SESAR Solution Regulatory Overview

Pre-departure sequencing supported by Route Planning

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Abstract

This document contains an overview of the SESAR Solution “Pre-departure sequencing supported by Route Planning” documented recommendations from regulatory, standardisation, oversight and certification perspectives resulting from the cooperation between the SESAR Joint Undertaking and the EASA and National Authorities.

Authoring & Approval

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1 Introduction

The purpose of this document is to provide an overview of the SESAR Solution “Pre-departure sequencing supported by Route Planning” documented recommendations from regulatory, standardisation, oversight and certification perspectives resulting from the cooperation between the SESAR Joint Undertaking and the EASA and National Authorities.

The document presents the recommendations issued by the National Authorities and EASA, for an acceptable deployment of the concepts and systems contained in the SESAR Solution. These recommendations must be taken into consideration by the entities in charge of deployment of the correspondent SESAR Solution.

2 General recommendations

In general terms, it must be underlined that:

1) When deploying a SESAR Solution, the compliance with all applicable regulatory requirements must be ensured by the different concerned entities;

2) In particular, it must be ensured that the appropriate safety argument for the concerned change to the ATM functional system is performed in accordance with EC regulation 1035/2011 (*under revision; EASA opinion 03-2014*) considering local specific risks and mitigation to those risks;

3) The present SESAR Solution does not constitute in itself an acceptable Means of Compliance with the previously mentioned regulatory requirements. Means of Compliance are subject to their acceptance by the Authorities involved in each concrete local implementation;

4) A verification of the existing standardisation and regulatory frameworks has to be done at the date of local deployment to identify possible major changes to the one in use at the moment of publication of this SESAR Solution.

3 Specific recommendations

3.1 On the Regulatory Framework

There is no specific topic on the regulatory framework field to be specially considered in deployment, beyond the currently existing applicable regulations.

3.2 On the Standardisation Framework

There is no specific topic on the standardisation framework field to be specially considered in deployment, beyond the currently existing applicable standardisation.

3.3 On the Regulatory Oversight and Certification Activities

When proceeding with the local implementation of this solution, and following Regulation EC 1305/2011 (*under revision; EASA opinion 03-2014*), changes in the ATM functional system derived from the deployment of this solution are subject to the elaboration of a safety argument considering local specific risks and mitigation measures to those risks.

EASA opinion 03-2014 describe that for any change notified in accordance with 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:

- the equipment, procedural and human elements being changed;
- interfaces and interactions between the elements being changed and the remainder of the functional system;
- interfaces and interactions between the elements being changed and the context in which it is intended to operate;
- the life cycle of the change from definition to operations including transition into service; and
- planned degraded modes; and

(2) provide assurance, with sufficient confidence, via a complete, documented and valid argument that the safety criteria identified via the application of ATS.OR.210 are valid, will be satisfied and will remain satisfied.

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