

'Draft AMC and GM to Part-ATM/ANS.AR — Issue 1, Amendment 3'

The text of the amendment is arranged to show deleted, new or amended text as shown below:

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in blue;
- (c) an ellipsis '[...]' indicates that the rest of the text is unchanged.

Annex II to Decision 2017/001/R is amended as follows:

AMC1 ATM/ANS.AR.A.020(b) Information to the Agency**EXCHANGE OF SAFETY-SIGNIFICANT INFORMATION WITH THE AGENCY**

Each competent authority should appoint a coordinator to act as the point of contact for the exchange of safety-significant information between the competent authority and the Agency.

GM1 ATM/ANS.AR.A.020(b) Information to the Agency**MEANING OF SAFETY-SIGNIFICANT INFORMATION STEMMING FROM OCCURRENCE REPORTS**

~~The following should be considered safety-significant information stemming from occurrence reports:~~

- ~~(a) — Conclusive safety analyses that summarise individual occurrence data and provide an in-depth assessment of the safety issue. These safety analyses can be used for Agency regulatory activities or for safety promotion activities such as the European Plan for Aviation Safety; and~~
- ~~(b) — Individual occurrence data where the Agency is the competent authority.~~

Safety-significant information stemming from occurrence reports means a conclusive safety analysis that summarises individual occurrence data and provides an in-depth analysis of a safety issue, which may be relevant for the Agency's safety action planning.

GM2 ATM/ANS.AR.A.020(b) Information to the Agency**RECOMMENDED CONTENT FOR CONCLUSIVE SAFETY ANALYSES**

- ~~(a) — The following content should be provided in conclusive safety analyses:~~
 - ~~(1) — a detailed description of the safety issue, containing the scenario in which the safety issue takes place; and~~
 - ~~(2) — an indication of the users affected by the safety issue, including types of services and organisations.~~
- ~~(b) — The content of such safety analyses may additionally include, as appropriate, the following:~~
 - ~~(1) — a risk assessment quantifying the severity and frequency of the safety issue;~~
 - ~~(2) — information about the existing safety barriers that the aviation system has in place to prevent the safety issue from releasing its likely consequences;~~
 - ~~(3) — any mitigating actions already being in place or developed to deal with the safety issue;~~

- ~~(4) recommendations for future actions to mitigate the reported safety issue; and~~
- ~~(5) any other element the competent authority understands as essential in order for the Agency to properly assess the safety issue.~~

A conclusive safety analysis should contain the following:

- (a) a detailed description of the safety issue, including the scenario in which the safety issue takes place; and
- (b) an indication of the stakeholders affected by the safety issue, including types of operations and organisations;
and, as appropriate:
- (c) a risk assessment establishing the severity and probability of all the possible consequences of the safety issue;
- (d) information about the existing safety barriers that the aviation system has in place to prevent the likely safety issue consequences from occurring;
- (e) any mitigating actions already in place or developed to address the safety issue;
- (f) recommendations for future actions to control the risk; and
- (g) any other element(s) the competent authority considers essential for the Agency to properly assess the safety issue.

[...]

~~GM4-ATM/ANS.AR.A.020(b) Information to the Agency~~

~~EXCHANGE OF SAFETY SIGNIFICANT INFORMATION WITH THE AGENCY~~

~~A coordinator should be appointed by each competent authority, as appropriate, to exchange information regarding safety significant information between the authority reporting the occurrence and the Agency.~~