

CR-Text	WG Ref	Common requirement analysis	Common acceptable means of compliance
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ANNEX 1 GENERAL REQUIREMENTS FOR THE PROVISION OF AIR NAVIGATION SERVICES			
1. TECHNICAL AND OPERATIONAL COMPETENCE AND CAPABILITY	7		
An air navigation service provider shall be able to provide services in a safe, efficient, continuous and sustainable manner consistent with any reasonable level of overall demand for a given airspace. To this end, it shall maintain adequate technical and operational capacity and expertise.	7	This general requirement is covered with the more detailed other requirements. They require on the one hand initial and tactical calculation and engagement of technical and operational capacity and expertise, on the other hand the keeping up of day-to-day safe, efficient, continuous and sustainable service provision.	AMC for "safe,efficient,continuous and sustainable": The ANSP positively fulfills articles 3.1, 3.2, 8.2 and 9 of Annex 1 Common Requirements. AMC for "adequate technical and operational capacity and expertise": The ANSP positively fulfills articles 2.2 and 5 of Annex 1 Common Requirements.
2. ORGANISATIONAL STRUCTURE AND MANAGEMENT	2		
2.1. Organisational structure	3		
An air navigation service provider shall set up and manage its organisation according to a structure that supports the safe, efficient and continuous provision of services. The organisational structure shall define:	3		
(a) 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;	3	Self explanatory	AMC for 'define': 1. The ANSP works according to: a. a documented organisational chart, showing the hierarchy of the different functions within an organisation, b. a description of nominated postholders and the different management functions, c. a description of the departments within the organisation, and d. a description of the authority, duties and responsibilities of management functions. 2. The descriptions under 1. do not need to be in separate or dedicated chapters or paragraphs, but can be incorporated throughout the documents provided they are appropriately referenced
(b) the relationship and reporting lines between different parts and processes of the organisation.	3	Self explanatory	
2.2. Organisational management	2		
2.2. Organisational management	1	<i>Reminder: Scope of certificate e. g. by identification of type of service in accordance with art. 2 "Definitions", Framework Regulation</i> - Area Control Service - Approach Control Service - Aerodrome Control Service - Communication Service - Navigation Service - Surveillance Service - MET Service - AIS - FIS - Alerting Service - Air Traffic Advisory Service <i>New Proposal from DFS: For the initial certification at least the four core areas ATS, CNS, AIS, [MET] should be adressed and seperated in the Business- / Annual Plan. On the way forward, after initial certification, NSA's and ANSP's should decide whether it is meaningful to seperate e.g the ATS in ATC and FIS (result SG 01.09.2005 / to be solved in WG1).</i>	

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An air navigation service provider shall produce a business plan covering a minimum period of five years. The business plan shall:	2	Analyses for 'covering a minimum period of 5 years' provision of an annually updated five-year plan on strategic level.	See below
(a) set out the overall aims and goals of the provider and its strategy towards achieving them in consistency with any overall longer term plan of the provider and with relevant Community requirements relevant for the development of infrastructure or other technology;	2	Self Explanatory	See below
(b) contain appropriate performance objectives in terms of quality and level of service, safety and cost-effectiveness.	2	Self Explanatory	See below
	2		<p>AMC for 'business plan and longer term plan if appropriate':</p> <p>The business plan of the ANSP:</p> <ul style="list-style-type: none"> a. contains a statement at least to the framework of SES-regulations and their aims and goals, giving a clear explanation of the business activities to realise these, b. is consistent with Pan-European commitments, c. covers at least a 5 years horizon, d. contains the aims and goals of the ANSP through quantitative / qualitative statements incl. rationale. If targets are used they adhere at least to international standards, if available. Starting from latest actual values, evidence will be given how to achieve the targets set (roadmap). These include quality and level of service such as planned changes to airspace structure and airports (if ANSP is affected) and other relevant developments such as expected level of capacity, safety and delays to flights incurred; and cost-effectiveness, e. displays the financial basis and sustainability, f. presents operational staff planning, and g. provides evidence on the consistency with the relevant community requirements for the development of infrastructure or other technology including the interoperability of the European Air Traffic Management network.
An air navigation service provider shall produce an annual plan covering the forthcoming year which shall specify further the features of the business plan and describe any changes to it.	2	Self Explanatory	See below
The annual plan shall cover the following provisions on the level and quality of service such as the expected level of capacity, safety and delays to flights incurred as well as on financial arrangements:	2	Self Explanatory	See below
(a) information on the implementation of new infrastructure or other developments and a statement how they will contribute to improving the level and quality of services;	2	Self Explanatory	See below
(b) indicators of performance against which the level and quality of service may be reasonably assessed;	2	Self Explanatory	See below
(c) the service provider's expected short-term financial position as well as any changes to or impacts on the business plan.	2	Self Explanatory	See below

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	2	Self Explanatory	<p>AMC for 'annual plan':</p> <p>The annual plan of the ANSP details the features of the business plan for the forthcoming year in terms of cash flow plan, implementation of new infrastructure and other developments by:</p> <p>a. justifying / explaining changes to or impact on the business plan,</p> <p>b. providing indicators of performance against which the level and quality of service, may be reasonably assessed. Any indicator adheres at least to international standards, if available, for ATS providers also indicators such as level of capacity*, safety* and delays to flights*, etc will be used,</p> <p>c. describing financial arrangements to cover the implementation of the annual plan, including the short term financial position,</p> <p>d. reporting on the the underlying causes where discrepancies between the actual performance and the performance established in the annual plan are found,</p> <p>e. including a report of the execution of major projects, including a statement how they will contribute to improving the level and quality of services, and</p> <p>f. reporting on items such as reorganisation, relocation, changes to airspace structure, changes to airports effecting the ANSP, including an impact assessment</p> <p>*These PI's are not applicable for MET ANSP's. Other relevant PI's for MET could</p>
3. SAFETY AND QUALITY MANAGEMENT	4		
3.1. Safety management	4		
An air navigation service provider shall manage the safety of all its services. In doing so, it shall establish formal interfaces with all stakeholders which may influence directly the safety of its services.	4	<p>Analysis for 'services': Definitions can be found in the CR and art. 2 framework regulation.</p> <p>Analysis for 'stakeholders which may influence directly the safety of its services': All third parties that if they are working in compliance with the existing rules and procedures, still need further arrangements with the ANSP to ensure the safety of the services of the ANSP. For example, airspace users are not stakeholders in this context, but airports are.</p>	<p>AMC for 'establish formal interfaces':</p> <p>The ANSP establishes a contract, (for example a service level agreement, letter of agreement or equivalent traceable arrangements), agreed by both parties, establishing as a minimum the mutual responsibilities and operational arrangements for all safety related items between the parties, and to be documented as an integral part of the management system.</p>
	4		
3.2. Quality management system	4		
An air navigation service provider shall have in place at the latest [2 years after entry into force of this regulation] a quality management system which covers all air navigation services it provides according to the following principles. It shall:	4	Self explanatory	Self explanatory
(a) define the quality policy in the perspective to meet the needs by the different users as closely as possible;	4	Self explanatory	Self explanatory
(b) set up a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with applicable requirements, standards and procedures;	4	Self explanatory	Self explanatory
(c) provide evidence of the functioning of the quality system by means of manuals and monitoring documents;	4	Self explanatory	Self explanatory
(d) appoint management representatives to monitor compliance with, and adequacy of, procedures to ensure safe and efficient operational practices;	4	Self explanatory	Self explanatory
(e) perform reviews of the quality system in place and take remedial actions, as appropriate.	4	Self explanatory	Self explanatory
An EN ISO 9001 certificate, issued by an appropriately accredited organisation, covering the air navigation services of the provider shall be considered as a sufficient means of compliance. The air navigation service provider shall accept the disclosure of the documentation related to the certification to the national supervisory authority upon the latter's request.	4	Disclosure of documentation to provide evidence on the scope only.	Self explanatory
3.3. Operations manuals	7		
An air navigation service provider shall provide and keep up-to-date operations manuals relating to the provision of its services for the use and guidance of operations personnel. It shall ensure that:	7		

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(a) operations manuals contain instructions and information required by the operations personnel to perform their duties;	7	Self explanatory.	<p>AMC for "operations manuals (...) duties": An ANSP provides Operations Manuals to each service provided.</p> <p>The MET-Manuals should as a minimum provide information and guidelines on the working methods and procedures to support the service, the duty and the responsibility of the staff, provisions in unusual and emergency cases, occurrence reporting. If certain subjects are not described in the manual in detail, reference shall be existent to the relevant documents.</p> <p>Alternatively references to other documentation detailing the subjects are admitted.</p>
(b) relevant parts of the operations manuals are accessible to the personnel concerned;	7	<p>Analysis for "relevant": "Relevant" information is that content of the manual specific to the service. Analysis for "accessible": "Accessible" means that these documents are immediately available on demand within the operations room or working office of the operations personnel as defined in 3.3.a).</p>	<p>AMC for 'relevant parts (...) are accessible':</p> <ol style="list-style-type: none"> 1. The ANSP works according to a described method or process of distribution, accessibility and updating of Operations Manuals, which shows clearly: <ol style="list-style-type: none"> a. how the distribution system works, b. which documents are accessible to certain persons, c. where these persons can find them, and d. the format in which they are accessible (hard copy, digital etc.). 2. The described method or process of distribution, accessibility and updating of Operations Manuals under 1: <ol style="list-style-type: none"> a. is in accordance with Annex 1, article 3.2 Common Requirements (exist in the frame of a certified QMS), and b. may be contained in the Operations Manuals documents themselves.
(c) the operations personnel are expeditiously informed of the amendments to the operations manual applying to their duties as well as of their entry into force.	7		<p>AMC for 'expeditiously informed':</p> <ol style="list-style-type: none"> 1. The ANSP works according to a described method or process of distribution, accessibility and updating of Operations Manuals as described in Annex 1, article 3.3, part a, Common Requirements. 2. Within the description by the ANSP of the method or process as specified under Annex 1, article 3.3, part b, Common Requirements, it is also clear how: <ol style="list-style-type: none"> a. changes and amendments of the manuals are being made, and b. their enforcement dates are communicated without undue delay to the personnel concerned.
4. SECURITY	5		

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An air navigation service provider shall establish a security management system to ensure:	5		AMC for 'ensure': 1. The ANSP's security management system ensures the protection of all assets, personnel and data required to provide the services that are being certified against acts of unlawful interference. 2. The ANSP's Security Management System includes a system to ensure the protection of data from unauthorised interference. This defines: a. what data need to be protected, b. how data need to be protected, and c. whom is authorised to release data.
(a) the security of its facilities and personnel so as to prevent unlawful interference with the provision of services;	5		
(b) the security of operational data it receives or produces or otherwise employs, so that access to it is restricted only to those authorised.	5	Remark: If applicable, special attention has to be given to the access to and protection of classified data with mostly military origin in order to meet the appropriate governmental regulations.	
The security management system shall define:	5		Self explanatory.
(a) the procedures relating to security risk assessment and mitigation, security monitoring and improvement, security reviews and lesson dissemination;	5		
(b) the means designed to detect security breaches and to alert personnel with appropriate security warnings;	5		

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(c) the means of containing the effects of security breaches and to identify recovery action and mitigation procedures to prevent re-occurrence.	5		
An air navigation service provider shall ensure the security clearance of its personnel, if appropriate, and coordinate with the relevant civil and military authorities to ensure the security of its facilities, personnel and data.	5		<p>AMC for 'ensure', provided that the National Civil Aviation Security Programme of the State where the site of the ANSP is physically located is applicable:</p> <p>1. Where the National Civil Aviation Security Programme of the State where the centre of the ANSP is physically located is applicable, the security clearance will be:</p> <p>a. based on background checks carried out in compliance with this Programme, and</p> <p>b. delivered in compliance with this programme.</p> <p>2. Where the need for the handling of classified (civil and/or military) material is applicable, additional security certification in accordance with national security law beyond the National Aviation Security Programme shall be considered. This applies especially to personnel involved in controlling of military air traffic and support of military operations. This includes operational personnel as well as management personnel with civil/military co-ordination tasks.</p>
5. HUMAN RESOURCES	6		
An air navigation service provider shall employ appropriately skilled personnel to ensure the provision of its services in a safe, efficient, continuous and sustainable manner. In this context, it shall establish policies for the recruitment and training of personnel.	6	<p>Personnel means: all personnel which is directly involved in the provision of Meteorological service.</p> <p>Sufficient means: in general there are no unsafe, inefficient, discontinuous or unsustainable services related to a lack of personnel.</p>	<p>AMC for 'continuous and sustainable manner':</p> <p>The ANSP:</p> <p>a. has sufficient personnel for its current duties,</p> <p>b. ensures that sufficient personnel will be available in accordance with its businessplan,</p> <p>c. may hire external staff to cover temporary changes in personnel, and</p> <p>d. has a personnel planning which shows the operational personnel needed and available, related to its current and/or future designation</p>
	6		<p>AMC for 'employ appropriately skilled personnel':</p> <p>1. The ANSP:</p> <p>a. has determined the basic and additional training needs of all its functions,</p> <p>b. has personnel which complies with the education and training needs,</p> <p>c. has a training program to ensure that personnel will apply to the education needs within a reasonable time,</p> <p>d. has determined the recurrency training needs for its operational staff,</p> <p>e. can show the compliance or lack off recurrency training of its operational staff,</p> <p>f. trainings are evaluated for adequacy,</p> <p>g. ensures that externally hired staff complies with the ANSP's own education and training demands,</p> <p>h. has a procedure and has identified authorised persons who will determine if any deviation of its operational education or training demands is acceptable to the ANSP,</p> <p>i. has documented the decisions of the operational deviation under h, and</p> <p>j. ensures the security clearance for personnel which has a safety critical function or access to safety critical areas.</p> <p>2. One way of complying with 1b is to hold a register containing all relevant information regarding of the staff concerned. Showing a valid license in accordance with the national law is another way of complying with 1b.</p>

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	6		The training policy contains the following elements: a. basic training and Additional training + examinations, b. simulation, c. pre-OJT training, d. operational competency: OJT training + Continuation training, e. additional requirements: medical certificate + language (ICAO level 4), and f. granting of license and ratings.
6. FINANCIAL STRENGTH	2		
6.1. Economic and financial capacity	2		
An air navigation service provider shall be able to meet its financial obligations, such as fixed and variable costs of operation or capital investment costs. It shall use an appropriate cost accounting system. It shall demonstrate its ability through the annual plan as referred to in part 2.2. of this annex as well as through balance sheets and accounts as practicable under its legal statute.	2	Use of separate cost accounting per service.	AMC for 'appropriate cost accounting system': 1. The ANSP's cost accounting system describes the applicable (short term) financial obligations in the profit and loss account, and longer term obligations in the balance sheet. 2. The profit and loss account and balance sheet (see under 1) provide all appropriate allocated fixed and variable costs of operations or capital investment costs and in accordance with EU- and applicable national requirements. The annual plan explains short term obligations.
6.2. Financial audit	2		
In accordance with article 12(2) of regulation (EC) No 550/2004, an air navigation service provider shall demonstrate that it is undergoing an independent audit on a regular basis.	2	Analyses for regular: Regular meaning at least on an annual basis. However, the financial year may differ from the fiscal year.	AMC for 'shall demonstrate': The ANSP provides at least the latest record of executed independent financial audits and applicable financial audit reports in accordance with article 12(2) of Regulation (EC) No 550/2004. Special consideration will be given to non established ANSP's (new entries).
	2		
	2		
7. LIABILITY AND INSURANCE COVER	3		

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An air navigation service provider shall have in place arrangements to cover its liabilities arising from applicable law.	3	Self explanatory	AMC for article as a whole: 1. The ANSP makes sure that the risks from all the sorts of air navigation services that are being provided are covered. The ANSP documents the way how it obtained the liability cover. 2. Within the framework of 1., the following risks are covered in any case: - Basic aviation risks, and - Third party liability. 3. The amount of coverage is an amount that is reasonably and commercially available on the market.
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 service provider and the level of commercial insurance cover available.	3	Self explanatory	
An air navigation service provider which avails itself of services of another air navigation service provider shall ensure that the agreements cover the allocation of liability between them.	3	Self explanatory	AMC for 'ensure': In the framework of complying with the first two parts of this article, the ANSP has a list of contracted ANSPs, indicating the scope of the services rendered and the accompanying liability agreements.
8. QUALITY OF SERVICES	2		
8.1. Open and transparent provision of services	2		
An air navigation service provider shall provide its services in an open and transparent manner. It shall publish the conditions of access to its services and establish a formal consultation process with the users of its services on a regular basis, either individually or collectively, and at least once a year.	2	Self Explanatory	AMC for 'open and transparent provision of services': The ANSP ensures that: a. the conditions of access to its services are published in the Aeronautical Information Publication (AIP) or in an adequate legal, publicly accessible document, such as contracts, conventions, etc., b. a description of the formal consultation process incl. components like complaints handling, customer surveys, consultation meetings is available, c. consultation is done, orally or in writing, at least once a year with the most relevant topics from service provision with operational and technical issues including military issues and financial aspects for the service provision with stakeholders concerned, and d. documentation, agreed amongst the meeting participants, on the specific consultation(s) is available.
An air navigation service provider shall not discriminate on grounds of nationality or identity of the user or the class of users in accordance with applicable Community law.	2	Self Explanatory	AMC for 'not discriminate': The ANSP documents its awareness and guarantees its respective obligations for adherence by formal statements in official company policy documents.
8.2. Contingency plans	7		

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At the latest one year after certification, an air navigation service provider shall have in place contingency plans for all the services it is providing in the case of events which result in significant degradation or interruption of its services.	7	<p>Analysis for 'contingency plan':</p> <p>Contingency plans cover each of the services or a bundle of services the ANSP owns a certificate for. The contingency plan describes -in case of disruption of a service- whether, when (period of disruption before measures are taken) and to what degree after measure taking the continuity of service will be given. Measures can be staggered according to criteria such as the severity of the disruption, traffic density, existence and readiness of aiding unit which continues the service. The contingency plan should also provide information on a periodic contingency/emergency training to show that the plan works. For ANSPs who start their service for the first time after the certificate has been issued the contingency plan may be delivered at the latest one year after the certification date.</p> <p>Analysis for "significant degradation or interruption of a service":</p> <p>Technical failures which are recovered by redundancy of components, a first-aid workaround solution or a two-way-connection are explicitly not subject to contingency. The loss of a technical system may lead to the discontinuation of the service, here the contingency plan and measures start.</p>	<p>AMC for 'shall have in place':</p> <p>An ANSP has a Contingency Plan to the services provided indicating the service level aimed at during the contingency period at the latest one year after certification.</p>
9. REPORTING REQUIREMENTS	2		
An air navigation service provider shall be able to provide an annual report of its activities to the relevant national supervisory authority. This report shall cover its financial results without prejudice to article 12 of the service provision regulation, as well as its operational performance and any other significant activities and developments in particular in the area of safety.	2	Self Explanatory	<p>AMC for the whole part:</p> <ol style="list-style-type: none"> 1. The ANSP keeps through the ongoing year relevant information related to its financial, operational activities and to other significant activities and developments, in particular those in the area of safety. 2. The ANSP uses those data kept through the past year as core piece of information to be contained in the annual report to the relevant national supervisory authority. 3. The Annual Report includes in particular: <ul style="list-style-type: none"> - balance sheet, - profit and loss account, and - cash flow.
The annual report shall include as a minimum:	2		
– an assessment of the level and quality of service generated and of the level of safety provided;	2	Self Explanatory	<p>AMC for 'an assessment of':</p> <p>The ANSP reports on:</p> <ol style="list-style-type: none"> a. the level and quality of services generated using among others the Key Performance Indicators (KPI's) established in the annual plan, b. customer satisfaction and the complaints registered through the past year, c. the level of the safety provided using among others the KPI's established in the annual plan, in particular if no target level of safety exists, and d. reporting on the the underlying causes where discrepancies between the actual performance and the performance established in the annual plan have been found.
– the performance of the service provider compared to the performance objectives established in the business plan, reconciling actual performance against the annual plan by using the indicators of performance established in the annual plan;	2	Self Explanatory	Self Explanatory
– developments in operations and infrastructure;	2	Self Explanatory	<p>AMC for the whole part:</p> <p>The ANSP provides information in its annual report related to the relevant investments in operations, infrastructure and engineering that were made through the past year.</p>

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– the financial results, as long as they are not separately published in accordance with article 12(1) of the service provision regulation;	2	Self Explanatory	Self Explanatory
– information about the formal consultation process with the users of its services;	2	Self Explanatory	AMC for 'information': The ANSP's annual report briefly reflects on the number, dates and general sentiment of formal user consultation held including a list of parties invited/having attended. If not done elsewhere the Annual Reports briefly describes the consultation proces..
– information about the human resources policy.	2	The ANSP reports on human recourses policy related items for the past year.	AMC for 'Human resources policy': The ANSP provides statistical information on: a. recruitment & training, b. staff numbers of individual services, c. entries/leaves, and d. (.....).
The air navigation service provider shall make the content of the annual report available to the public under conditions set by the national supervisory authority in accordance with national law.	2	Analysis for conditions set by the NSA: a. publication date, b. contents as far as this is required in Annex I, article 9, Common Requirements, and c. non-public parts of the annual report. Only after a consultation with the ANSP, the NSA should set conditions, where additional costs are forced to the ANSP for the publication of the annual report, such as (number, layout, media, price.....).	Self Explanatory
ANNEX III	8		
SPECIFIC REQUIREMENTS FOR THE PROVISION OF METEOROLOGICAL SERVICES	8		
1. TECHNICAL AND OPERATIONAL COMPETENCE AND CAPABILITY	8		
A provider of meteorological services shall ensure that meteorological information, necessary for the performance of their respective functions and in a form suitable for users, is made available to:	8		
– operators and flight crew members for pre-flight and in-flight planning;	8	Analysis for this part: The provider should ensure that services are provided according to Chapter 9 of the Annex 3 to the Chicago convention. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 3 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 03-0000044600, 03-0000044800, 03-0000045000, 03-0000045200, 03-0000045400, 03-0000045600, 03-0000045800, 03-0000046200, 03-0000046400, 03-0000046600, 03-0000046800, 03-0000047600, 03-0000048200, 03-0000048400, 03-0000048800, 03-0000049000, 03-0000049200, 03-0000049400.
– providers of air traffic services and flight information services;	8	Analysis for this part: The provider should ensure that services are provided according to Chapter 10 of the Annex 3 and Chapter 7 of the Annex 11 to the Chicago convention. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 3 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 03-0000049600, 03-0000050000, 03-0000050400, 03-0000050800, 03-0000051000, 11-0000076000, 11-0000076800, 11-0000077000, 11-0000077200, 11-0000077400, 11-0000077600, 11-0000077800, 11-0000078200, 11-0000078400, 11-0000078600, 11-0000078800, 11-0000079400, 11-0000079600, 11-0000079800, 11-0000080200, 11-0000080400, 11-0000080600, 11-0000080800.

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– search and rescue services units, and	8	Analysis for this part: The provider should ensure that services are provided according to Chapter 10 of the Annex 3 to the Chicago convention. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 3 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 03-0000050600
– airports.	8	Analysis for this part: The provider shall ensure that services are provided according to Chapter 10, Par 10.11 of the Annex 3 to the Chicago convention. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 3 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 03-0000049600 (Note 1) Note 1: ICAO Annex 3 does not include specific chapters related to the service provision for airports like it does for ATS and other users (Ch 9 and 10). The service level for Airports is similar as discussed under Par. 10.1.1. of ICAO Annex 3.
A provider of meteorological services shall confirm the level of attainable accuracy of the information distributed for operations, including the source of such information, whilst also ensuring that such information is distributed in a sufficiently timely manner, and updated as required.	8	Analysis for this part: The provider should ensure that services are provided according to paragraph 4.1.9 and 6.1.1 and Chapter 11 of Annex 3 to the Chicago convention. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 3 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 03-0000025800, 03-0000036400, 03-0000051000, 03-0000051200, 03-0000051400, 03-0000051600, 03-0000052400, 03-0000052800, 03-0000053200, 03-0000053400, 03-0000053600, 03-0000053800.
2. WORKING METHODS AND OPERATING PROCEDURES	8		
A provider of meteorological services shall be able to demonstrate that its working methods and operating procedures are compliant with the standards in the following annexes to the Convention on International Civil Aviation as far as they are relevant for the provision of meteorological services in the airspace concerned: – Annex 3 on meteorological service for international air navigation (15th edition, July 2004);	8	Analysis for this part: The instructions, procedures and working methods within the quality management system in place should be compliant with the standards listed in Chapter 1, 2, 3, 4, 5, 6, 7 and 8 of Annex 3. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 3 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 03-000001000, 03-000001200, 03-000001400, 03-000001600, 03-000001800, 03-000002000, 03-000002200, 03-000002400, 03-000002600, 03-000002800, 03-000003000, 03-000003200, 03-000003400, 03-000003600, 03-000003800, 03-000004000, 03-000004200, 03-000004400, 03-000004600, 03-000004800, 03-000005000, 03-000005200, 03-000005400, 03-000005600, 03-000005800, 03-000006000, 03-000006200, 03-000006400, 03-000006600, 03-000006800, 03-000007000, 03-000007200, 03-000007400, 03-000007600, 03-000007800, 03-000008000, 03-000008200, 03-000008400, 03-000008600, 03-000008800, 03-000009000, 03-000009200, 03-000009400, 03-000009600, 03-000009800, 03-000010000, 03-000010200, 03-000010400, 03-000010600, 03-000010800, 03-000011000, 03-000011200, 03-000011400, 03-000011600, 03-000011800, 03-000012000, 03-000012200, 03-000012400, 03-000012600, 03-000012800, 03-000013000, 03-000013200, 03-000013400, 03-000013600, 03-000013800, 03-000014000, 03-000014200, 03-000014400, 03-000014600, 03-000014800, 03-000015000.

CR-Text	WG Ref	Common requirement analysis	Common acceptable means of compliance
	8		03-0000015200, 03-0000015400, 03-0000015600, 03-0000015800, 03-0000016000, 03-0000016200, 03-0000016400, 03-0000016600, 03-0000016800, 03-0000017000, 03-0000017200, 03-0000017400, 03-0000017600, 03-0000017800, 03-0000018000, 03-0000018200, 03-0000018400, 03-0000018600, 03-0000018800, 03-0000020000, 03-0000020200, 03-0000020400, 03-0000020600, 03-0000021000, 03-0000021200, 03-0000021400, 03-0000021600, 03-0000021800, 03-0000022000, 03-0000022200, 03-0000022400, 03-0000022600, 03-0000022800, 03-0000023400, 03-0000023600, 03-0000023800, 03-0000024000, 03-0000024200, 03-0000024600, 03-0000025000, 03-0000025600, 03-0000025800, 03-0000026200, 03-0000026400, 03-0000026600, 03-0000026800, 03-0000027000, 03-0000027200, 03-0000027400, 03-0000027800, 03-0000028000, 03-0000028600, 03-0000029200, 03-0000029600, 03-0000029800, 03-0000030000, 03-0000030200, 03-0000031000, 03-0000031800, 03-0000032200, 03-0000035000, 03-0000035200, 03-0000035400, 03-0000035600, 03-0000035800, 03-0000036000, 03-0000036200, 03-0000036400, 03-0000036600, 03-0000036800, 03-0000037000, 03-0000037200, 03-0000037400, 03-0000037600, 03-0000037800, 03-0000038000, 03-0000038200, 03-0000038400, 03-0000038600, 03-0000039400, 03-0000039600, 03-0000039800, 03-0000040000, 03-0000040200, 03-0000040400, 03-0000040600, 03-0000040800, 03-0000041400, 03-0000041600, 03-0000042000, 03-0000042200, 03-0000042400, 03-0000042600, 03-0000043000,
– Annex 11 on air traffic services (13th edition, July 2001, including all amendments up to no 42);	8	Analysis for this part: The instructions, procedures and working methods within the quality management system in place should be compliant with the standards listed in paragraphs 2.19 and 4.3.6.1.g and Chapter 7 of Annex 11. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 11 with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 11-0000041000, 11-0000041200, 11-0000062800 (Note 2), 11-0000071000, 11-0000071200, 11-0000076000, 11-0000076800, 11-0000077000, 11-0000077200, 11-0000077400, 11-0000077600, 11-0000077800, 11-0000078200, 11-0000078400, 11-0000078600, 11-0000078800, 11-0000079400, 11-0000079600, 11-0000079800, 11-0000080200, 11-0000080400, 11-0000080600, 11-0000080800. Note 2: Only subparagraph g of par. 4.3.6.1 (SARP identifier 11-0000062800), of ICAO Annex 11 is relevant for MET.
– Annex 14 on Aerodromes (Volume I: 4th edition, July 2004; Volume II, 2nd edition, July 1995 including all amendments up to no 3).	8	Analysis for this part: The instructions, procedures and working methods within the quality management system in place should be compliant with the standards listed in Chapter 1 of Annex 14 Volume I. Any difference shall clearly be identified, documented and communicated.	AMC for this part: The ANSP complies with the relevant chapters of the ICAO safety oversight compliance checklist for Annex 14 Volume I (Note 3) with the Chicago Treaty. The relevant SARP identifiers of the compliance checklist are: 14-0000010000. Note 3: Annex 14 Volume II contains no relevant Standards for MET Service Provision.