

## 02 - Multi-Actor Changes

CANSO-EUROCONTROL Workshop – JAN-2019

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02 – Multi-actors Changes

## **SERVICE SPECIFICATIONS & SAFETY SUPPORT CASE (FOR A CHANGE)**

## Service specifications



- What are the services provided to other SPs?
  - Description of the service
  - NB: services provided to non-regulated/non-certified under 2017/373 are out of the scope
- What are the required characteristics of those services
  - Availability, Reliability, Precision, Refresh rate
  - Degraded modes of operations, coordination with users
  - ... (as needed)

**Service Specifications**

## Safety Support Case



- Demonstration for a change – SSA
  - Scope of the change – interfaces - life-cycle – degraded modes
  - Argument and, direct and backing evidence that the characteristics of the CHANGE to the service are met

**Safety Support Case**

## Updated specifications and baseline



- Update of the specifications (as needed)

- Modified service description
- Updated sets of characteristics
- Negotiated and agreed with relevant users

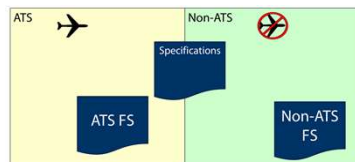
**Updated Service Specifications**

- Update of the Baseline SSC

- Updated argument
- New (as needed) evidence

**Updated Baseline Safety Support Case**

## #2 – Multi-Actor Changes



- S.A. for ANSPs

- The intention of EASA: ANSP should be subject to S.A. only!
- “may use” S.S.A. - internal “Specifications”
- Simple SSA process for “non-ATS” service provided to other SPs

- Notification

- Multiple/single

- Coordination and arrangements SP-SP, SP-CA and CA-CA

- CA level arrangements
- “Inform affected SP and other aviation undertakings”

02 – Multi-actors Changes

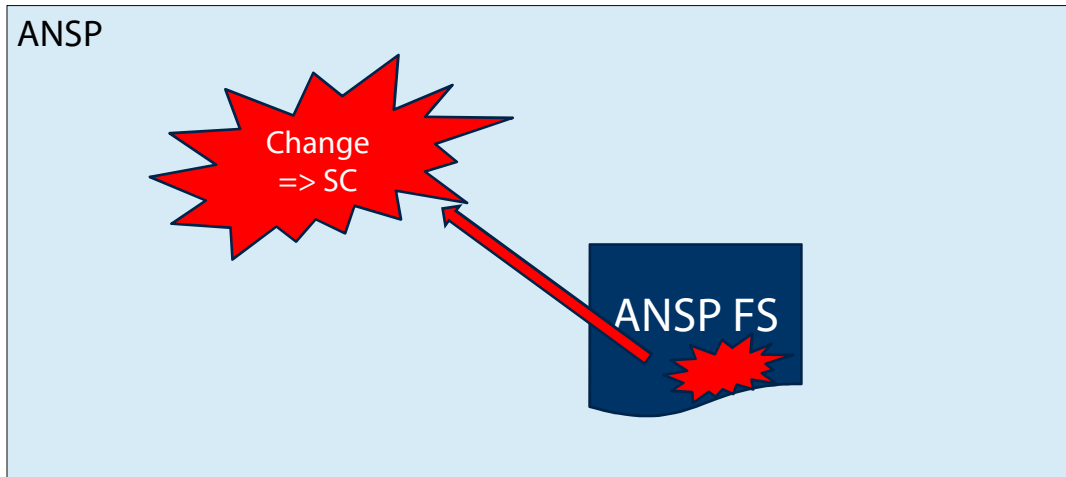
## WHAT ABOUT ANSP ?

### GM2 ATM/ANS.OR.C.005(a)(1)

#### SAFETY SUPPORT ASSESSMENTS BY PROVIDERS THAT ARE ALSO ATS PROVIDERS

- (a) Only air traffic services providers can perform a safety assessment. Service providers other than air traffic services providers can only perform a safety support assessment to determine that the new or changed service behaves only as specified in a specified context.
- (b) A safety support assessment should be carried out for changes that cross the organisation's boundary.
- (c) An air traffic services provider may choose not to perform a safety support assessment of changes to its functional system when the changes do not cross the organisation's boundary. In this specific case, the safety assessment of changes to the functional system should be performed.

### 3A. S.A. and S.S.A. by an ANSP

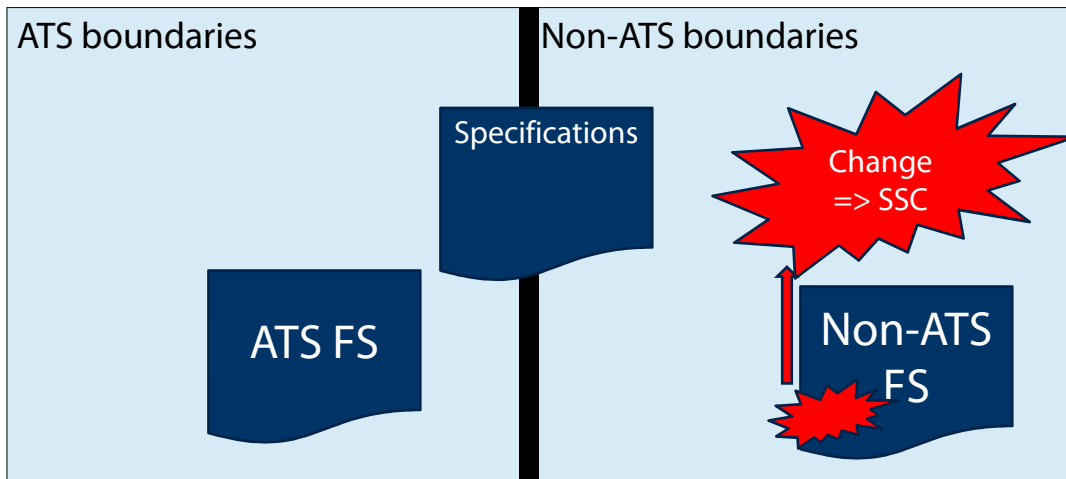


### SA or SSA for an ANSP?

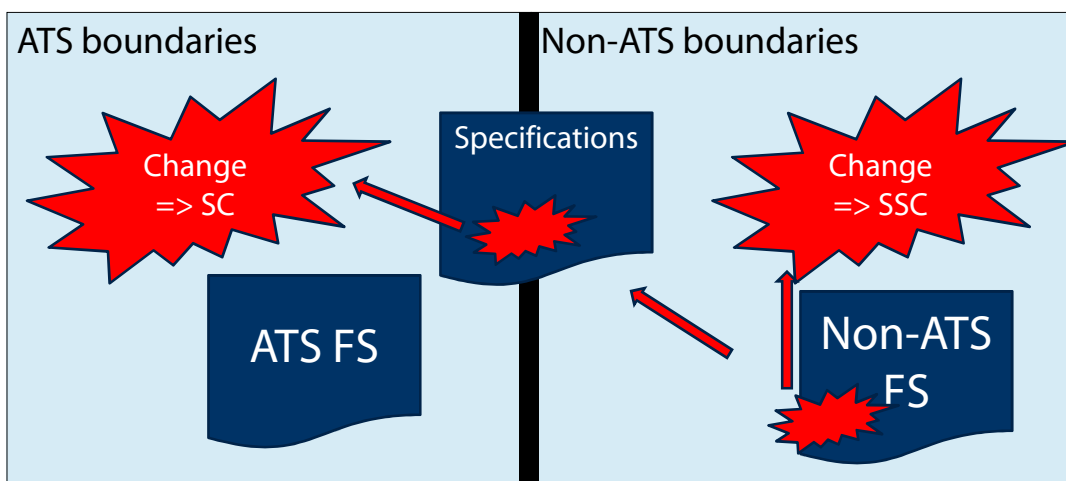


- By default a S.A. is “enough” if it includes all aspects of the change
- Conditions for an ANSP to build a S.S.A.?
  - Clear definition of the ATS FS and its boundaries
  - Clear definition of the Non-ATS FS and its boundaries
  - Availability of the “specifications”
  - Have a procedure for building SSA
  - Have the procedure approved by the CA

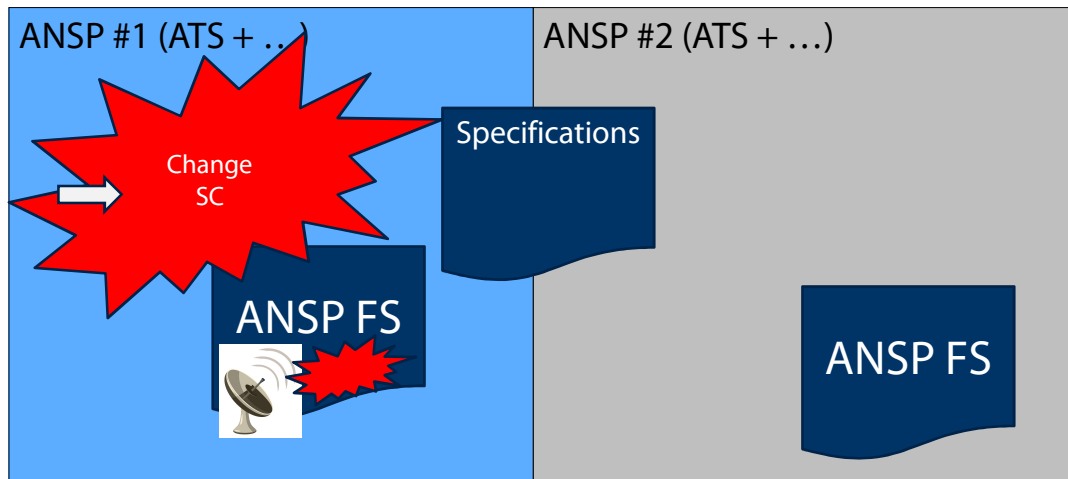
### 3B. S.A. and S.S.A. by an ANSP



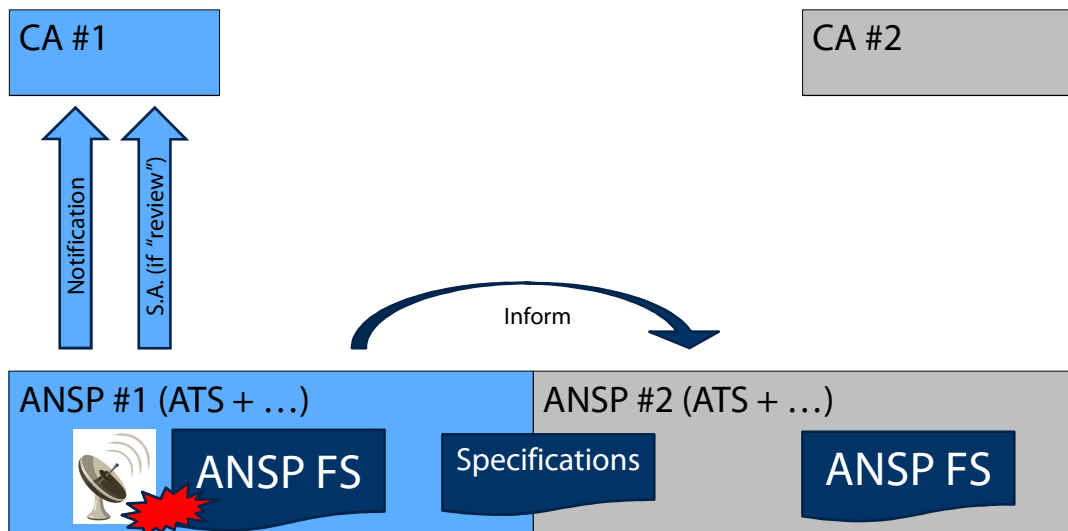
### 3C. S.A. and S.S.A. by an ANSP



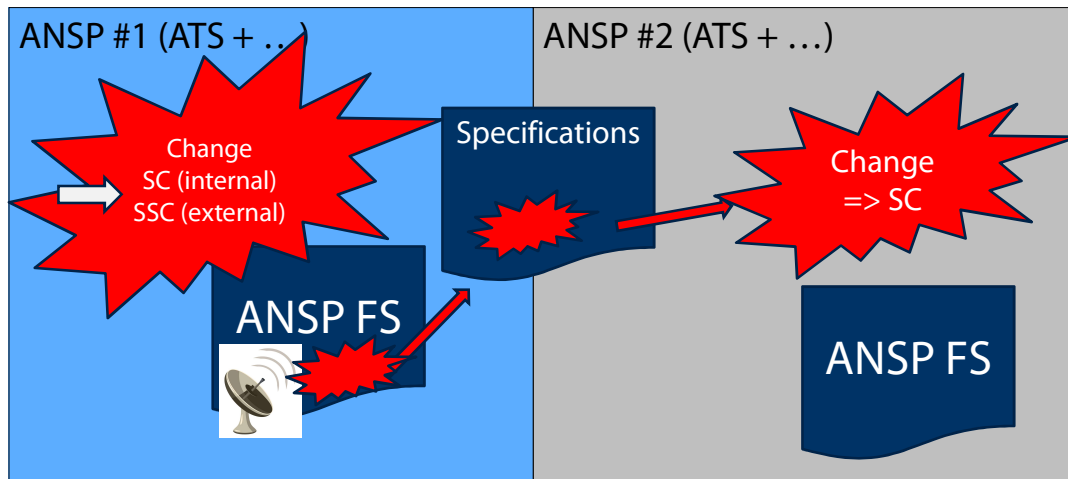
#### 4A. Change initiated by ANSP



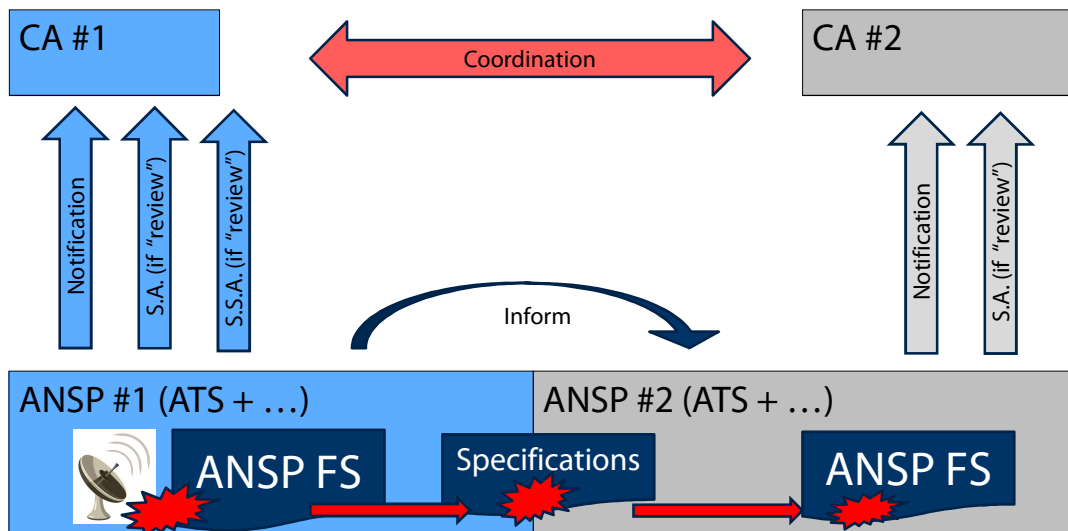
#### 4A. Change initiated by ANSP - Notification



## 4B. Change initiated by ANSP



## 4B. Change initiated by ANSP - Notification





## Non-ATS service provided by one ANSP to another



- Specifications of the concerned service(s)
- SSA process in place

Any Questions

