volcanic ash deposits raised by the wind.</p> <p>⁽³⁾ If a volcanic ash cloud is reported (e.g. AIREP) but not identifiable from the satellite data.</p> <p>⁽⁴⁾ A straight line between two points drawn on a map in the Mercator projection or a straight line between two points which crosses lines of longitude at a constant angle.</p> <p>⁽⁵⁾ Up to four selected layers.</p>			

▼ M3

Appendix 7

Template for advisory for tropical cyclones*Key:*

M = inclusion mandatory;

C = inclusion conditional, included whenever applicable;

O = inclusion optional;

= = a double line indicates that the text following it should be placed on the subsequent line.

Note 1: The ranges and resolutions for the numerical elements included in tropical cyclone advisory are shown in Appendix 8.*Note 2:* The explanations for the abbreviations can be found in ICAO Doc 8400 *Procedures for Air Navigation Services – ICAO Abbreviations and Codes (PANS-ABC)*.*Note 3:* The inclusion of a colon (':') after each element heading is mandatory.*Note 4:* Row numbers in the 'Ref.' column are included only for clarity and ease of reference, and are not part of the advisory for tropical cyclones.

Ref.	Element	Detailed content	Template(s)
1	Identification of the type of message (M)	Type of message	TC ADVISORY
2	New line		
3	Status indicator (C) (1)	Indicator of test <i>or</i> exercise	STATUS: TEST <i>or</i> EXER
4	New line		
5	Time of origin (M)	Year, month, day and time of issue in UTC	DTG: nnnnnnnn/nnnnZ
6	New line		
7	Name of TCAC (M)	Name of TCAC (location indicator <i>or</i> full name)	TCAC: nnnn <i>or</i> nnnnnnnnnnn
8	New line		
9	Name of tropical cyclone (M)	Name of tropical cyclone <i>or</i> 'NN' for unnamed tropical cyclone	TC: nnnnnnnnnnnn <i>or</i> NN
10	New line		
11	Advisory number (M)	Advisory: Year in full and message number (separate sequence for each tropical cyclone)	ADVISORY NR: nnnn/[n][n][n]
12	New line		

▼ M3

Ref.	Element	Detailed content	Template(s)
13	Observed position of the centre (M)	Day and time (in UTC) and position of the centre of the tropical cyclone (in degrees and minutes)	OBS PSN: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]
14	New line		
15	Observed CB cloud (O) ⁽²⁾	Location of CB cloud (referring to the latitude and longitude (in degrees and minutes)) and vertical extent (flight level)	CB: WI nnnKM (<i>or</i> nnnNM) OF TC CENTRE <i>or</i> WI ⁽³⁾ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – [Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] TOP [ABV or BLW] FLnnn NIL
16	New line		
17	Direction and speed of movement (M)	Direction and speed of movement given in 16 compass points and km/h (or kt) respectively or stationary (< 2 km/h (1 kt))	MOV: N nnKMH (<i>or</i> KT) <i>or</i> NNE nnKMH (<i>or</i> KT) <i>or</i> NE nnKMH (<i>or</i> KT) <i>or</i> ENE nnKMH (<i>or</i> KT) <i>or</i> E nnKMH (<i>or</i> KT) <i>or</i> ESE nnKMH (<i>or</i> KT) <i>or</i> SE nnKMH (<i>or</i> KT) <i>or</i> SSE nnKMH (<i>or</i> KT) <i>or</i> S nnKMH (<i>or</i> KT) <i>or</i> SSW nnKMH (<i>or</i> KT) <i>or</i> SW nnKMH (<i>or</i> KT) <i>or</i> WSW nnKMH (<i>or</i> KT) <i>or</i> W nnKMH (<i>or</i> KT) <i>or</i> WNW nnKMH (<i>or</i> KT) <i>or</i> NW nnKMH (<i>or</i> KT) <i>or</i> NNW nnKMH (<i>or</i> KT) <i>or</i> STNR
18	New line		
19	Changes in intensity (M)	Changes of maximum surface wind speed at time of observation	INTST CHANGE: INTSF <i>or</i> WKN <i>or</i> NC
20	New line		
21	Central pressure (M)	Central pressure (in hPa)	C: nnnHPA
22	New line		
23	Maximum surface wind (M)	Maximum surface wind near the centre (mean surface wind over 10 minutes, in kt)	MAX WIND: nn[n]KT
24	New line		

▼ M3

Ref.	Element	Detailed content	Template(s)
25	Forecast of centre position (+ 6 HR) (M)	Day and time (in UTC) (6 hours from the DTG given in Item 5); Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +6 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]
26	New line		
27	Forecast of maximum surface wind (+ 6 HR) (M)	Forecast of maximum surface wind (6 hours after the DTG given in Item 5)	FCST MAX WIND +6 HR: nn[n]KT
28	New line		
29	Forecast of centre position (+ 12 HR) (M)	Day and time (in UTC) (12 hours from the DTG given in Item 5); Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +12 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]
30	New line		
31	Forecast of maximum surface wind (+ 12 HR) (M)	Forecast of maximum surface wind (12 hours after the DTG given in Item 5)	FCST MAX WIND +12 HR: nn[n]KT
32	New line		
33	Forecast of centre position (+ 18 HR) (M)	Day and time (in UTC) (18 hours from the DTG given in Item 5); Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +18 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]
34	New line		
35	Forecast of maximum surface wind (+ 18 HR) (M)	Forecast of maximum surface wind (18 hours after the DTG given in Item 5)	FCST MAX WIND +18 HR: nn[n]KT
36	New line		
37	Forecast of centre position (+ 24 HR) (M)	Day and time (in UTC) (24 hours from the DTG given in Item 5); Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +24 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]
38	New line		

▼ **M3**

Ref.	Element	Detailed content	Template(s)
39	Forecast of maximum surface wind (+ 24 HR) (M)	Forecast of maximum surface wind (24 hours after the DTG given in Item 5)	FCST MAX nn[n]KT WIND +24 HR:
40	New line		
41	Remarks (M)	Remarks, as necessary	RMK: Free text up to 256 characters or NIL
42	New line		
43	Expected time of issuance of next advisory (M)	Expected year, month, day and time (in UTC) of issuance of next advisory	NXT MSG: [BFR] nnnnnnnn/nnnnZ or NO MSG EXP
<p>(¹) Used only when the message is issued to indicate that a test or an exercise is taking place. When the word 'TEST' or the abbreviation 'EXER' is included, the message may contain information that should not be used operationally or will otherwise end immediately after the word 'TEST'.</p> <p>(²) In the case of CB clouds associated with a tropical cyclone covering more than one area within the area of responsibility, this element can be repeated, as necessary.</p> <p>(³) The number of coordinates should be kept to a minimum and should not normally exceed seven.</p>			

▼ **M3***Appendix 8*

Ranges and resolutions for the numerical elements included in volcanic ash advisory, tropical cyclone advisory, SIGMET, AIRMET, aerodrome and wind shear warnings

Note: Row numbers in the 'Ref.' column are included only for clarity and ease of reference, and are not part of the template.

Ref.	Elements	Range	Resolution
1	Summit elevation: FT	000–27 000	1
	M	000–8 100	1
2	Advisory number: for VA (index) ⁽¹⁾	000–2 000	1
	for TC (index) ⁽¹⁾	00–99	1
3	Maximum surface wind: KT	00–99	1
4	Central pressure: hPa	850–1 050	1
5	Surface wind speed: KT	30–99	1
6	Surface visibility: M	0000–0750	50
	M	0800–5 000	100
7	Cloud: height of base: FT	000–1 000	100
8	Cloud: height of top: FT	000–9 900	100
	FT	10 000–60 000	1 000
9	Latitudes: ° (degrees)	00–90	1
	(minutes)	00–60	1
10	Longitudes: ° (degrees)	000–180	1
	(minutes)	00–60	1
11	Flight levels:	000–650	10
12	Movement: KMH	0–300	10
	KT	0–150	5
⁽¹⁾ Non-dimensional.			



ANNEX VI

SPECIFIC REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES

(Part-AIS)

SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)

SECTION 1 — GENERAL REQUIREMENTS

AIS.OR.100 Technical and operational competence and capability

- (a) An aeronautical information services provider shall ensure that information and data are available for operations in a form suitable for:
 - (1) flight operating personnel, including flight crew;
 - (2) flight planning, flight management systems and flight simulators;
 - (3) air traffic services providers which are responsible for flight information services, aerodrome flight information services and the provision of pre-flight information.
- (b) Aeronautical information services providers shall ensure the integrity of data and confirm the level of accuracy of the information distributed for operations, including the source of such information, before such information is distributed.

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.TR)

SECTION 1 — GENERAL REQUIREMENTS

AIS.TR.100 Working methods and operating procedures for the provision of aeronautical information services

An aeronautical information services provider shall be able to demonstrate that their working methods and operating procedures are compliant with the standards in the following Annexes to the Chicago Convention as far as they are relevant to the provision of aeronautical information services in the airspace concerned:

- (a) Annex 4 on aeronautical charts in its 11th edition of July 2009, including all amendments up to and including No 58;
- (b) without prejudice to Commission Regulation (EU) No 73/2010 ⁽¹⁾, Annex 15 on aeronautical information services in its 14th edition of July 2013, including all amendments up to and including No 38.

⁽¹⁾ Commission Regulation (EU) No 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky (OJ L 23, 27.1.2010, p. 6).

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Appendix 3

SNOWTAM FORMAT

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)		<=
	(DATE AND TIME OF FILING)	(ORIGINATOR'S INDICATOR)		<=
(Abbreviated heading)	(SWAA* SERIAL NUMBER)	(LOCATION INDICATOR)	DATE-TIME OF ASSESSMENT	(OPTIONAL GROUP)
	S W * *			<= (
SNOWTAM →		(Serial number)	<=	
Aeroplane performance calculation section				
(AERODROME LOCATION INDICATOR)		M	A)	<=
(DATE/TIME OF ASSESSMENT (Time of completion of assessment in UTC))		M	B)	→
(LOWER RUNWAY DESIGNATION NUMBER)		M	C)	→
(RUNWAY CONDITION CODE (RWYCC) ON EACH RUNWAY THIRD) (From Runway Condition Assessment Matrix (RCAM) 0, 1, 2, 3, 4, 5 or 6)		M	D)	// →
(PER CENT COVERAGE CONTAMINANT FOR EACH RUNWAY THIRD)		C	E)	// →
(DEPTH (mm) OF LOOSE CONTAMINANT FOR EACH RUNWAY THIRD)		C	F)	// →
(CONDITION DESCRIPTION OVER TOTAL RUNWAY LENGTH (Observed on each runway third, starting from threshold having the lower runway designation number) COMPACTED SNOW DRY DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLIPPERY WET SLUSH SPECIALLY PREPARED WINTER RUNWAY STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE		M	G)	// →
(WIDTH OF RUNWAY TO WHICH THE RUNWAY CONDITIONS CODES APPLY, IF LESS THAN PUBLISHED WIDTH)		O	H)	<=
Situational awareness section				
(REDUCED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH (m))		O	I)	→
(DRIFTING SNOW ON THE RUNWAY)		O	J)	→
(LOOSE SAND ON THE RUNWAY)		O	K)	→
(CHEMICAL TREATMENT ON RUNWAY)		O	L)	→
(SNOWBANKS ON THE RUNWAY (If present, distance from runway centre line (m) followed by 'L', 'R' or 'LR' as applicable))		O	M)	→
(SNOWBANKS ON A TAXIWAY)		O	N)	→
(SNOWBANKS ADJACENT TO THE RUNWAY)		O	O)	→
(TAXIWAY CONDITIONS)		O	P)	→
(APRON CONDITIONS)		O	R)	→
(MEASURED FRICTION COEFFICIENT)		O	S)	→
(PLAIN-LANGUAGE REMARKS)		O	T)) <=
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2, or otherwise applicable aerodrome identifier. 2. Information on other runways, repeat from B to H. 3. Information in the situational awareness section repeated for each runway, taxiway and apron. Repeat as applicable, when reported. 4. Words in brackets () not to be transmitted. 5. For letters A) to T) refer to the Instructions for the completion of the SNOWTAM format, paragraph 1, item b).				

SIGNATURE OF ORIGINATOR (not for transmission)

▼ M3**INSTRUCTIONS FOR THE COMPLETION OF THE SNOWTAM
FORMAT****1. General**

- a) When reporting on more than one runway, repeat Items B to H (aeroplane performance calculation section).
- b) The letters used to indicate items are only used for reference purpose and shall not be included in the messages. The letters, M (mandatory), C (conditional) and O (optional) mark the usage and information and shall be included as explained below.
- c) Metric units shall be used and the unit of measurement shall not be reported.
- d) The maximum validity of SNOWTAM is 8 hours. New SNOWTAM shall be issued whenever a new runway condition report is received.
- e) A SNOWTAM cancels the previous SNOWTAM.
- f) The abbreviated heading 'TTAAiiii CCCC MMYGGgg (BBB)' is included to facilitate the automatic processing of SNOWTAM messages in computer databanks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;

AA = geographical designator for Member States, e.g. LF = FRANCE;

iiii = SNOWTAM serial number in a four-digit group;

CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers;

MMYGGgg = date/time of observation/measurement, whereby:

MM = month, e.g. January = 01, December = 12;

YY = day of the month;

GGgg = time in hours (GG) and minutes (gg) UTC;

(BBB) = optional group for:

Correction, in the case of an error, to a SNOWTAM message previously disseminated with the same serial number = COR.

Brackets in (BBB) shall be used to indicate that this group is optional.

When reporting on more than one runway and individual dates/times of observation/assessment are indicated by repeated Item B, the latest date/time of observation/assessment shall be inserted in the abbreviated heading (MMYGGgg).

- g) The text 'SNOWTAM' in the SNOWTAM Format and the SNOWTAM serial number in a four-digit group shall be separated by a space, e.g. SNOWTAM 0124.
- h) For readability purposes for the SNOWTAM message, a linefeed shall be included after the SNOWTAM serial number, after Item A, and after the aeroplane performance calculation section.

▼ M3

i) When reporting on more than one runway, repeat the information in the aeroplane performance calculation section from the date and time of assessment for each runway before the information in the situational awareness section.

j) Mandatory information is:

- 1) AERODROME LOCATION INDICATOR;
- 2) DATE AND TIME OF ASSESSMENT;
- 3) LOWER RUNWAY DESIGNATOR NUMBER;
- 4) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD; and
- 5) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (when runway condition code (RWYCC) is reported 1–5).

2. Aeroplane performance calculation section

Item A – Aerodrome location indicator (four-letter location indicator).

Item B – Date and time of assessment (eight-figure date/time group giving time of observation as month, day, hour and minute in UTC).

Item C – Lower runway designator number (nn[L] or nn[C] or nn[R]).

Only one runway designator shall be inserted for each runway and always the lower number.

Item D – Runway condition code for each runway third. Only one digit (0, 1, 2, 3, 4, 5 or 6) is inserted for each runway third, separated by an oblique stroke (n/n/n).

Item E – Per cent coverage for each runway third. When provided, insert 25, 50, 75 or 100 for each runway third, separated by an oblique stroke ([n]nn/[n]nn/[n]nn).

This information shall be provided only when the runway condition for each runway third (Item D) has been reported as other than 6 and there is a condition description for each runway third (Item G) that has been reported other than 'DRY'.

When the conditions are not reported, this shall be signified by the insertion of 'NR' for the appropriate runway third(s).

Item F – Depth of loose contaminant for each runway third. When provided, insert in millimetres for each runway third, separated by an oblique stroke (nn/nn/nn or nnn/nnn/nnn).

This information shall only be provided for the following contamination types:

— *standing water, values to be reported 04, then assessed value. Significant changes 3 mm;*

— *slush, values to be reported 03, then assessed value. Significant changes 3 mm;*

— *wet snow, values to be reported 03, then assessed value. Significant changes 5 mm; and*

▼ M3

— *dry snow, values to be reported 03, then assessed value.
Significant changes 20 mm.*

When the conditions are not reported, this shall be signified by the insertion of 'NR' for the appropriate runway third(s).

- Item G – Condition description for each runway third. Any of the following condition descriptions for each runway third, separated by an oblique stroke, shall be inserted.

COMPACTED SNOW

DRY SNOW

DRY SNOW ON TOP OF COMPACTED SNOW

DRY SNOW ON TOP OF ICE

FROST

ICE

SLIPPERY WET

SLUSH

SPECIALLY PREPARED WINTER RUNWAY

STANDING WATER

WATER ON TOP OF COMPACTED SNOW

WET

WET ICE

WET SNOW

WET SNOW ON TOP OF COMPACTED SNOW

WET SNOW ON TOP OF ICE

DRY (only reported when there is no contaminant)

When the conditions are not reported, this shall be signified by the insertion of 'NR' for the appropriate runway third(s).

- Item H – Width of runway to which the runway condition codes apply. The width in metres, if less than the published runway width, shall be inserted.

3. Situational awareness section

Elements in the situational awareness section shall end with a full stop.

Elements in the situational awareness section for which no information exists, or where the conditional circumstances for publication are not fulfilled, shall be left out completely.

- Item I – Reduced runway length. The applicable runway designator and available length in metres shall be inserted (e.g. RWY nn [L] or nn [C] or nn [R] REDUCED TO [n]nnn).

▼ **M3**

This information is conditional when a NOTAM has been published with a new set of declared distances.

- Item J – Drifting snow on the runway. When reported, ‘DRIFTING SNOW’ shall be inserted with a space ‘DRIFTING SNOW’ (RWY nn or RWY nn[L] or nn[C] or nn[R] DRIFTING SNOW).
- Item K – Loose sand on the runway. When loose sand is reported on the runway, the lower runway designator shall be inserted with a space ‘LOOSE SAND’ (RWY nn or RWY nn[L] or nn[C] or nn[R] LOOSE SAND).
- Item L – Chemical treatment on the runway. When chemical treatment has been reported applied, the lower runway designator shall be inserted with a space ‘CHEMICALLY TREATED’ (RWY nn or RWY nn[L] or nn[C] or nn[R] CHEMICALLY TREATED).
- Item M – Snow banks on the runway. When snow banks are reported present on the runway, the lower runway designator shall be inserted with a space ‘SNOWBANK’ and with a space left ‘L’ or right ‘R’ or both sides ‘LR’, followed by the distance in metres from centre line separated by a space ‘FM CL’ (RWY nn or RWY nn[L] or nn[C] or nn[R] SNOWBANK Lnn or Rnn or LRnn FM CL).
- Item N – Snowbanks on a taxiway. When snowbanks are present on taxiway(s), the taxiway(s) designator(s) shall be inserted with a space ‘SNOWBANKS’ (TWY [nn]n or TWYS [nn]n/[nn]n/[nn]n... or ALL TWYS SNOWBANKS).
- Item O – Snow banks adjacent to the runway. When snow banks are reported present, penetrating the height profile in the aerodrome snow plan, the lower runway designator and ‘ADJ SNOWBANKS’ shall be inserted (RWY nn or RWY nn[L] or nn[C] or nn[R] ADJ SNOWBANKS).
- Item P – Taxiway conditions. When taxiway conditions are reported slippery or poor, the taxiway designator followed by a space ‘POOR’ shall be inserted (TWY [n or nn] POOR or TWYS [n or nn]/[n or nn]/[n or nn] POOR... or ALL TWYS POOR).
- Item R – Apron conditions. When apron conditions are reported slippery or poor, the apron designator followed by a space ‘POOR’ shall be inserted (APRON [nnnn] POOR or APRONS [nnnn]/[nnnn]/[nnnn] POOR or ALL APRONS POOR).
- Item S – (NR) Not reported.
- Item T – Plain-language remarks.



ANNEX VII

SPECIFIC REQUIREMENTS FOR PROVIDERS OF DATA SERVICES

(Part-DAT)

SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF DATA SERVICES (DAT.OR)

SECTION 1 — GENERAL REQUIREMENTS

DAT.OR.100 Aeronautical data and information

- (a) The DAT provider shall receive, assemble, translate, select, format, distribute and/or integrate aeronautical data and information that is released by an authoritative source for use in aeronautical databases on certified aircraft application/equipment.

In specific cases, if aeronautical data is not provided in the aeronautical information publication (AIP) or by an authoritative source or does not meet the applicable data quality requirements (DQRs), that aeronautical data may be originated by the DAT provider itself and/or by other DAT providers. In this context, that aeronautical data shall be validated by the DAT provider originating it.

- (b) When so requested by its customers, the DAT provider may process tailored data provided by the aircraft operator or originating from other DAT providers for use by that aircraft operator. The responsibility for this data and its subsequent update shall remain with the aircraft operator.

DAT.OR.105 Technical and operational competence and capability

- (a) In addition to ATM/ANS.OR.B.001, the DAT provider shall:

- (1) perform the reception, assembly, translation, selection, formatting, distribution and/or integration of aeronautical data and information that is released by aeronautical data source provider(s) into aeronautical databases for certified aircraft application/equipment under the applicable requirements. The type 2 DAT provider shall ensure that the DQRs are compatible with the intended use of the certified aircraft application/equipment through an appropriate arrangement with the specific equipment design approval holder or an applicant for an approval of that specific design;
 - (2) issue a statement of conformity that the aeronautical databases it has produced are produced in accordance with this Regulation and the applicable industry standards;
 - (3) provide assistance to the equipment design approval holder in dealing with any continuing airworthiness actions that are related to the aeronautical databases that have been produced.
- (b) For release of databases, the accountable manager shall nominate attesting staff identified in point DAT.TR.100(b) and allocate their responsibilities in an independent manner to attest through the statement of conformity that data meets the DQRs and processes are followed. The ultimate responsibility for the databases release statements signed by the attesting staff shall remain with the accountable manager of the DAT provider.

▼B**DAT.OR.110 Management system**

In addition to point ATM/ANS.OR.B.005, the DAT provider, as applicable for the type of DAT provision, shall establish and maintain a management system that includes control procedures for:

- (a) document issue, approval or change;
- (b) DQRs change;
- (c) verification that incoming data has been produced in accordance with the applicable standards;
- (d) timely update of the data used;
- (e) identification and traceability;
- (f) processes for reception, assembly, translation, selection, formatting, distribution and/or integration of data into a generic database or database compatible with the specific aircraft application/equipment;
- (g) data verification and validation techniques;
- (h) identification of tools, including configuration management and tools qualification, as necessary;
- (i) handling of errors/deficiencies;
- (j) coordination with the aeronautical data source provider(s) and/or DAT provider(s), and with the equipment design approval holder or an applicant for an approval of that specific design when providing type 2 DAT services;
- (k) issue of statement of conformity;
- (l) controlled distribution of databases to users.

DAT.OR.115 Record-keeping

In addition to ATM/ANS.OR.B.030, the DAT provider shall include in its record-keeping system the elements indicated in DAT.OR.110.

*SECTION 2 — SPECIFIC REQUIREMENTS***DAT.OR.200 Reporting requirements**

- (a) The DAT provider shall:
 - (1) report to the customer and, where applicable, the equipment design approval holder all the cases where aeronautical databases have been released by the DAT provider and have been subsequently identified to have deficiencies and/or errors, thus not meeting the applicable data requirements;
 - (2) report to the competent authority the deficiencies and/or errors identified according to point (1), which could lead to an unsafe condition. Such reports shall be made in a form and manner acceptable to the competent authority;

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- (3) where the certified DAT provider is acting as a supplier to another DAT provider, report also to that other organisation all the cases where it has released aeronautical databases to that organisation and have been subsequently identified to have errors;
 - (4) report to the aeronautical data source provider instances of erroneous, inconsistent or missing data in the aeronautical source.
- (b) The DAT provider shall establish and maintain an internal reporting system in the interest of safety to enable the collection and assessment of reports in order to identify adverse trends or to address deficiencies, and to extract reportable events and actions.

This internal reporting system may be integrated into the management system as required in point ATM/ANS.OR.B.005.

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF DATA SERVICES (DAT.TR)

SECTION 1 — GENERAL REQUIREMENTS

DAT.TR.100 Working methods and operating procedures

The DAT provider shall:

- (a) with regard to all the necessary aeronautical data:
 - (1) establish DQRs that are agreed upon with the other DAT provider and in the case of a type 2 DAT provider, with the equipment design approval holder or an applicant for an approval of that specific design, to determine the compatibility of these DQRs with the intended use;
 - (2) use data from an authoritative source(s) and, if required, other aeronautical data verified and validated by the DAT provider itself and/or by other DAT provider(s);
 - (3) establish a procedure to ensure that the data is correctly processed;
 - (4) establish and implement processes to ensure that the tailored data provided or requested by an aircraft operator or other DAT provider shall only be distributed to the requester itself; and
- (b) with regard to attesting staff that sign the statements of conformity issued under DAT.OR.105(b) ensure that:
 - (1) the knowledge, background (including other functions in the organisation), and experience of the attesting staff are appropriate to their allocated responsibilities;
 - (2) it maintains records of all attesting staff which include details of the scope of their authorisation;
 - (3) attesting staff are provided with evidence of the scope of their authorisation.

▼ B**DAT.TR.105 Required interfaces**

The DAT provider shall ensure the necessary formal interfaces with:

- (a) aeronautical data source(s) and/or other DAT providers;
- (b) the equipment design approval holder for type 2 DAT provision, or an applicant for an approval of that specific design;
- (c) aircraft operators, as applicable.



ANNEX VIII

SPECIFIC REQUIREMENTS FOR PROVIDERS OF COMMUNICATION, NAVIGATION, OR SURVEILLANCE SERVICES

(Part-CNS)

SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF COMMUNICATION, NAVIGATION, OR SURVEILLANCE SERVICES (CNS.OR)

SECTION 1 — GENERAL REQUIREMENTS

CNS.OR.100 Technical and operational competence and capability

- (a) A communication, navigation or surveillance services provider shall ensure the availability, continuity, accuracy and integrity of their services.
- (b) A communication, navigation or surveillance services provider shall confirm the quality level of the services they are providing, and shall demonstrate that their equipment is regularly maintained and, where required, calibrated.

SUBPART B — TECHNICAL REQUIREMENTS FOR PROVIDERS OF COMMUNICATION, NAVIGATION OR SURVEILLANCE SERVICES (CNS.TR)

SECTION 1 — GENERAL REQUIREMENTS

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.

*ANNEX IX***SPECIFIC REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC
FLOW MANAGEMENT****(Part-ATFM)****TECHNICAL REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC FLOW
MANAGEMENT (ATFM.TR)***SECTION 1 — GENERAL REQUIREMENTS***ATFM.TR.100 Working methods and operating procedures for providers of
air traffic flow management**

An air traffic flow management provider shall be able to demonstrate that its working methods and operating procedures are compliant with Commission Regulations (EU) No 255/2010 ⁽¹⁾ and (EU) No 677/2011.

⁽¹⁾ Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management (OJ L 80, 26.3.2010, p. 10).

▼B*ANNEX X***SPECIFIC REQUIREMENTS FOR PROVIDERS OF AIRSPACE
MANAGEMENT****(Part-ASM)****TECHNICAL REQUIREMENTS FOR PROVIDERS OF AIRSPACE
MANAGEMENT (ASM.TR)***SECTION 1 — GENERAL REQUIREMENTS***ASM.TR.100 Working methods and operating procedures for providers of
airspace management**

An airspace management provider shall be able to demonstrate that its working methods and operating procedures are compliant with Commission Regulations (EC) No 2150/2005 ⁽¹⁾ and (EU) No 677/2011.

⁽¹⁾ Commission Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace (OJ L 342, 24.12.2005, p. 20).

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ANNEX XI

**SPECIFIC REQUIREMENTS FOR PROVIDERS OF PROCEDURE
DESIGN**

(Part-ASD)



ANNEX XII

SPECIFIC REQUIREMENTS FOR THE NETWORK MANAGER

(Part-NM)

TECHNICAL REQUIREMENTS FOR THE NETWORK MANAGER (NM.TR)

SECTION 1 — GENERAL REQUIREMENTS

NM.TR.100 Working methods and operating procedures for the Network Manager

The Network Manager shall be able to demonstrate that its working methods and operating procedures are compliant with other Union legislation and in particular with Regulation (EU) No 255/2010 and (EU) No 677/2011.

▼B*ANNEX XIII***REQUIREMENTS FOR SERVICE PROVIDERS CONCERNING
PERSONNEL TRAINING AND COMPETENCE ASSESSMENT****(Part-PERS)****SUBPART A —AIR TRAFFIC SAFETY ELECTRONIC PERSONNEL***SECTION 1 — GENERAL REQUIREMENTS***ATSEP.OR.100 Scope**

- (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) For the service providers applying for a limited certificate in accordance with points (a) and (b) of point ATM/ANS.OR.A.010 and/or declaring its activities in accordance with point ATM/ANS.OR.A.015, 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

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.

ATSEP.OR.110 Record-keeping

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.

ATSEP.OR.115 Language proficiency

The service provider shall ensure that ATSEP are proficient in the language(s) required to perform their duties.

*SECTION 2 — TRAINING REQUIREMENTS***ATSEP.OR.200 Training requirements — General**

A service provider shall ensure that ATSEP:

- (a) have successfully completed:

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- (1) the basic training as set out in point ATSEP.OR.205;
- (2) the qualification training as set out in point ATSEP.OR.210;
- (3) the system/equipment rating training as set out in point ATSEP.OR.215;
- (b) have completed continuation training in accordance with point ATSEP.OR.220.

ATSEP.OR.205 Basic training

- (a) The basic training of ATSEPs shall comprise:
 - (1) the subjects, topics, and sub-topics contained in Appendix 1 (Basic training — Shared);
 - (2) where relevant to service provider's activities, the subjects contained in Appendix 2 (Basic training — Streams).
- (b) A service provider may determine the most suitable educational requirements for its candidate ATSEP and, consequently, adapt the number and/or level of subjects, topics or sub-topics referred to in point (a) where relevant.

ATSEP.OR.210 Qualification training

The qualification training of ATSEPs shall comprise:

- (a) the subjects, topics, and sub-topics contained in Appendix 3 (Qualification training — Shared);
- (b) where relevant to its activities, at least one of the qualification streams, contained in Appendix 4 (Qualification training — Streams).

ATSEP.OR.215 System and equipment rating training

- (a) The system and equipment rating training of ATSEPs shall be applicable to the duties to be performed and include one or several of the following:
 - (1) theoretical courses;
 - (2) practical courses;
 - (3) on-the-job training.
- (b) The system and equipment rating training shall ensure that candidate ATSEP acquire knowledge and skills pertaining to:
 - (1) the functionality of the system and equipment;
 - (2) the actual and potential impact of ATSEP actions on the system and equipment;
 - (3) the impact of the system and equipment on the operational environment.

▼B**ATSEP.OR.220 Continuation training**

The continuation training of ATSEPs shall comprise refresher, equipment/systems upgrades and modifications, and/or emergency training.

*SECTION 3 — COMPETENCE ASSESSMENT REQUIREMENTS***ATSEP.OR.300 Competence assessment — General**

A service provider shall ensure that ATSEP:

- (a) have been assessed as competent before performing their duties;
- (b) are subject to ongoing competence assessment in accordance with point ATSEP.OR.305.

ATSEP.OR.305 Assessment of initial and ongoing competence

A service provider employing ATSEP shall:

- (a) establish, implement and document processes for:
 - (1) assessing the initial and ongoing competence of ATSEP;
 - (2) addressing a failure or degradation of ATSEP competence, including an appeal process;
 - (3) ensuring the supervision of personnel who have not been assessed as competent;
- (b) define the following criteria against which initial and ongoing competence shall be assessed:
 - (1) technical skills;
 - (2) behavioural skills;
 - (3) knowledge.

*SECTION 4 — INSTRUCTORS AND ASSESSORS REQUIREMENTS***ATSEP.OR.400 ATSEP training instructors**

A service provider employing ATSEP shall ensure that:

- (a) ATSEP training instructors are suitably experienced in the field where instruction is to be given;
- (b) on-the-job training instructors have successfully completed an on-the-job-training course and have the skills to intervene in instances where safety may be compromised during the training.

ATSEP.OR.405 Technical skills assessors

A service provider employing ATSEP shall ensure that technical skills assessors have successfully completed an assessor course and are suitably experienced to assess the criteria defined in point ATSEP.OR.305(b).

▼B*Appendix 1***Basic training — Shared****Subject 1: INDUCTION**

TOPIC 1 BASIND — Induction

Sub-topic 1.1 — Training and Assessment Overview

Sub-topic 1.2 — National Organisation

Sub-topic 1.3 — Workplace

Sub-topic 1.4 — ATSEP role

Sub-topic 1.5 — European/Worldwide Dimension

Sub-topic 1.6 — International Standards and Recommended Practices

Sub-topic 1.7 — Data Security

Sub-topic 1.8 — Quality Management

Sub-topic 1.9 — Safety Management System

Sub-topic 1.10 — Health and Safety

Subject 2: AIR TRAFFIC FAMILIARISATION

TOPIC 1 BASATF — Air Traffic Familiarisation

Sub-topic 1.1 — Air Traffic Management

Sub-topic 1.2 — Air Traffic Control

Sub-topic 1.3 — Ground-based Safety Nets

Sub-topic 1.4 — Air Traffic Control Tools and Monitoring Aids

Sub-topic 1.5 — Familiarisation

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Appendix 2

Basic training — Streams

Subject 3: AERONAUTICAL INFORMATION SERVICES

Subject 4: METEOROLOGY

Subject 5: COMMUNICATION

Subject 6: NAVIGATION

Subject 7: SURVEILLANCE

Subject 8: DATA PROCESSING

Subject 9: SYSTEM MONITORING & SYSTEM CONTROL

Subject 10: MAINTENANCE PROCEDURES

▼B*Appendix 3***Qualification training — Shared****Subject 1: SAFETY**

TOPIC 1 — Safety Management

Sub-topic 1.1 — Policy and Principles

Sub-topic 1.2 — Concept of Risk and Principles of Risk Assessment

Sub-topic 1.3 — Safety Assessment Process

Sub-topic 1.4 — Air Navigation System Risk Classification Scheme

Sub-topic 1.5 — Safety Regulation

Subject 2: HEALTH AND SAFETY

TOPIC 1 — Hazard Awareness and Legal Rules

Sub-topic 1.1 — Hazard Awareness

Sub-topic 1.2 — Regulations and Procedures

Sub-topic 1.3 — Handling of Hazardous Material

Subject 3: HUMAN FACTORS

TOPIC 1 — Introduction to Human Factors

Sub-topic 1.1 — Introduction

TOPIC 2 — Working Knowledge and Skills

Sub-topic 2.1 — ATSEP knowledge, skills and competence

TOPIC 3 — Psychological Factors

Sub-topic 3.1 — Cognition

TOPIC 4 — Medical

Sub-topic 4.1 — Fatigue

Sub-topic 4.2 — Fitness

Sub-topic 4.3 — Work Environment

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TOPIC 5 — Organisational and Social Factors

Sub-topic 5.1 — Basic Needs of People at Work

Sub-topic 5.2 — Team Resource Management

Sub-topic 5.3 — Teamwork and Team Roles

TOPIC 6 — Communication

Sub-topic 6.1 — Written Report

Sub-topic 6.2 — Verbal and Non-verbal Communication

TOPIC 7 — Stress

Sub-topic 7.1 — Stress

Sub-topic 7.2 — Stress Management

TOPIC 8 — Human Error

Sub-topic 8.1 — Human Error

▼B*Appendix 4***Qualification training — Streams****1. COMMUNICATION — VOICE****Subject 1: VOICE**

TOPIC 1 — Air-Ground

Sub-topic 1.1 — Transmission/Reception

Sub-topic 1.2 — Radio Antenna Systems

Sub-topic 1.3 — Voice Switch

Sub-topic 1.4 — Controller Working Position

Sub-topic 1.5 — Radio Interfaces

TOPIC 2 — COMVCE — Ground-Ground

Sub-topic 2.1 — Interfaces

Sub-topic 2.2 — Protocols

Sub-topic 2.3 — Switch

Sub-topic 2.4 — Communication chain

Sub-topic 2.5 — Controller working position

Subject 2: TRANSMISSION PATH

TOPIC 1 — Lines

Sub-topic 1.1 — Lines Theory

Sub-topic 1.2 — Digital Transmissions

Sub-topic 1.3 — Types of Lines

TOPIC 2 — Specific Links

Sub-topic 2.1 — Microwave Link

Sub-topic 2.2 — Satellite

Subject 3: RECORDERS

TOPIC 1 — Legal Recorders

Sub-topic 1.1 — Regulations

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Sub-topic 1.2 — Principles

Subject 4: FUNCTIONAL SAFETY

TOPIC 1 — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional safety

2. COMMUNICATION — DATA

Subject 1: DATA

TOPIC 1 — Introduction to Networks

Sub-topic 1.1 — Types

Sub-topic 1.2 — Networks

Sub-topic 1.3 — External Network Services

Sub-topic 1.4 — Measuring Tools

Sub-topic 1.5 — Troubleshooting

TOPIC 2 — Protocols

Sub-topic 2.1 — Fundamental Theory

Sub-topic 2.2 — General Protocols

Sub-topic 2.3 — Specific Protocols

TOPIC 3 — National Networks

Sub-topic 3.1 — National Networks

TOPIC 4 — European Networks

Sub-topic 4.1 — Network Technologies

TOPIC 5 — Global Networks

Sub-topic 5.1 — Networks and Standards

Sub-topic 5.2 — Description

Sub-topic 5.3 — Global Architecture

Sub-topic 5.4 — Air-Ground Sub-Networks

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Sub-topic 5.5 — Ground-Ground Sub-Networks

Sub-topic 5.6 — Networks on Board of the Aircraft

Sub-topic 5.7 — Air-Ground Applications

Subject 2: TRANSMISSION PATH**TOPIC 1 — Lines**

Sub-topic 1.1 — Lines Theory

Sub-topic 1.2 — Digital Transmission

Sub-topic 1.3 — Types of Lines

TOPIC 2 — Specific Links

Sub-topic 2.1 — Microwave Link

Sub-topic 2.2 — Satellite

Subject 3: RECORDERS**TOPIC 1 — Legal Recorders**

Sub-topic 1.1 — Regulations

Sub-topic 1.2 — Principles

Subject 4: FUNCTIONAL SAFETY**TOPIC 1 — Safety Altitude**

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional Safety

3. NAVIGATION — NON-DIRECTIONAL BEACON (NDB)**Subject 1: PERFORMANCE-BASED NAVIGATION****TOPIC 1 — Navigation Concepts**

Sub-topic 1.1 — Operational Requirements

Sub-topic 1.2 — Performance-based Navigation

Sub-topic 1.3 — Area Navigation Concept (RNAV)

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Sub-topic 1.4 — NOTAM

Subject 2: GROUND-BASED SYSTEMS — NDB

TOPIC 1 — NDB/Locator

Sub-topic 1.1 — Use of the System

Sub-topic 1.2 — Ground Station Architecture

Sub-topic 1.3 — Transmitter Sub-system

Sub-topic 1.4 — Antenna Sub-system

Sub-topic 1.5 — Monitoring and Control Sub-systems

Sub-topic 1.6 — On-board Equipment

Sub-topic 1.7 — System Check and Maintenance

Subject 3: GLOBAL NAVIGATION SATELLITE SYSTEM

TOPIC 1 — GNSS

Sub-topic 1.1 — General View

Subject 4: ON-BOARD EQUIPMENT

TOPIC 1 — On-board Systems

Sub-topic 1.1 — On-board Systems

TOPIC 2 — Autonomous Navigation

Sub-topic 2.1 — Inertial Navigation

TOPIC 3 — Vertical Navigation

Sub-topic 3.1 — Vertical Navigation

Subject 5: FUNCTIONAL SAFETY

TOPIC 1 — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional Safety

▼B**4. NAVIGATION — DIRECTION FINDING (DF)****Subject 1: PERFORMANCE-BASED NAVIGATION**

TOPIC 1 — Navigation Concepts

Sub-topic 1.1 — Operational Requirements

Sub-topic 1.2 — Performance-Based Navigation

Sub-topic 1.3 — Area Navigation Concept (RNAV)

Sub-topic 1.4 — NOTAM

Subject 2: GROUND-BASED SYSTEMS — DF

TOPIC 1 — DF

Sub-topic 1.1 — Use of the System

Sub-topic 1.2 — VDF/DDF Equipment Architecture

Sub-topic 1.3 — Receiver Sub-system

Sub-topic 1.4 — Antenna Sub-system

Sub-topic 1.5 — Monitoring and Control Sub-systems

Sub-topic 1.6 — System Check and Maintenance

Subject 3: GLOBAL NAVIGATION SATELLITE SYSTEM

TOPIC 1 — GNSS

Sub-topic 1.1 — General View

Subject 4: ON-BOARD EQUIPMENT

TOPIC 1 — On-board Systems

Sub-topic 1.1 — On-board Systems

TOPIC 2 — Autonomous Navigation

Sub-topic 2.1 — Inertial Navigation

TOPIC 3 — Vertical Navigation

Sub-topic 3.1 — Vertical Navigation

▼B**Subject 5: FUNCTIONAL SAFETY**

TOPIC 1 — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional Safety

5. NAVIGATION — VHF OMNIDIRECTIONAL RADIO RANGE (VOR)**Subject 1: PERFORMANCE-BASED NAVIGATION**

TOPIC 1 — Navigation Concepts

Sub-topic 1.1 — Operational Requirements

Sub-topic 1.2 — Performance-Based Navigation

Sub-topic 1.3 — Area Navigation Concept (RNAV)

Sub-topic 1.4 — NOTAM

Subject 2: GROUND-BASED SYSTEMS — VOR

TOPIC 1 — VOR

Sub-topic 1.1 — Use of the System

Sub-topic 1.2 — Fundamentals of CVOR and/or DVOR

Sub-topic 1.3 — Ground Station Architecture

Sub-topic 1.4 — Transmitter Sub-system

Sub-topic 1.5 — Antenna Sub-system

Sub-topic 1.6 — Monitoring and Control Sub-system

Sub-topic 1.7 — On-board Equipment

Sub-topic 1.8 — System Check and Maintenance

Subject 3: GLOBAL NAVIGATION SATELLITE SYSTEM

TOPIC 1 — GNSS

Sub-topic 1.1 — General View

Subject 4: ON-BOARD EQUIPMENT

TOPIC 1 — On-board Systems

Sub-topic 1.1 — On-board Systems

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TOPIC 2 — Autonomous Navigation

Sub-topic 2.1 — Inertial Navigation

TOPIC 3 — Vertical Navigation

Sub-topic 3.1 — Vertical Navigation

Subject 5: — FUNCTIONAL SAFETY

TOPIC 1 — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional Safety

6. NAVIGATION — DISTANCE MEASURING EQUIPMENT (DME)

Subject 1: PERFORMANCE-BASED NAVIGATION

TOPIC 1 — Navigation concepts

Sub-topic 1.1 — Operational Requirements

Sub-topic 1.2 — Performance-Based Navigation

Sub-topic 1.3 — Area Navigation Concept (RNAV)

Sub-topic 1.4 — NOTAM

Subject 2: GROUND-BASED SYSTEMS — DME

TOPIC 1 — DME

Sub-topic 1.1 — Use of the System

Sub-topic 1.2 — Fundamentals of DME

Sub-topic 1.3 — Ground Station Architecture

Sub-topic 1.4 — Receiver Sub-system

Sub-topic 1.5 — Signal Processing

Sub-topic 1.6 — Transmitter Sub-system

Sub-topic 1.7 — Antenna Sub-system

Sub-topic 1.8 — Monitoring and Control Sub-system

Sub-topic 1.9 — On-board Equipment

Sub-topic 1.10 — System Check and Maintenance

▼B**Subject 3: GLOBAL NAVIGATION SATELLITE SYSTEM**

TOPIC 1 — GNSS

Sub-topic 1.1 — General View

Subject 4: ON-BOARD EQUIPMENT

TOPIC 1 — On-board Systems

Sub-topic 1.1 — On-board Systems

TOPIC 2 — Autonomous Navigation

Sub-topic 2.1 — Inertial Navigation

TOPIC 3 — Vertical Navigation

Sub-topic 3.1 — Vertical Navigation

Subject 5: FUNCTIONAL SAFETY

TOPIC 1 — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional Safety

7. NAVIGATION — INSTRUMENT LANDING SYSTEM (ILS)**Subject 1: PERFORMANCE-BASED NAVIGATION**

TOPIC 1 — Navigation concepts

Sub-topic 1.1 — Operational Requirements

Sub-topic 1.2 — Performance-Based Navigation

Sub-topic 1.3 — Area Navigation Concept (RNAV)

Sub-topic 1.4 — NOTAM

Subject 2: GROUND-BASED SYSTEMS — ILS

TOPIC 1 — ILS

Sub-topic 1.1 — Use of the System

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Sub-topic 1.2 — Fundamentals of ILS

Sub-topic 1.3 — 2F-Systems

Sub-topic 1.4 — Ground Station Architecture

Sub-topic 1.5 — Transmitter Sub-system

Sub-topic 1.6 — Antenna Sub-system

Sub-topic 1.7 — Monitoring and Control Sub-system

Sub-topic 1.8 — On-board Equipment

Sub-topic 1.9 — System Check and Maintenance

Subject 3: GLOBAL NAVIGATION SATELLITE SYSTEM

TOPIC 1 — GNSS

Sub-topic 1.1 — General View

Subject 4: ON-BOARD EQUIPMENT

TOPIC 1 — On-board Systems

Sub-topic 1.1 — On-board Systems

TOPIC 2 — Autonomous navigation

Sub-topic 2.1 — Inertial Navigation

TOPIC 3 — Vertical Navigation

Sub-topic 3.1 — Vertical Navigation

Subject 5: FUNCTIONAL SAFETY

TOPIC 1 — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional Safety

Sub-topic 2.1 — Functional Safety

8. NAVIGATION — MICROWAVE LANDING SYSTEM (MLS)

Subject 1: PERFORMANCE-BASED NAVIGATION

TOPIC 1 — Navigation Concepts

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Sub-topic 1.1 — Operational Requirements

Sub-topic 1.2 — Performance-Based Navigation

Sub-topic 1.3 — Area Navigation Concept (RNAV)

Sub-topic 1.4 — NOTAM

Subject 2: GROUND-BASED SYSTEMS — MLS

TOPIC 1 — MLS

Sub-topic 1.1 — Use of the System

Sub-topic 1.2 — Fundamentals of MLS

Sub-topic 1.3 — Ground Station Architecture

Sub-topic 1.4 — Transmitter Sub-system

Sub-topic 1.5 — Antenna Sub-system

Sub-topic 1.6 — Monitoring and Control Sub-system

Sub-topic 1.7 — On-board Equipment

Sub-topic 1.8 — System Check and Maintenance

Subject 3: GLOBAL NAVIGATION SATELLITE SYSTEM

TOPIC 1 — GNSS

Sub-topic 1.1 — General View

Subject 4: ON-BOARD EQUIPMENT

TOPIC 1 — On-board Systems

Sub-topic 1.1 — On-board Systems

TOPIC 2 — Autonomous navigation

Sub-topic 2.1 — Inertial Navigation

TOPIC 3 — Vertical navigation

Sub-topic 3.1 — Vertical Navigation

Subject 5: FUNCTIONAL SAFETY

TOPIC 1 — Safety attitude

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Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional safety

Sub-topic 2.1 — Functional Safety

9. SURVEILLANCE — PRIMARY SURVEILLANCE RADAR

Subject 1: PRIMARY SURVEILLANCE RADAR

TOPIC 1 — ATC surveillance

Sub-topic 1.1 — Use of PSR for Air Traffic Services

Sub-topic 1.2 — Antenna (PSR)

Sub-topic 1.3 — Transmitters

Sub-topic 1.4 — Characteristics of Primary Targets

Sub-topic 1.5 — Receivers

Sub-topic 1.6 — Signal Processing and Plot Extraction

Sub-topic 1.7 — Plot Combining

Sub-topic 1.8 — Characteristics of Primary Radar

TOPIC 2 — SURPSR — Surface Movement Radar

Sub-topic 2.1 — Use of SMR for Air Traffic Services

Sub-topic 2.2 — Radar Sensor

TOPIC 3 — SURPSR — Test and Measurement

Sub-topic 3.1 — Test and Measurement

Subject 2: HUMAN MACHINE INTERFACE (HMI)

TOPIC 1 — SURPSR — HMI

Sub-topic 1.1 — ATCO HMI

Sub-topic 1.2 — ATSEP HMI

Sub-topic 1.3 — Pilot HMI

Sub-topic 1.4 — Displays

▼B**Subject 3: SURVEILLANCE DATA TRANSMISSION**

TOPIC 1 — SDT

Sub-topic 1.1 — Technology and Protocols

Sub-topic 1.2 — Verification Methods

Subject 4: FUNCTIONAL SAFETY

TOPIC 1 — SURPSR — Safety Attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — SURPSR — Functional Safety

Sub-topic 2.1 — Functional Safety

Subject 5: DATA PROCESSING SYSTEMS

TOPIC 1 — System Components

Sub-topic 1.1 — Surveillance Data Processing Systems

10. SURVEILLANCE — SECONDARY SURVEILLANCE RADAR**Subject 1: SECONDARY SURVEILLANCE RADAR (SSR)**

TOPIC 1 — SSR and Mono-pulse SSR

Sub-topic 1.1 — Use of SSR for Air Traffic Services

Sub-topic 1.2 — Antenna (SSR)

Sub-topic 1.3 — Interrogator

Sub-topic 1.4 — Transponder

Sub-topic 1.5 — Receivers

Sub-topic 1.6 — Signal Processing and Plot Extraction

Sub-topic 1.7 — Plot Combining

Sub-topic 1.8 — Test and Measurement

TOPIC 2 — Mode S

Sub-topic 2.1 — Introduction to Mode S

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Sub-topic 2.2 — Mode S System

TOPIC 3 — Multilateration

Sub-topic 3.1 — MLAT in use

Sub-topic 3.2 — MLAT Principles

TOPIC 4 — SURSSR — Environment

Sub-topic 4.1 — SSR Environment

Subject 2: HUMAN MACHINE INTERFACE (HMI)

TOPIC 1 — HMI

Sub-topic 1.1 — ATCO HMI

Sub-topic 1.2 — ATSEP HMI

Sub-topic 1.3 — Pilot HMI

Sub-topic 1.4 — Displays

Subject 3: SURVEILLANCE DATA TRANSMISSION

TOPIC 1 — SDT

Sub-topic 1.1 — Technology and Protocols

Sub-topic 1.2 — Verification Methods

Subject 4: FUNCTIONAL SAFETY

TOPIC 1 — Safety attitude

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — Functional safety

Sub-topic 2.1 — Functional Safety

Subject 5: DATA PROCESSING SYSTEMS

TOPIC 1 — System components

Sub-topic 1.1 — Surveillance Data Processing Systems

▼B**11. SURVEILLANCE — AUTOMATIC DEPENDENT SURVEILLANCE****Subject 1: AUTOMATIC DEPENDENT SURVEILLANCE (ADS)**

TOPIC 1 — General view on ADS

Sub-topic 1.1 — Definition of ADS

TOPIC 2 — SURADS — ADS-B

Sub-topic 2.1 — Introduction to ADS-B

Sub-topic 2.2 — Techniques of ADS-B

Sub-topic 2.3 — VDL Mode 4 (STDMA)

Sub-topic 2.4 — Mode S Extended Squitter

Sub-topic 2.5 — UAT

Sub-topic 2.6 — ASTERIX

TOPIC 3 — ADS-C

Sub-topic 3.1 — Introduction to ADS-C

Sub-topic 3.2 — Techniques in ADS-C

Subject 2: HUMAN MACHINE INTERFACE (HMI)

TOPIC 1 — HMI

Sub-topic 1.1 — ATCO HMI

Sub-topic 1.2 — ATSEP HMI

Sub-topic 1.3 — Pilot HMI

Sub-topic 1.4 — Displays

Subject 3: SURVEILLANCE DATA TRANSMISSION

TOPIC 1 — SDT

Sub-topic 1.1 — Technology and Protocols

Sub-topic 1.2 — Verification Methods

Subject 4: FUNCTIONAL SAFETY

TOPIC 1 — Safety Attitude

▼B

Sub-topic 1.1 — Safety Attitude

TOPIC 2 — SURADS — Functional Safety

Sub-topic 2.1 — Functional Safety

Subject 5: DATA PROCESSING SYSTEMS

TOPIC 1 — System components

Sub-topic 1.1 — Surveillance Data Processing Systems

12. DATA — DATA PROCESSING

Subject 1: FUNCTIONAL SAFETY

TOPIC 1 — Functional Safety

Sub-topic 1.1 — Functional Safety

Sub-topic 1.2 — Software Integrity and Security

TOPIC 2 — Safety Attitude

Sub-topic 2.1 — Safety Attitude

Subject 2: DATA PROCESSING SYSTEMS

TOPIC 1 — User requirements

Sub-topic 1.1 — Controller requirements

Sub-topic 1.2 — Trajectories, Prediction and Calculation

Sub-topic 1.3 — Ground-based Safety Nets

Sub-topic 1.4 — Decision Support

TOPIC 2 — System Components Data

Sub-topic 2.1 — Data processing Systems

Sub-topic 2.2 — Flight Data Processing Systems

Sub-topic 2.3 — Surveillance Data Processing Systems

Subject 3: DATA PROCESS

TOPIC 1 — Software process

Sub-topic 1.1 — Middleware

Sub-topic 1.2 — Operating Systems

▼B

Sub-topic 1.3 — Configuration Control

Sub-topic 1.4 — Software Development Process

TOPIC 2 — Hardware platform

Sub-topic 2.1 — Equipment Upgrade

Sub-topic 2.2 — COTS

Sub-topic 2.3 — Interdependence

Sub-topic 2.4 — Maintainability

TOPIC 3 — Testing

Sub-topic 3.1 — Testing

Subject 4: DATA

TOPIC 1 — Data Essential Features

Sub-topic 1.1 — Data Significance

Sub-topic 1.2 — Data Configuration Control

Sub-topic 1.3 — Data Standards

TOPIC 2 — ATM Data — Detailed structure

Sub-topic 2.1 — System Area

Sub-topic 2.2 — Characteristic Points

Sub-topic 2.3 — Aircraft Performances

Sub-topic 2.4 — Screen Manager

Sub-topic 2.5 — Auto-coordination Messages

Sub-topic 2.6 — Configuration Control Data

Sub-topic 2.7 — Physical Configuration Data

Sub-topic 2.8 — Relevant Meteo Data

Sub-topic 2.9 — Alert and Error Messages to ATSEP

Sub-topic 2.10 — Alert and Error Messages to ATCO

Subject 5: COMMUNICATION DATA

TOPIC 1 — Introduction to Networks

Sub-topic 1.1 — Types

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Sub-topic 1.2 — Networks

Sub-topic 1.3 — External Network Services

Sub-topic 1.4 — Measuring Tools

Sub-topic 1.5 — Troubleshooting

TOPIC 2 — Protocols

Sub-topic 2.1 — Fundamental Theory

Sub-topic 2.2 — General Protocols

Sub-topic 2.3 — Specific Protocols

TOPIC 3 — DATDP — National Networks

Sub-topic 3.1 — National Networks

Subject 6: SURVEILLANCE — PRIMARY

TOPIC 1 — ATC Surveillance

Sub-topic 1.1 — Use of PSR for Air Traffic Services

Subject 7: SURVEILLANCE — SECONDARY

TOPIC 1 — SSR AND MSSR

Sub-topic 1.1 — Use of SSR for Air Traffic Services

TOPIC 2 — Mode S

Sub-topic 2.1 — Introduction to Mode S

TOPIC 3 — Multilateration

Sub-topic 3.1 — MLAT Principles

Subject 8: SURVEILLANCE — HMI

TOPIC 1 — HMI

Sub-topic 1.1 — ATCO HMI

Subject 9: SURVEILLANCE DATA TRANSMISSION

TOPIC 1 — Surveillance Data Transmission

Sub-topic 1.1 — Technology and Protocols

▼B**13. SYSTEM MONITORING AND CONTROL — COMMUNICATION****Subject 1: ANS STRUCTURE****TOPIC 1 — ANSP Organisation and Operation**

Sub-topic 1.1 — SMCCOM — ANSP Organisation and Operation

TOPIC 2 — ANSP Maintenance Program

Sub-topic 2.1 — Policy

TOPIC 3 — ATM Context

Sub-topic 3.1 — ATM Context

TOPIC 4 — ANSP Administrative Practices

Sub-topic 4.1 — Administration

Subject 2: ANS SYSTEM/EQUIPMENT**TOPIC 1 — Operational Impacts**

Sub-topic 1.1— Degradation or Loss of System/Equipment Services

TOPIC 2 — SMCCOM — User Working Position Functionality and Operation

Sub-topic 2.1 — User Working Position

Sub-topic 2.2 — SMC Working Position

Subject 3: TOOLS, PROCESSES AND PROCEDURES**TOPIC 1 — Requirements**

Sub-topic 1.1 — SMS

Sub-topic 1.2 — QMS

Sub-topic 1.3 — SMS application in the working environment

TOPIC 2 — Maintenance Agreements with Outside Agencies

Sub-topic 2.1 — Principles of agreements

▼B

TOPIC 3 — SMC General Processes

Sub-topic 3.1 — Roles and responsibilities

TOPIC 4 — Maintenance Management Systems

Sub-topic 4.1 — Reporting

Subject 4: TECHNOLOGY

TOPIC 1 — Technologies and Principles

Sub-topic 1.1 — General

Sub-topic 1.2 — Communication

Sub-topic 1.3 — Facilities

Subject 5: COMMUNICATION VOICE

TOPIC 1 — Air-Ground

Sub-topic 1.1 — Controller Working Position

TOPIC 2 — Ground-Ground

Sub-topic 2.1 — Interfaces

Sub-topic 2.2 — Switch

Sub-topic 2.3 — Controller Working Position

Subject 6: COMMUNICATION — DATA

TOPIC 1 — European Networks

Sub-topic 1.1 — Network Technologies

TOPIC 2 — Global Networks

Sub-topic 2.1 — Networks and Standards

Sub-topic 2.2 — Description

Sub-topic 2.3 — Global Architecture

Sub-topic 2.4 — Air-Ground Sub-networks

Sub-topic 2.5 — Ground-Ground Sub-networks

Sub-topic 2.6 — Air-Ground Applications

▼B**Subject 7: COMMUNICATION — RECORDERS**

TOPIC 1 — Legal recorders

Sub-topic 1.1 — Regulations

Sub-topic 1.2 — Principles

Subject 8: NAVIGATION — PBN

TOPIC 1 — NAV Concepts

Sub-topic 1.1 — NOTAM

14. SYSTEM MONITORING AND CONTROL — NAVIGATION**Subject 1: ANS STRUCTURE**

TOPIC 1 — ANSP Organisation and Operation

Sub-topic 1.1 — ANSP Organisation and Operation

TOPIC 2 — ANSP Maintenance Program

Sub-topic 2.1 — Policy

TOPIC 3 — ATM Context

Sub-topic 3.1 — ATM Context

TOPIC 4 — ANSP Administrative Practices

Sub-topic 4.1 — Administration

Subject 2: ANS SYSTEM/EQUIPMENT

TOPIC 1 — Operational Impacts

Sub-topic 1.1 — SMCNAV — Degradation or Loss of System/Equipment Services

TOPIC 2 — User Position Functionality and Operation

Sub-topic 2.1 — User Working Position

Sub-topic 2.2 — SMC Working Position

Subject 3: TOOLS, PROCESSES AND PROCEDURES

TOPIC 1 — SMCNAV — Requirements

▼B

Sub-topic 1.1 — SMS

Sub-topic 1.2 — QMS

Sub-topic 1.3 — SMS application in the working environment

TOPIC 2 — Maintenance Agreements with Outside Agencies

Sub-topic 2.1 — Principles of agreements

TOPIC 3 — SMC General Processes

Sub-topic 3.1 — Roles and responsibilities

TOPIC 4 — SMCNAV — Maintenance Management Systems

Sub-topic 4.1 — Reporting

Subject 4: TECHNOLOGY

TOPIC 1 — SMCNAV — Technologies and Principles

Sub-topic 1.1 — General

Sub-topic 1.2 — Communication

Sub-topic 1.3 — Facilities

Subject 5: COMMUNICATION — DATA

TOPIC 1 — SMCNAV — European Networks

Sub-topic 1.1 — Network Technologies

TOPIC 2 — Global Networks

Sub-topic 2.1 — Networks and Standards

Sub-topic 2.2 — Description

Sub-topic 2.3 — Global Architecture

Sub-topic 2.4 — Air-Ground Sub-networks

Sub-topic 2.5 — Ground-Ground Sub-networks

Sub-topic 2.6 — Air-Ground Applications

Subject 6: COMMUNICATION — RECORDERS

TOPIC 1 — Legal Recorders

▼B

Sub-topic 1.1 — Regulations

Sub-topic 1.2 — Principles

Subject 7: NAVIGATION — PBN**TOPIC 1 — NAV Concepts**

Sub-topic 1.1 — NOTAM

Subject 8: NAVIGATION — GROUND-BASED SYSTEMS — NDB**TOPIC 1 — NDB/Locator**

Sub-topic 1.1 — Use of the System

Subject 9: NAVIGATION — GROUND-BASED SYSTEMS — DFI**TOPIC 1 — SMCNAV — DF**

Sub-topic 1.1 — Use of the System

Subject 10: NAVIGATION — GROUND-BASED SYSTEMS — VOR**TOPIC 1 — VOR**

Sub-topic 1.1 — Use of the System

Subject 11: NAVIGATION — GROUND-BASED SYSTEMS — DME**TOPIC 1 — DME**

Sub-topic 1.1 — Use of the System

Subject 12: NAVIGATION — GROUND-BASED SYSTEMS — ILS**TOPIC 1 — ILS**

Sub-topic 1.1 — Use of the System

15. SYSTEM MONITORING AND CONTROL — SURVEILLANCE**Subject 1: ANS STRUCTURE****TOPIC 1 — ANSP Organisation and Operation**

Sub-topic 1.1 — ANSP Organisation and Operation

TOPIC 2 — ANSP Maintenance Program

Sub-topic 2.1 — Policy

▼B

TOPIC 3 — ATM Context

Sub-topic 3.1 — ATM Context

TOPIC 4 — ANSP Administrative Practices

Sub-topic 4.1 — Administration

Subject 2: ANS SYSTEM/EQUIPMENT

TOPIC 1 — Operational Impacts

Sub-topic 1.1 — SMCSUR — Degradation or Loss of System/Equipment Services

TOPIC 2 — User Position Functionality and Operation

Sub-topic 2.1 — User Working Position

Sub-topic 2.2 — SMC Working Position

Subject 3: TOOLS, PROCESSES AND PROCEDURES

TOPIC 1 — Requirements

Sub-topic 1.1 — SMS

Sub-topic 1.2 — QMS

Sub-topic 1.3 — SMS application in the working environment

TOPIC 2 — Maintenance Agreements with Outside Agencies

Sub-topic 2.1 — Principles of agreements

TOPIC 3 — SMC General Processes

Sub-topic 3.1 — Roles and responsibilities

TOPIC 4 — Maintenance Management Systems

Sub-topic 4.1 — Reporting

Subject 4: TECHNOLOGY

TOPIC 1 — Technologies and Principles

Sub-topic 1.1 — General

▼B

Sub-topic 1.2 — Communication

Sub-topic 1.3 — Facilities

Subject 5: COMMUNICATION — DATA**TOPIC 1 — European Networks**

Sub-topic 1.1 — Network Technologies

TOPIC 2 — Global Networks

Sub-topic 2.1 — Networks and Standards

Sub-topic 2.2 — Description

Sub-topic 2.3 — Global Architecture

Sub-topic 2.4 — Air-Ground Sub-networks

Sub-topic 2.5 — Ground-Ground sub-networks

Sub-topic 2.6 — Air-Ground Applications

Subject 6: COMMUNICATION — RECORDERS**TOPIC 1 — Legal Recorders**

Sub-topic 1.1 — Regulations

Sub-topic 1.2 — Principles

Subject 7: NAVIGATION — PBN**TOPIC 1 — NAV Concepts**

Sub-topic 1.1 — NOTAM

Subject 8: SURVEILLANCE — PRIMARY**TOPIC 1 — ATC Surveillance**

Sub-topic 1.1 — Use of PSR for Air Traffic Services

Subject 9: SURVEILLANCE — SECONDARY**TOPIC 1 — SSR AND MSSR**

Sub-topic 1.1 — Use of SSR for Air Traffic Services

TOPIC 2 — Mode S

Sub-topic 2.1 — Introduction to Mode S

▼B

TOPIC 3 — Multilateration

Sub-topic 3.1 — MLAT Principles

Subject 10: SURVEILLANCE — HMI

TOPIC 1 — HMI

Sub-topic 1.1 — ATCO HMI

Subject 11: SURVEILLANCE — DATA TRANSMISSION

TOPIC 1 — Surveillance Data Transmission

Sub-topic 1.1 — Technology and Protocols

16. SYSTEM MONITORING AND CONTROL — DATA

Subject 1: ANS STRUCTURE

TOPIC 1 — ANSP Organisation and Operation

Sub-topic 1.1 — ANSP Organisation and Operation

TOPIC 2 — ANSP Maintenance Program

Sub-topic 2.1 — Policy

TOPIC 3 — ATM Context

Sub-topic 3.1 — ATM Context

TOPIC 4 — ANSP ADMINISTRATIVE PRACTICES

Sub-topic 4.1 — Administration

Subject 2: ANS SYSTEM/EQUIPMENT

TOPIC 1 — Operational Impacts

Sub-topic 1.1 — Degradation or Loss of System/Equipment Services

TOPIC 2 — User Position Functionality and Operation

Sub-topic 2.1 — User Working Position

Sub-topic 2.2 — SMC Working Position

▼B**Subject 3: TOOLS, PROCESSES AND PROCEDURES**

TOPIC 1 — SMCDAT — Requirements

Sub-topic 1.1 — SMS

Sub-topic 1.2 — QMS

Sub-topic 1.3 — SMS application in the working environment

TOPIC 2 — Maintenance Agreements with Outside Agencies

Sub-topic 2.1 — Principles of agreements

TOPIC 3 — SMC General Processes

Sub-topic 3.1 — Roles and responsibilities

TOPIC 4 — Maintenance Management Systems

Sub-topic 4.1 — Reporting

Subject 4: TECHNOLOGY

TOPIC 1 — Technologies and Principles

Sub-topic 1.1 — General

Sub-topic 1.2 — Communication

Sub-topic 1.3 — Facilities

Subject 5: COMMUNICATION — DATA

TOPIC 1 — European Networks

Sub-topic 1.1 — Network Technologies

TOPIC 2 — Global Networks

Sub-topic 2.1 — Networks and Standards

Sub-topic 2.2 — Description

Sub-topic 2.3 — Global Architecture

Sub-topic 2.4 — Air-Ground Sub-networks

Sub-topic 2.5 — Ground-Ground sub-networks

Sub-topic 2.6 — Air-Ground Applications

▼B**Subject 6: COMMUNICATION — RECORDERS**

TOPIC 1 — Legal Recorders

Sub-topic 1.1 — Regulations

Sub-topic 1.2 — Principles

Subject 7: NAVIGATION — PBN

TOPIC 1 — SMCDAT — NAV Concepts

Sub-topic 1.1 — NOTAM

Subject 8: SURVEILLANCE — PRIMARY

TOPIC 1 — ATC Surveillance

Sub-topic 1.1 — Use of PSR for Air Traffic Services

Subject 9: SURVEILLANCE — SECONDARY

TOPIC 1 — SSR AND MSSR

Sub-topic 1.1 — Use of SSR for Air Traffic Services

TOPIC 2 — Mode S

Sub-topic 2.1 — Introduction to Mode S

TOPIC 3 — Multilateration

Sub-topic 3.1 — MLAT Principles

Subject 10: SURVEILLANCE — HMI

TOPIC 1 — HMI

Sub-topic 1.1 — ATCO HMI

Subject 11: SURVEILLANCE — DATA TRANSMISSION

TOPIC 1 — Surveillance Data Transmission

Sub-topic 1.1 — Technology and Protocols

Subject 12: SURVEILLANCE — DATA PROCESSING SYSTEMS

TOPIC 1 — User Requirements

Sub-topic 1.1 — Controller requirements

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Sub-topic 1.2 — Trajectories, Prediction and Calculation

Sub-topic 1.3 — Ground-based Safety Nets

Sub-topic 1.4 — Decision Support

Subject 13: SURVEILLANCE — DATA PROCESS

TOPIC 1 — Hardware Platform

Sub-topic 1.1 — Equipment Upgrade

Sub-topic 1.2 — COTS

Sub-topic 1.3 — Interdependence

Subject 14: SURVEILLANCE — DATA

TOPIC 1 — Data Essentials Features

Sub-topic 1.1 — Data Significance

Sub-topic 1.2 — Data Configuration Control

Sub-topic 1.2 — Data Standards