

► This RA has been substantially rewritten; for clarity no charge marks are presented – please read RA in its entirety ◀

RA 3120 – Air Traffic Management Equipment Standards

Rationale

To ensure the safe provision of Air Traffic Services all new and modified Air Traffic Management (ATM) Equipment will be designed to meet a minimum standard. If ATM Equipment does not meet an appropriate minimum standard it can lead to the delivery of unsafe operations, increasing the Risk to Life in an Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)) operation. This Regulatory Article (RA) requires that new and modified ATM Equipment meets the minimum standard demonstrating that it is, or will be, safe to operate and operated safely for its application and operating environment.

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3120(1) The Delivery Team Leader (DTL) **shall** ensure that all new and modified ATM Equipment¹ meets the required standards.

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1. The DTL **should** ensure that new or modified ATM Equipment¹ is compliant with Def Stan 00-972² and present supporting evidence to the MAA and Release To Service Authority.
2. Legacy equipment³ is exempt from compliance with Def Stan 00-972 until it reaches its Out of Service Date (OSD). At this point the DTL **should** replace the equipment ensuring compliance with Def Stan 00-972.
3. If the OSD is extended, a gap analysis against Def Stan 00-972 **should** be conducted by the Delivery Team (DT)⁴ to demonstrate the level of compliance against Def Stan 00-972⁵. If full compliance cannot be demonstrated, the DTL **should**:
 - a. Modify the ATM Equipment to address areas of non-compliance.
 - b. Raise Air Traffic Management – Assurance Review Item (ATM-ARI) action if the areas of non-compliance cannot be addressed.
4. When a modification to legacy ATM Equipment is required and not associated with OSD, it **should** be assured through the RiSP.
5. If, at any point, an issue arises in relation to Safety, performance or Regulatory requirements, an ATM-ARI⁶ form **should** be raised.

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6. Where more than one Safety principle or target could be applied due to an accumulation of services or where a common mode failure is introduced, the most stringent standard / target will be used.

¹ Refer to RA 3134(1): Air Traffic Management Equipment Release into Service Process – paras 4, 5 and 6.

² Refer to Def Stan 00-972 - Military Air Traffic Services Equipment Safety and Performance Standards (Aerodrome, Terminal and Naval Air Traffic Services).

³ Legacy equipment is equipment that was contracted for prior to the release of Def Stan 00-972, Issue 1 dated 21 May 2012.

⁴ Any reference to a DT within this RA also includes any organization responsible for delivering ATM Equipment, whether or not they are a Defence Equipment & Support (DE&S) DT; this includes Platform Authorities and other project teams with a similar remit.

⁵ If the gap analysis concludes full compliance, the ATM Equipment is to complete the Release into Service Process (RiSP) and will not retain its legacy status.

⁶ Rejected ATM-ARIs may require an Alternative Acceptable Means of Compliance, Waiver or Exemption submission in accordance with MAA03: MAA Regulatory Processes.

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7. When equipment is partially modified, then the MAA Audit will only focus on the modified elements and the remaining legacy equipment⁷ will not be assured by the MAA.
8. Def Stan 00-972 has made the maximum use of civilian Regulations and standards, of which not all are legally binding on military activity. If other standards / Regulations are used in addition to the Def Stan 00-972 that are not legally binding in their own right, the precedence that must be applied is as follows:
- a. Def Stan 00-972.
 - b. North Atlantic Treaty Organization (NATO) Standardization Agreements (STANAG)s.
 - c. International Regulations (International Civil Aviation Organization Standards and Recommended Practices).
 - d. UK Regulations (Civil Aviation Authority Publications).
 - e. European Standards and Regulations (EU Regulations and European Safety Regulatory Requirements).
 - f. Recognized Good Practice⁸.
9. In circumstances where any standard contained in paragraphs c to e are directly binding to the military activity in question, they will be given precedence to paragraphs a and b in the event that there are contradictions between the relevant documents. If there remains any doubt as to the precedent to be applied, early consultation with the MAA is advised.
10. The ATM-ARI is a formal means of communicating an issue, chronologically recording Regulated Community and MAA positions, until a mutually acceptable position is reached. Further information is available in the Manual of Military Air Traffic Management Equipment Assurance (MMATMEA)⁹.
11. Early development of a Release into Service Strategy (RiSS)¹⁰ and engagement with the MAA is recommended where new equipment or Modifications to existing equipment is being considered.

⁷ Continued operation of legacy ATM Equipment is to be supported by a robust Safety argument signed off by the legally accountable person who has accepted the Risk is As Low As Reasonably Practicable (ALARP) and Tolerable.

⁸ Recognized Good Practice is the generic term for those standards for controlling Risk which have been judged and recognized by the Health and Safety Executive (HSE) as satisfying the law when applied to a particular relevant case in an appropriate manner.

⁹ Refers to the MMATMEA, chapter 5.

¹⁰ Refer to RA 3134 – Air Traffic Management Equipment Release into Service Process.