**Допълнение № 4**

**КОНТРОЛЕН СПИСЪК ЗА ПРОВЕРКА НА СЪОТВЕТСТВИЕТО**

**с Регламент за изпълнение (ЕС) 2017/373**

**на Комисията от 1 март 2017 година за определяне на общи изисквания за доставчиците на услуги и надзора при управлението на въздушното движение/аеронавигационното обслужване и други мрежови функции за управление на въздушното движение, за отмяна на Регламент (ЕО) № 482/2008 и на регламенти за изпълнение (ЕС) № 1034/2011, (ЕС) № 1035/2011 и (ЕС) 2016/1377, както и за изменение на Регламент (ЕС) № 677/2011**

**Регламент за изпълнение (ЕС) № 923/2012**

**на Комисията от 26 септември 2012 година за определяне на общи правила за полетите и разпоредби за експлоатация относно аеронавигационните услуги и процедури, и за изменение на Регламент за изпълнение (ЕС) № 1035/2011 и регламенти (ЕО) № 1265/2007, (ЕО) № 1794/2006, (ЕО) № 730/2006, (ЕО) № 1033/2006 и (ЕС) № 255/2010**

**за сертифициране на Аerodrome flight information services provider съгласно ATM/ANS.OR.A.010(b)(2)**

При попълване на контролния списък от страна на доставчика се прилагат следните правила:

В колона „Процедура в Документацията“ се вписва в кой документ (конкретно глава/раздел/точка/параграф и т.н.) е отразено изискването и съответната процедура, за ясно и бързо идентифициране.

В колона „Забележка“ се посочват доказателства за изпълнение на изискването, като копия от доказателствата се прилагат към контролния списък (в електронен формат).

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| **№** | **Изискване** | **Описание** | **Наблюдение** | | |
|  |  |  | **Процедура в Документацията** | **Отговаря/**  **Не отговаря** | **Забележка** |
| **Част ATM/ANS.OR** | | | | | |
| ***ПОДЧАСТ А — ОБЩИ ИЗИСКВАНИЯ (ATM/ANS.OR.A)*** | | | | | |
|  | ATM/ANS.OR.A.010 | **Заявление за ограничен сертификат**  а) Независимо от буква б), доставчикът на обслужване на въздушното движение, може да подаде заявление за сертификат, ограничен до предоставянето на услуги във въздушното пространство, намиращо се под отговорността на държавата членка, в която е основното му място на дейност или има регистриран офис, ако съществува такъв, когато той предоставя или планира да предоставя услуги само по отношение на една или повече от следните категории:  б) Освен това за ограничен сертификат могат да кандидатстват и следните доставчици на аеронавигационно обслужване:  (2) доставчик на аеронавигационно обслужване, предоставящ летищно полетно-информационно обслужване, като ползва редовно за това не повече от едно работно място на летище.  г) Както е определено от компетентния орган, доставчикът на аеронавигационно обслужване, кандидатстващ за ограничен сертификат в съответствие с буква б), точка 2, трябва да отговаря като минимум на:  (1) точка ATM/ANS.OR.B.001 Техническа и оперативна компетентност и способност;  (2) точка ATM/ANS.OR.B.005 Система за управление;  (3) точка ATM/ANS.OR.B.020 Изисквания към персонала;  (4) точка ATM/ANS.OR.A.075 Открито и прозрачно предоставяне на услугите; и специфичните изисквания, посочени в приложение IV. |  |  |  |
|  | ATM/ANS.OR.A.075 | **Открито и прозрачно предоставяне на услугите**  а) Доставчикът на услуги предоставя услугите си по открит и прозрачен начин. Той публикува условията за достъп до услугите си и промените в него и установява процес на консултации с ползвателите на услугите си - редовно или при необходимост за конкретни промени в предоставянето на услуги, индивидуално или колективно.  б) Доставчикът на услуги не разграничава по националност или по друга характеристика на ползвател или група от ползватели на неговите услуги по начин, който е в противоречие със законодателството на Съюза. |  |  |  |
| ***ПОДЧАСТ Б — УПРАВЛЕНИЕ (ATM/ANS.OR.B)*** | | | | | |
|  | ATM/ANS.OR.B.001 | **Техническа и оперативна компетентност и способност**  Доставчикът на услуги гарантира, че е в състояние да предоставя своите услуги по безопасен, ефикасен, непрекъснат и устойчив начин, съответстващ на всяко предвиждано равнище на общо търсене за дадено въздушно пространство. За тази цел той поддържа адекватен технически и оперативен капацитет и експертиза. |  |  |  |
|  | ATM/ANS.OR.B.005 | **Система за управление**  а) Доставчикът на услуги въвежда и поддържа система за управление, която включва:  (1) ясно определени области на отговорност и отчетност в организацията му, включително пряка отговорност на отговорния ръководител;  (2) описание на общите виждания и принципи на доставчика на услуги по отношение на безопасността, качеството и сигурността на неговите услуги, представляващо като цяло политика и подписано от отговорния ръководител;  (3) начините за проверка на равнището на организацията на доставчика на услуги в контекста на заложените в системата за управление показатели и цели за ефективност;  (4) процес за установяване на промени в организацията на доставчика на услуги и контекста, в който той извършва дейност, които могат да повлияят върху установени процеси, процедури и услуги, и за изменение при необходимост на системата за управление и/или функционалната система с оглед на адаптиране към тези промени;  (5) процес за преглед на системата за управление, установяване на причините за функциониране на системата за управление под равнището на установените стандарти, определяне на последиците от такова функциониране и отстраняване или намаляване на тези причини;  (6) процес за гарантиране, че персоналът на доставчика на услуги е обучен и компетентен да изпълнява задълженията си по безопасен, ефективен, непрекъснат и устойчив начин. В този контекст доставчикът на услуги установява политики за наемане и обучение на своя персонал;  (7) официален начин за комуникация, който гарантира, че всички служители на доставчика на услуги са напълно запознати със системата за управление, който позволява предаване на критична информация и дава възможност да се обясни защо са предприети конкретни действия и защо се въвеждат или променят процедури.  б) Доставчикът на услуги документира всички основни процеси на системата за управление, включително процес за осъзнаване от персонала на неговите отговорности, и процедурата за изменение на тези процеси.  в) Доставчикът на услуги въвежда функция за наблюдение на съответствието на организацията му с приложимите изисквания и на адекватността на процедурите. Наблюдението на съответствието включва система за подаване към отговорния служител на обратна информация по констатациите, за да се осигури ефективното изпълнение на необходимите коригиращи действия.  г) Доставчикът на услуги наблюдава поведението на своята функционална система и, при установени незадоволителни резултати, идентифицира и отстранява причините за тях или намалява въздействието на незадоволителните резултати, след като установи последиците от тях.  д) Системата за управление трябва да съответства на големината на доставчика на услуги и на сложността на неговите дейности, като се вземат предвид опасностите и свързаните рискове, присъщи на тези дейности.  е) В рамките на своята система за управление доставчикът на услуги установява официални форми на взаимодействие със съответните доставчици на услуги и авиационни предприятия с оглед да:  (1) гарантира, че опасностите за безопасността на въздухоплаването вследствие на неговите дейности са установени и оценени, а свързаните рискове се управляват и намаляват, ако е необходимо;  (2) гарантира, че предоставя услугите си в съответствие с изискванията на настоящия регламент.  ж) В случай че доставчикът на услуги притежава и сертификат за летищен оператор, той гарантира, че системата за управление обхваща всички дейности в обхвата на неговите сертификати. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(a) | **Management system**  GENERAL  An ISO 9001 certificate, issued by an appropriately accredited organisation, addressing the quality management elements required in this Subpart should be considered a sufficient means of compliance for the service provider. In this case, the service provider should accept the disclosure of the documentation related to the certification to the competent authority upon the latter’s request. |  |  |  |
|  | AMC4 ATM/ANS.OR.B.005(a) | **Management system**  GENERAL — NON-COMPLEX SERVICE PROVIDERS  (a) The policy should include a commitment to improve towards the highest standards, comply with all the applicable legal requirements, meet all the applicable standards, consider the best practices, and provide the appropriate resources.  (b) The compliance monitoring task may be exercised by the accountable manager, provided that he or she has demonstrated having the related competence as defined in point (b)(4) of GM1 ATM/ANS.OR.B.005(c).  (c) Risk management may be performed using hazard checklists or similar risk management tools or processes, which are integrated into the activities of the service provider.  (d) A service provider should manage associated risks related to changes, as applicable. Management of changes should be a documented process to identify external and internal changes.  (e) A service provider should identify persons who fulfil the role of managers and who are responsible with regard to safety, quality and security of its services, as applicable. These persons may be accountable managers or individuals with an operational role in the service provider. |  |  |  |
|  | GM1 ATM/ANS.OR.B.005(a)(1) | **Management system**  RESPONSIBILITIES AND ACCOUNTABILITIES  (a) Senior management should ensure that responsibilities and accountabilities are defined and communicated within the service provider and documented within the management system. In the context of this rule, ‘responsibilities’ refers to obligations that can be delegated and ‘accountabilities’ refers to obligations that cannot be delegated.  (b) The appointment of an accountable manager who is given the required authorities and responsibilities, requires that the individual has the necessary attributes to fulfil the role. The accountable manager may have more than one function in the organisation. Nonetheless, the accountable manager’s role is to ensure that the management system is properly implemented and maintained through the allocation of resources and tasks. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(a)(2) | **Management system**  POLICY  (a) The policy should:  (1) be signed by the accountable manager;  (2) reflect organisational commitments regarding performance of its services and safety, where applicable, and its proactive and systematic management;  (3) include reporting principles; and  (4) include a commitment to:  (i) improve towards the highest performance standards so as to support the achievement of the highest level of safety;  (ii) comply with all applicable legislation and requirements, meet all applicable standards and consider best practices;  (iii) continually improve the effectiveness of the management system;  (iv) provide appropriate resources;  (v) enforce the performance of the service required to support the achievement of the highest level of safety in the airspace where the service is provided as one primary responsibility of all managers; and  (vi) that the purpose of reporting is improvement and not to apportion blame to individuals.  (b) Senior management should:  (1) ensure that the policy:  (i) is appropriate to the purpose of service providers;  (ii) provides a framework for establishing and reviewing objectives in relation to the provision of the service;  (iii) is communicated and understood within the service provider; and  (iv) is reviewed for continuing suitability;  (2) continually promote the policy to all personnel and demonstrate their commitment to it;  (3) provide necessary and appropriate human and financial resources for its implementation; and  (4) establish objectives in relation to the provision of the services and performance standards. |  |  |  |
|  | GM1 ATM/ANS.OR.B.005(a)(2) | Management system  POLICY FOR AIR TRAFFIC SERVICES PROVIDERS VS POLICY FOR ALL OTHER SERVICE PROVIDERS  The policy will be recognisable more as a quality policy that is concerned with the performance of the service and conformance to the service provision requirements supporting the achievement of the highest level of safety in the airspace where the service is provided. |  |  |  |
|  | GM2 ATM/ANS.OR.B.005(a)(2) | Management system  POLICY — NON-COMPLEX SERVICE PROVIDERS  The policy is the means whereby the service provider states its intention to maintain and, where practicable, improve performance levels in all their activities and to minimise their contribution to the risk of an aircraft accident as far as is reasonably practicable. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(a)(3) | Management system  MANAGEMENT OF METEOROLOGICAL SERVICES PERFORMANCE  (a) The management system of the meteorological service provider should provide users with assurance that the meteorological information supplied complies with the stated requirements in terms of geographical and spatial coverage, format and content, time and frequency of issuance and period of validity, as well as the accuracy of measurements, observations and forecasts.  (b) When the management system indicates that the meteorological information to be supplied to users does not comply with the stated requirements, and automatic error correction procedures are not appropriate, such information should not be supplied to users unless it is validated with the originator.  (c) In regard to the exchange of meteorological information for operational purposes, the management system should include verification and validation procedures and resources for monitoring adherence to the prescribed transmission schedules for individual messages and/or bulletins required to be exchanged as well as the times of their filing for transmission. The management system should be capable of detecting excessive transit times of messages and bulletins received. |  |  |  |
|  | GM2 ATM/ANS.OR.B.005(a)(3 | ) Management system  PERFORMANCE MONITORING AND MEASUREMENT — SERVICE PROVIDER OTHER THAN AIR TRAFFIC SERVICES PROVIDER  A performance indicator (PI) is a type of performance measurement. An organisation may use PIs to evaluate its success, or to evaluate the success of a particular activity in which it is engaged. Sometimes success is defined in terms of making progress towards strategic goals, but often success is simply the repeated, periodic achievement of some level of operational goal (e.g. zero defects). Accordingly, choosing the right PIs relies upon a good understanding of what is important to the organisation. Since there is a need to understand well what is important, various techniques to assess the present state of the business, and its key activities, are associated with the selection of PIs. These assessments often lead to the identification of potential improvements, so performance indicators are routinely associated with 'performance improvement' initiatives. When PIs have performance targets associated with them, they are known as key performance indicators (KPIs). |  |  |  |
|  | GM1 ATM/ANS.OR.B.005(a)(4) | Management system  IDENTIFICATION OF CHANGES TO FUNCTIONAL SYSTEMS  This process is used by the service provider to correctly identify proposed changes. The changes dealt with in this GM are the proposed changes to the functional system. These can be triggered internally by changing circumstances that are related to the service provider of concern or externally by changing circumstances that are related to others or to the context in which the service operates, i.e. in situations where the service provider does not have managerial control over them. The triggers are called ‘change drivers’.  (a) Identification of internal circumstances  (1) The procedure to identify changes needs to be embedded in all parts of the organisation that can modify the functional system, i.e. the operational system used to support the services provided. Examples of proposed changes to the functional system as a response to changing circumstances under the control of the organisation, therefore, include:  (i) changes to the way the components of the functional system are used;  (ii) changes to equipment, either hardware or software;  (iii) changes to roles and responsibilities of operational personnel;  (iv) changes to operating procedures;  (v) changes to system configuration, excluding changes during maintenance, repair and alternative operations that are already part of the accepted operational envelope;  (vi) changes that are necessary as a result of changing circumstances to the operational context under the managerial control of the provider that can impact the service, e.g. provision of service under new conditions;  (vii) changes that are necessary as a result of changing circumstances to the local physical (operational) environment of the functional system; and  (viii) changes to the working hours and/or shift patterns of key personnel which could impact on the safe delivery of services.  (2) These changes are often identified by the service provider using business processes, which will be used to identify changes planned for the medium and long term. Such processes can include:  (i) annual business plans;  (ii) strategic safety boards;  (iii) equipment replacement projects;  (iv) airspace reorganisation plans;  (v) introduction of new operational concepts, e.g. Free Flight;  (vi) accident and incident investigation reports; and  (vii) safety monitoring and safety surveys.  (b) Identification of external circumstances  The service provider should have processes in place to react appropriately to notifications received from those service providers that supply services to them. In addition, changes to the context that can impact on the service provided and are not under the managerial control of the service provider should be identified and treated as potential triggers. Furthermore, the service provider should negotiate contracts with unregulated service providers in accordance with ATM/ANS.OR.B.015 ‘Contracted activities’ that place a responsibility on such organisations to inform them of planned changes to their services. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(a)(5) | Management system  ASSESSMENT OF THE MANAGEMENT SYSTEM  (a) Senior management should assess the service provider’s management system, at planned intervals, to ensure its continuing suitability, adequacy and effectiveness.  (b) The review should include assessing opportunities for improvement and the need for changes to the management system, including the policy and objectives.  (c) Records from management assessments should be maintained. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(a)(6) | Management system  TRAINING AND COMPETENCY  A service provider should:  (a) determine the necessary competence for personnel performing activities supporting services provision;  (b) where applicable, provide training or take other actions to achieve the necessary competence;  (c) evaluate the effectiveness of the actions taken;  (d) ensure that personnel are aware of the relevance and importance of their activities and how they contribute to the achievement of the objectives; and  (e) maintain appropriate records of education, training, skills and experience. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(a)(7) | Management system  COMMUNICATION RESPONSIBILITIES  The senior management should ensure that appropriate communication processes are established within the service provider and that communication takes place regarding the effectiveness of the management system. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(b) | Management system  SERVICE PROVIDER’S MANAGEMENT SYSTEM DOCUMENTATION  A service provider’s management system documentation should at least include the following information:  (a) a statement signed by the accountable manager to confirm that the service provider will continuously work in accordance with the applicable requirements and the service provider’s documentation as required by this Part and other applicable Parts;  (b) the service provider’s scope of activities;  (c) the titles and names of nominated postholders referred to in ATM/ANS.OR.B.020(b);  (d) the service provider’s chart showing the lines of responsibility between the persons referred to in ATM/ANS.OR.B.020(b);  (e) a general description and location of the facilities;  (f) procedures describing the function and specifying how the service provider monitors and ensures compliance with the applicable requirements referred to in ATM/ANS.OR.B.005(c); and  (g) the amendment procedure for the service provider’s management system documentation. |  |  |  |
|  | GM1 ATM/ANS.OR.B.005(b) | Management system  SERVICE PROVIDER’S MANAGEMENT SYSTEM DOCUMENTATION  (a) It is not required to duplicate information in several manuals. The information may be contained in the service provider’s manuals (e.g. operations manual, training manual), which may also be combined.  (b) A service provider may also choose to document some of the information required to be documented in separate documents (e.g. procedures). In this case, it should ensure that manuals contain adequate references to any document kept separately. Any such documents are then to be considered an integral part of the service provider’s management system documentation.  (c) A service provider’s management system documentation may be included in a separate manual or in (one of) the manual(s) as required by the applicable subpart(s). A cross reference should be included. |  |  |  |
|  | GM1 ATM/ANS.OR.B.005(c) | Management system  COMPLIANCE MONITORING ORGANISATIONAL SET-UP  (a) The role of the compliance monitoring may be performed by a compliance monitoring manager to ensure that the activities of the service provider are monitored for compliance with the applicable regulatory requirements and any additional requirements established by the service provider, and that these activities are being carried out properly under the supervision of other relevant nominated postholders and line managers.  (b) The compliance monitoring manager should:  (1) be responsible for ensuring that the compliance monitoring programme is properly implemented, maintained, and continually reviewed and improved;  (2) have direct access to the accountable manager;  (3) not be one of the line managers; and  (4) be able to demonstrate relevant knowledge, background and appropriate experience related to the activities of the service provider, including knowledge and experience in compliance monitoring.  (c) The compliance monitoring manager may perform all audits and inspections himself/herself or appoint one or more auditors by choosing personnel having the related competence as defined in point (b)(iii), either from within or outside the service provider.  (d) Regardless of the option chosen, it needs to be ensured that the independence of the audit function is not affected, in particular in cases where those performing the audit or inspection are also responsible for other activities within the service provider.  (e) In case external personnel are used to perform compliance audits or inspections:  (1) any such audits or inspections are performed under the responsibility of the compliance monitoring manager; and  (2) the compliance monitoring manager remains responsible for ensuring that the external personnel has relevant knowledge, background and experience as appropriate to the activities being audited or inspected, including knowledge and experience in compliance monitoring.  (f) A service provider retains the ultimate responsibility for the effectiveness of the compliance monitoring function, in particular for the effective implementation and follow-up of all corrective actions. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.005(e) | Management system  SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY  …  (c) An aerodrome flight information services provider should be considered as complex unless it is eligible to apply for a limited certificate and fulfils the criteria set out in ATM/ANS.OR.A.010(b)(2). |  |  |  |
|  | GM1 ATM/ANS.OR.B.005(f) | Management system  GENERAL  Within the scope of this Regulation, only the air traffic services provider can identify hazards, assess the associated risks and mitigate or propose mitigating measures where necessary. This requirement implies that all service providers (air traffic services and non-air traffic services) establish formal interfaces (e.g. service level agreements, letters of understanding, memorandum of cooperation) between the relevant services providers themselves or between the service providers and other aviation undertakings (e.g. aerodrome operators) so as to ensure that hazards associated with the use of the services they provide are identified and the risks assessed and whenever needed mitigated. It does not imply that this has to be done by the service providers themselves (e.g. MET or AIS providers cannot do this by themselves) as only the air traffic services provider can, but they need to establish the interfaces with those service providers (ATS providers) or other aviation undertaking (e.g. aerodrome operators) who are able to do so. The formal interfaces could address the mitigation means put on the different providers (e.g. via requirements in a service level agreement). |  |  |  |
|  | GM2 ATM/ANS.OR.B.005(f) | Management system  LOCAL RUNWAY SAFETY TEAM  The service provider should participate in the local runway safety team (LRST) established by the aerodrome operator in accordance with AMC1 ADR.OR.D.027 and GM2 ADR.OR.D.027. |  |  |  |
|  | ATM/ANS.OR.B.020 | **Изисквания за персонала**  a) Доставчикът на услуги определя отговорен ръководител, който има правомощие да гарантира, че всички дейности могат да бъдат финансирани и извършвани в съответствие с приложимите изисквания. Отговорният ръководител отговаря за установяване и поддържане на ефективна система за управление.  б) Доставчикът на услуги определя правомощията, задълженията и отговорностите на назначените длъжностни лица, по-специално на ръководния персонал, отговарящи за функции във връзка с безопасността, качеството, сигурността, финансите и човешките ресурси, според случая. |  |  |  |
|  | GM1 ATM/ANS.OR.B.020(a) | Personnel requirements  ACCOUNTABLE MANAGER  Depending on the size, structure and complexity of the organisation, the accountable manager may be:  (a) the chief executive officer (CEO);  (b) the chief operating officer (COO);  (c) the chairperson of the board of directors;  (d) a partner; or  (e) the proprietor. |  |  |  |
|  | AMC1 ATM/ANS.OR.B.020(b) | Personnel requirements  GENERAL  Senior management should appoint a member of the service provider’s management who, irrespective of other responsibilities, should have responsibility and authority that includes:  (a) ensuring that processes needed for the management system are established, implemented and maintained;  (b) reporting to senior management on the performance of the management system and any need for improvement; and  (c) ensuring the promotion of awareness of performance and service requirements throughout the service provider and of the impact it has on safety. |  |  |  |
|  | GM1 ATM/ANS.OR.B.020(b) | Personnel requirements  COMBINATION OF NOMINATED POSTHOLDERS RESPONSIBILITIES  (a) The acceptability of a single person holding more than one post, possibly in combination with being the accountable manager, should depend upon the service provider’s organisation and the complexity of its activities. The two main areas of concern should be competence and an individual’s capacity to meet his or her responsibilities.  (b) As regards competence in different areas of responsibility, there should not be any difference from the requirements applicable to persons holding only one post.  The capacity of an individual to meet his or her responsibilities should primarily be dependent upon the complexity of the service provider’s organisation and its activities. However, the complexity of the service provider’s organisation or of its activities may prevent or limit the combination of posts |  |  |  |
| ANNEX IV — PART-ATS  SPECIFIC REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES  SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC SERVICES (ATS.OR) | | | | | |
|  | ATS.OR.100 | **Собственост**  а) Доставчиците на обслужване на въздушното движение уведомяват компетентните органи за:  (1) своя правен статут, структура на собствеността и всички разпоредби, които оказват значително влияние върху контрола на активите им;  (2) всички връзки с организации, които не участват в процеса на предоставяне на аеронавигационно обслужване, включително търговски дейности, в които участват директно или чрез свързани с тях предприятия, с дял повече от 1 % от техния очакван годишен доход; освен това те уведомяват за всяка промяна на всеки акционерен дял, който представлява 10 % или повече от техния общ акционерен капитал.  б) Доставчиците на обслужване на въздушното движение вземат всички необходими мерки за предотвратяване на конфликт на интереси, който може да компрометира безпристрастното и обективно предоставяне на техните услуги. |  |  |  |
|  | ATS.OR.105 | **Открито и прозрачно предоставяне на услугите**  В допълнение към точка ATM/ANS.OR.A.075 от приложение III, доставчиците на обслужване на въздушното движение, в съответствие с приложимото законодателство на Съюза и националното законодателство, не предприемат действия, целящи или водещи до възпрепятстване, ограничаване или нарушаване на конкуренцията, нито предприемат действия, водещи до злоупотреба с господстващо положение. |  |  |  |
|  | ATS.OR.110 | **Координация между летищни оператори и доставчици на обслужване на въздушното движение**  Доставчикът на обслужване на въздушното движение и летищният оператор, на който той предоставя обслужване на въздушното движение, установяват процедури за гарантиране на адекватна координация на дейностите и предоставяните услуги, както и за обмен на относими данни и информация. |  |  |  |
|  | AMC1, 2, 4, 5, 6 ATS.OR.110  GM1 ATS.OR.110 |  |  |  |  |
|  | ATS.OR.115 | **Координация между военни органи и доставчици на обслужване на въздушното движение**  Без да се засяга член 6 от Регламент (ЕО) № 2150/2005, доставчикът на обслужване на въздушното движение гарантира, че неговите звена предоставят на съответните военни органи, рутинно или при поискване, в съответствие с процедури, договорени на местно равнище, актуални полетни планове и други данни относно полетите на граждански въздухоплавателни средства, за да се улесни тяхното разпознаване. |  |  |  |
|  | ATS.OR.125 | **Координация между доставчици на аеронавигационно информационно обслужване и доставчици на обслужване на въздушното движение**  а) Доставчикът на обслужване на въздушното движение предоставя на съответния доставчик на аеронавигационно информационно обслужване подлежащата на публикуване аеронавигационна информация, необходима за безпрепятствено ползване на обслужване на въздушното движение.  б) За да се гарантира, че доставчиците на аеронавигационно информационно обслужване получават сведения, които им позволяват да предоставят актуална предполетна информация и да удовлетворяват нуждата от информация по време на полета, доставчикът на обслужване на въздушното движение и доставчикът на аеронавигационно информационно обслужване се договарят да докладват с минимално забавяне на отговорния доставчик на аеронавигационно информационно обслужване:  (1) информация за условията на летището;  (2) експлоатационното състояние на свързаните с него съоръжения, услуги и навигационни средства в тяхната зона на отговорност;  (3) възникването на вулканична дейност, наблюдавана от служителите на органите за обслужване на въздушното движение или съобщена от въздухоплавателно средство;  (4) всякаква друга информация, за която се счита, че е от оперативно значение.  в) Преди да въведе промени в аеронавигационните системи, за които отговаря, доставчикът на обслужване на въздушното движение:  (1) осигурява тясна координация със съответния(ите) доставчик(ци) на аеронавигационни информационни услуги;  (2) надлежно отчита времето, необходимо на доставчика на аеронавигационно информационно обслужване да изготви, състави и издаде съответните материали, подлежащи на обнародване;  (3) предоставя своевременно информация на съответния доставчик на аеронавигационно информационно обслужване.  г) Когато предоставя на доставчиците аеронавигационно информационно обслужване сурова информация или данни, или и двете, които са предмет на цикъла AIRAC, доставчикът на обслужване на въздушното движение съблюдава предварително определените, международно договорени дати на влизане в сила на системата за регулиране и контрол на аеронавигационната информация (AIRAC), като взима под внимание също 14-дневния срок за изпращане по пощата. |  |  |  |
|  | GM2 ATS.OR.125(a) | Coordination between aeronautical information services and air traffic services providers  PROMULGATION OF INFORMATION ON AFIS  The air traffic services provider should arrange to report information regarding the availability of AFIS and related procedures for its inclusion in the relevant parts of the AIP in the same manner as in the case of aerodromes provided with air traffic control service, in accordance with Appendix I to Annex VI (Part-AIS). The information includes but is not limited to the following:  (a) identification of the aerodrome;  (b) location and identification of the AFIS unit;  (c) hours of operation of the AFIS unit. For aerodromes where there is an alternation of the air traffic control service and AFIS provision, hours of operation of both services;  (d) lateral and vertical limits of the associated airspace;  (e) language(s) used;  (f) detailed description of the services provided, including alerting service and, if applicable, use of direction-finding;  (g) special procedures for application by pilots; and  (h) any other pertinent information. |  |  |  |
|  | ATS.OR.130 | **Време при обслужването на въздушното движение**  а) Доставчикът на обслужване на въздушното движение гарантира, че органите за обслужване на въздушното движение са оборудвани с часовници, указващи времето в часове, минути и секунди, които се виждат ясно от всяко работно място в съответния орган.  б) Доставчикът на обслужване на въздушното движение гарантира, че часовниците и другите устройства за отчитане на времето в органите за обслужване на въздушното движение се проверяват толкова често, колкото е необходимо, за да се осигури време с точност до плюс или минус 30 секунди спрямо координираното универсално време (UTC). В случай, че органът за обслужване на въздушното движение осъществява комуникация по линия за предаване на данни, часовниците и другите устройства за отчитане на времето в органите за обслужване на въздушното движение се проверяват толкова често, колкото е необходимо, за да се осигури време с точност до 1 секунда спрямо координираното универсално време (UTC).  в) Точно време се получава от стандартна станция за точно време или, ако това е невъзможно, от друг орган, получил точно време от такава станция. |  |  |  |
|  | ATS.OR.135 | **Мерки при извънредни ситуации**  Доставчикът на обслужване на въздушното движение разработва планове за действие в извънредни ситуации, както се изисква в точка ATM/ANS.OR.A.070 от приложение III, в тясно сътрудничество с доставчиците на обслужване на въздушното движение, отговорни за предоставянето на услуги в съседни участъци от въздушното пространство, и, ако е уместно, със съответните ползватели на въздушното пространство. |  |  |  |
|  | GM1 ATS.OR.135 | Contingency arrangements  The various circumstances surrounding each ATS contingency situation preclude the establishment of exact detailed procedures to be followed. |  |  |  |
|  | GM2 ATS.OR.135 | Contingency arrangements  RADIO COMMUNICATION CONTINGENCIES IN AIR TRAFFIC CONTROL SERVICE  (a) General  Air traffic control contingencies related to communications, i.e. circumstances preventing an air traffic controller from communicating with aircraft under control, may be caused by either a failure of ground radio equipment, a failure of airborne equipment, or by the control frequency being inadvertently blocked by an aircraft or a ground transmitter, or any unauthorised use. The duration of such events may be for prolonged periods and appropriate action to ensure that the safety of aircraft is not affected should therefore be taken immediately.  (b) Complete ground radio failure  (1) In the event of complete failure of the ground radio equipment used for air traffic control service, the air traffic controller should:  (i) attempt to establish radio communications on the emergency frequency 121.500 MHz;  (ii) without delay inform all adjacent control positions or air traffic control units, as applicable, of the failure;  (iii) apprise such positions or units of the current traffic situation;  (iv) request their assistance, in respect of aircraft which may establish communications with those positions or units, in establishing and maintaining separation between such aircraft; and  (v) instruct adjacent control positions or air traffic control units to hold or re-route all controlled flights outside the area of responsibility of the position or air traffic control unit that has experienced the failure until such time that the provision of normal services can be resumed,  unless able to continue to provide air traffic services by means of other available communication channels.  (2) In order to reduce the impact of complete ground radio equipment failure on the safety of air traffic, the air traffic services provider should establish contingency procedures to be followed by control positions and air traffic control units in the event of such failures. Where agreed between affected air traffic services providers, such contingency procedures should provide for the delegation of control to an adjacent control position or air traffic control unit in order to permit a minimum level of services to be provided as soon as possible, following the ground radio failure and until normal operations can be resumed.  (c) Blocked frequency  In the event that the control frequency is inadvertently blocked by an aircraft transmitter, the following additional steps should be taken:  (1) attempt to identify the aircraft concerned;  (2) if the aircraft blocking the frequency is identified, attempts should be made to establish communication with that aircraft, e.g. on the emergency frequency 121.500 MHz, by SELCAL, through the aircraft operator’s company frequency if applicable, on any VHF frequency designated for air-to-air use by flight crews or any other communication means or, if the aircraft is on the ground, by direct contact; and  (3) if communication is established with the aircraft concerned, the flight crew should be instructed to take immediate action to stop inadvertent transmissions on the affected control frequency.  (d) Unauthorised use of ATC frequency  Instances of false and deceptive transmissions on air traffic control frequencies which may impair the safety of aircraft can occasionally occur. In the event of such occurrences, the air traffic control unit concerned should:  (1) correct any false or deceptive instructions or clearances which have been transmitted;  (2) advise all aircraft on the affected frequency(ies) that false and deceptive instructions or clearances are being transmitted;  (3) instruct all aircraft on the affected frequency(ies) to verify instructions and clearances before taking action to comply;  (4) if practical, instruct aircraft to change to another frequency; and  (5) if possible, advise all aircraft affected when the false and deceptive instructions or clearances are no longer being transmitted. |  |  |  |
|  | ATS.OR.140 | **Откази и неизправности в системите и оборудването**  Доставчикът на обслужване на въздушното движение въвежда подходящи процедури, които задължават органите за обслужване на въздушното движение незабавно да докладват за откази или неизправности в системите за комуникация, навигация и обзор или в други важни за безопасността системи или оборудване, които биха могли да повлияят на безопасността или ефективното изпълнение на полетите, или на предоставянето на обслужване на въздушното движение, или и на двете. |  |  |  |
|  | GM1 ATS.OR. | 140 Failure and irregularity of systems and equipment  ATS.OR.140 is complementary to the existing requirements on reporting stemming from Regulation (EU) No 376/2014 and on the reporting arrangements that ATM/ANS providers have to establish in accordance with principles and requirements on the management system set in ATM/ANS.OR.B.005 in Annex III to Regulation (EU) 2017/373. However, the primary objective of ATS.OR.140 is the timely dissemination of information needed for the safe and efficient air traffic control service and flight information service provision (e.g. information on changes in the availability of radio navigation services). The arrangements should also support the timely issuance of NOTAMs concerning the relevant information to be disseminated, in accordance with the applicable requirements in ATM/ANS.OR.A.085 in Annex III to Regulation (EU) 2017/373. |  |  |  |
| **РАЗДЕЛ 2 — БЕЗОПАСНОСТ НА УСЛУГИТЕ** | | | | | |
|  |  | Доставчикът на обслужване на въздушното движение въвежда система за управление на безопасността (СУБ), която може да бъде неразделна част от системата за управление, изисквана съгласно точка ATM/ANS.OR.B.005, и включва следните съставни елементи:  (1) Политика и цели за безопасност  (i) Ангажимент и отговорност на ръководството по отношение на безопасността, което следва да бъде включено в политиката за безопасност;  (ii) отговорности по отношение на създаването и поддържането на СУБ и на оправомощения орган за вземане на решения по отношение на безопасността;  (iii) назначаване на отговорник по безопасността, който е отговорен за създаването и поддържането на ефективна СУБ;  (iv) координация на планирането на ответни действия при извънредни ситуации с други доставчици на услуги и с авиационни предприятия, които взаимодействат с доставчика на ОВД по време на предоставянето на неговите услуги;  (v) документация на СУБ, в която са описани всички елементи на СУБ, свързаните процеси на СУБ и резултатите от СУБ.  (2) Управление на риска за безопасността  (i) Процес за установяване на опасностите, свързани с неговите услуги, който се основава на комбинация от реактивни, проактивни и прогностични методи на събиране на данни за безопасността;  (ii) процес, който осигурява анализ, оценка и контрол на рисковете за безопасността, свързани с установените опасности;  (iii) процес за гарантиране, че приносът му към риска от произшествия с въздухоплавателни средства е сведен до минимум, доколкото това е разумно осъществимо.  (3) Осигуряване на безопасност  (i) Наблюдение и измерване на ефективността на безопасността означава проверка на равнището на безопасност на организацията и потвърждаване на ефективността на контрола на рисковете за безопасността;  (ii) процес за установяване на промените, които могат да повлияят на равнището на риска за безопасността, свързан с неговите услуги, и да се установяват и управляват рисковете за безопасността, които могат да възникнат от тези промени;  (iii) процес за наблюдение и оценяване на ефективността на СУБ, за да се даде възможност за непрекъснато подобряване на цялостната ефективност на СУБ.  (4) Популяризиране на безопасността  (i) Програма за обучение, която да гарантира, че персоналът е обучен и компетентен да изпълнява своите задължения по СУБ;  (ii) съобщаване на информация във връзка с безопасността, която да гарантира, че персоналът е запознат с въвеждането на СУБ. |  |  |  |
|  | AMC1 ATS.OR.200(1); (2); (3) | Safety management system  GENERAL — NON-COMPLEX ATS PROVIDERS  (a) The safety policy should include a commitment to improve towards the highest safety standards, comply with all the applicable legal requirements, meet all the applicable standards, consider the best practices and provide the appropriate resources.  (b) In cooperation with other stakeholders, the air traffic services provider should develop, coordinate and maintain an emergency response plan (ERP) that ensures orderly and safe transition from normal to emergency operations and return to normal operations. The ERP should determine the actions to be taken by the air traffic services provider or specified individuals in an emergency and reflect the size, nature and complexity of the activities performed by the air traffic services provider.  (c) Safety risk management may be performed using hazard checklists or similar risk management tools or processes, which are integrated into the activities of the air traffic services provider.  (d) An air traffic services provider should manage safety risks related to changes. Management of changes should be a documented process to identify external and internal changes that may have an adverse effect on safety. It should make use of the air traffic services provider’s existing hazard identification, risk assessment and mitigation processes.  (e) An air traffic services provider should identify persons who fulfil the role of safety managers and who are responsible for coordinating the safety management system (SMS). These persons may be accountable managers or individuals with an operational role in the air traffic services provider.  (f) Within the air traffic services provider, responsibilities should be identified for hazard identification, risk assessment and mitigation. |  |  |  |
|  | GM3 ATS.OR.200(1)(i) | Safety management system  SAFETY POLICY — NON-COMPLEX ATS PROVIDERS  (a) The safety policy should state that the purpose of safety reporting is to improve safety, not to apportion blame to individuals.  (b) An air traffic services provider may combine the safety policy with the policy required by ATM/ANS.OR.B.005(a)(2). |  |  |  |
|  | AMC1 ATS.OR.200(1)(ii);(iii) | Safety management system  ORGANISATION AND ACCOUNTABILITIES  An air traffic service provider should:  (a) identify the safety manager who, irrespective of other functions, has ultimate responsibility and accountability, on behalf of the organisation, for the implementation and maintenance of the SMS;  (b) clearly define lines of safety accountability throughout the organisation, including a direct accountability for safety on the part of senior management;  (c) identify the accountabilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS;  (d) document and communicate safety responsibilities, accountabilities and authorities throughout the organisation; and  (e) define the levels of management with authority to make decisions regarding safety risk tolerability. |  |  |  |
|  | GM2 ATS.OR.200(1)(iii) | Safety management system  SAFETY MANAGER — NON-COMPLEX AIR TRAFFIC SERVICES PROVIDERS  In the case of a non-complex air traffic services provider, the function of the safety manager could be combined with another function within the organisation provided that sufficient independence is guaranteed. |  |  |  |
|  | ATS.OR.205 | Оценка и осигуряване на безопасност при промени във функционалната система  а) За всяка промяна, за която е уведомил в съответствие с точка ATM/ANS.OR.A.045, буква а), точка 1, доставчикът на обслужване на въздушното движение:  (1) гарантира, че е извършена оценка по отношение на безопасността за целия обхват на промяната, който включва:  (i) оборудването, процедурите и човешките елементи, които се променят;  (ii) интерфейсите и взаимодействията между променяните елементи и останалата част на функционалната система;  (iii) интерфейсите и взаимодействието между променяните елементи и контекста, в който е предвидено да функционират;  (iv) жизнения цикъл на промяната от определянето до нормалното функциониране, включително прехода за въвеждане;  (v) планирани влошени режими на работа на функционалната система; както и  (2) предоставя достатъчно убедителна гаранция чрез пълни, документирани и валидни аргументи, че критериите за безопасност, установени чрез прилагането на точка ATS.OR.210, са валидни, ще бъдат изпълнени и ще продължават да бъдат спазвани.  б) Доставчикът на обслужване на въздушното движение гарантира, че посочената в буква а) оценка на промяната по отношение на безопасността, включва:  (1) установяването на опасностите;  (2) определянето и обосновката на критериите за безопасност, приложими за промяната в съответствие с точка ATS.OR.210;  (3) анализа на риска за ефекти, свързани с промяната;  (4) оценката на риска и, ако е необходимо, намаляване на риска вследствие на промяната, така че тя да отговаря на приложимите критерии за безопасност;  (5) проверката, че:  (i) оценката съответства на обхвата на промяната, определен в буква а), точка 1;  (ii) промяната отговаря на критериите за безопасност;  (6) спецификацията на критериите за наблюдение, които са необходими, за да се докаже, че услугата, предоставяна от променената функционална система, ще продължи да отговаря на критериите за безопасност. |  |  |  |
|  | GM2 ATS.OR.205(a)(1) | Safety assessment and assurance of changes to the functional system  SCOPE OF THE CHANGE  (a) The description of the elements being changed includes the nature, functionality, location, performance, maintenance tasks, training and responsibilities of these elements, where applicable. The description of interfaces and interactions, between machines and between humans and machines, should include communication means, e.g. language, phraseology, protocol, format, order and timing and transmission means, where applicable. In addition, it includes the description of the context in which they operate.  (b) There are two main aspects to consider in evaluating the scope of a change:  (1) The interactions within the changed functional system;  (2) The interactions within the changing functional system, i.e. those that occur during transitions from the current functional system to the changed functional system. During such transitions, components are replaced/installed in the functional system. These installation activities are interactions within the changing functional system and are to be included within the scope of the change.  As each transition can be treated as a change to the functional system, the identification of both the above has a common approach described below.  (c) The scope of the change is defined as the set of the changed components and affected components. In order to identify the affected components and the changed components, it is necessary to:  (1) know which components will be changed;  (2) know which component’s (components’) behaviour might be directly affected by the changed components, although it is (they are) not changed itself (themselves);  (3) detect indirectly affected components by identifying:  (i) new interactions introduced by the changed or directly affected components; and/or  (ii) interactions with changed or directly affected components via the environment.  (4) Furthermore, directly and indirectly affected components will be identified as a result of applying the above iteratively to any directly and indirectly affected components that have been identified previously.  The scope of the change is the set of changed, directly impacted and indirectly impacted components identified when the iteration identifies no new components.  (d) The context in which the changed service is intended to operate (see ATS.OR.205(a)(1)(iii)) includes the interface through which the service will be delivered to its users. |  |  |  |
|  | AMC1 ATS.OR.205(b)(1) | Safety assessment and assurance of changes to the functional system  COMPLETENESS OF HAZARD IDENTIFICATION  The air traffic services provider should ensure that hazard identification:  (a) targets complete coverage of any condition, event, or circumstance related to the change, which could, individually or in combination, induce a harmful effect;  (b) has been performed by personnel trained and competent for this task; and  (c) need only include hazards that are generally considered as credible. |  |  |  |
|  | AMC2 ATS.OR.205(b)(1) | Safety assessment and assurance of changes to the functional system  HAZARDS TO BE IDENTIFIED  The following hazards should be identified:  (a) New hazards, i.e. those introduced by the change relating to the:  (1) failure of the functional system; and  (2) normal operation of the functional system; and  (b) Already existing hazards that are affected by the change and are related to:  (1) the existing parts of the functional systems; and  (2) hazards outside the functional system, for example, those inherent to aviation. |  |  |  |
|  | GM1 ATS.OR.205(b)(1) | Safety assessment and assurance of changes to the functional system  ED Decision 2017/001/R  HAZARD IDENTIFICATION  (a) Completeness of hazard identification  In order to achieve completeness in the identification of hazards, it might be beneficial to aggregate hazards and to formulate them in a more abstract way, e.g. at the service level. This might in turn have drawbacks when analysing and evaluating the risk of the hazards. The appropriate level of detail in the set of hazards and their formulation, therefore, depends on the change and the way the safety assessment is executed.  Only credible hazards need to be identified. A credible hazard is one that has a material effect on the risk assessment. A hazard will not be considered credible when it is either highly improbable that the hazard will occur or that the accident trajectories it initiates will materialise. In other words, a hazard need not be considered if it can be shown that it induces an insignificant risk.  (b) Sources of hazards  (1) Hazards introduced by failures or nominal operations of the ATM/ANS functional systems may include the following factors and processes:  (i) design factors, including equipment, procedural and task design;  (ii) operating practices, including the application of procedures under actual operating conditions and the unwritten ways of operating;  (iii) communications, including means, terminology, order, timing and language and including human–human, human–machine and machine–machine communications;  (iv) installation issues;  (v) equipment and infrastructure, including failures, outages, error tolerances, nuisance alerts, defect defence systems and delays; and  (vi) human performance, including restrictions due to fatigue and medical conditions, and physical limitations, when considered relevant to the change assessment.  (2) Hazards introduced in the context in which the ATM/ANS functional system operates may include the following factors and processes:  (i) wrong, insufficient or delayed information and inadequate services delivered by third parties;  (ii) personnel factors, including working conditions, company policies for and actual practice of recruitment, training and allocation of resources, when considered relevant to the change;  (iii) organisational factors, including the incompatibility of production and safety goals, the allocation of resources, operating pressures and the safety culture;  (iv) work environment factors such as ambient noise, temperature, lighting, annoyance, ergonomics and the quality of man–machine interfaces; and  (v) external threats such as fire, electromagnetic interference and sources of distraction, when considered relevant to the change.  (3) The hazards introduced in the context in which the ATM/ANS services are delivered may include the following factors and processes:  (i) errors, failures, non-compliance and misunderstandings between the airborne and ground domains;  (ii) traffic complexity, including traffic growth, fleet mix and different types of traffic, when considered relevant to the change;  (iii) wrong, insufficient or delayed information delivered by third parties;  (iv) inadequate service provisioning by third parties; and  (v) external physical factors, including terrain, weather phenomena, volcanoes and animal behaviour, when considered relevant to the change.  (c) Methods to identify hazards  (1) The air traffic services provider may use a combination of tools and techniques, including functional analysis, what if techniques, brainstorming sessions, expert judgement, literature search (including accident and incident reports), queries of accident and incident databases in order to identify hazards.  (2) The air traffic services provider needs to make sure that the method is appropriate for the change and produces (either individually or in combination) a valid (necessary and sufficient) set of hazards. This may be aided by drawing up a list of the functions associated with part of the functional system being changed. The air traffic services provider needs to make sure their personnel that use these techniques are appropriately trained to apply these methods and techniques. |  |  |  |
|  | AMC2 ATS.OR.205(b)(3) | Safety assessment and assurance of changes to the functional system  SEVERITY CLASSIFICATION OF ACCIDENTS LEADING TO HARMFUL EFFECTS  When performing a risk analysis in terms of risk, the air traffic services provider should ensure that the harmful effects of all hazards are allocated a safety severity category and that, where there is more than one safety severity category of harm, any severity classification scheme satisfies the following criteria:  (a) The scheme is independent of the causes of the accidents that it classifies, i.e. the severity of the worst accident does not depend upon whether it was caused by an equipment malfunction or human error;  (b) The scheme permits unique assignment of every harmful effect to a severity category;  (c) The severity categories are expressed in terms of a single scalar quantity and in terms relevant to the field of their application;  (d) The level of granularity (i.e. the span of the categories) is appropriate to the field of their application;  (e) The scheme is supported by rules for assigning a harmful effect unambiguously to a severity category; and  (f) The scheme is consistent with the air traffic services providers views of the severity of the harmful effects covered and can be shown to incorporate societal views of their severity. |  |  |  |
|  | AMC1 ATS.OR.205(b)(4) | Safety assessment and assurance of changes to the functional system  RISK EVALUATION  The air traffic services provider should ensure that the risk evaluation includes:  (a) an assessment of the identified hazards for a notified change, including possible mitigation means, in terms of risk or in terms of proxies or a combination of them;  (b) a comparison of the risk analysis results against the safety criteria taking the uncertainty of the risk assessment into account; and  (c) the identification of the need for risk mitigation or reduction in uncertainty or both. |  |  |  |
|  | AMC2 ATS.OR.205(b)(4) | Safety assessment and assurance of changes to the functional system  RISK MITIGATION  When the risk evaluation results show that the safety criteria cannot be satisfied, then the air traffic services provider should either abandon the change or propose additional means of mitigating the risk. If risk mitigation is proposed, then the air traffic services provider should ensure that it identifies:  (a) all of the elements of the functional system, e.g. training, procedures that need to be reconsidered; and  (b) for each part of the amended change, those parts of the safety assessment (requirements from (1) to (6) listed in ATS.OR.205(b)) that need to be repeated in order to demonstrate that the safety criteria will be satisfied. |  |  |  |
|  | AMC1 ATS.OR.205(b)(6) | Safety assessment and assurance of changes to the functional system  MONITORING OF INTRODUCED CHANGE  The air traffic services provider should ensure that within the safety assessment process for a change, the monitoring criteria, that are to be used to demonstrate that the safety case remains valid during the operation of the changed functional system, are identified and documented. These criteria are specific to the change and should be such that they indicate that:  (a) the assumptions made in the argument remain valid;  (b) critical proxies remain as predicted in the safety case and are no more uncertain; and  (c) other properties that may be affected by the change remain within the bounds predicted by the safety case. |  |  |  |
|  | ATS.OR.210 | **Критерии за безопасност**  а) Доставчикът на обслужване на въздушното движение определя приемливостта на дадена промяна във функционална система от гледна точка на безопасността въз основа на анализ на рисковете, свързани с въвеждането на промяната, диференцирана в зависимост от вида на операциите и типовете заинтересовани страни, според случая.  б) Приемливостта на дадена промяна от гледна точка на безопасността се оценява чрез специфични и проверими критерии за безопасност, като всеки критерий се изразява по отношение на определено, количествено равнище на риска за безопасността или друга мярка, която се отнася до риск за безопасността.  в) Доставчикът на обслужване на въздушното движение гарантира, че критериите за безопасност:  (1) са обосновани за конкретната промяна, като се отчита видът на промяната;  (2) когато са изпълнени, предвиждат, че след промяната функционалната система ще бъде също толкова безопасна, колкото преди това, или доставчикът на аеронавигационно обслужване предоставя аргументи, потвърждаващи, че:  (i) всяко временно намаляване на безопасността ще бъде компенсирано от бъдещи подобрения на безопасността; или  (ii) всяко трайно намаляване на безопасността е с други благоприятни последици;  (3) взети заедно, гарантират, че промяната не поражда неприемлив риск за безопасността на обслужването;  (4) спомагат за подобряването на безопасността, винаги когато това е разумно осъществимо. |  |  |  |
| **РАЗДЕЛ 4 – ИЗИСКВАНИЯ ОТНОСНО КОМУНИКАЦИЯТА** | | | | | |
|  | ATS.OR.400 | **Аеронавигационно подвижно обслужване (комуникации въздух-земя) - общи положения**  …  в) Когато за целите на полетно-информационното обслужване, включително летищното полетно-информационно обслужване, се ползва пряка двупосочна гласова връзка или линия за предаване на данни въздух-земя, доставчикът на обслужване на въздушното движение осигурява записващи устройства на всички комуникационни канали въздух-земя, освен ако е предписано друго от компетентният орган. |  |  |  |
|  | ATS.OR.405 | **Използване и наличие на авариен УКВ канал**  а) Съгласно член 3г аварийният УКВ канал (121,500 MHz) се използва само за действителни аварийни цели, които включват което и да е от изброените:  (1) осигуряване на свободен канал между въздухоплавателно средство в бедствие или аварийно състояние и наземна станция, когато обичайните канали се използват за други въздухоплавателни средства;  (2) осигуряване на УКВ канал за комуникация между въздухоплавателните средства и летищата, който обикновено не се използва за международни въздухоплавателни услуги, в случай на възникване на аварийна ситуация;  (3) осигуряване на общ УКВ канал за комуникация между въздухоплавателните средства, граждански или военни, и между такива въздухоплавателни средства и наземни служби, участващи в съвместни операции по търсене и спасяване, преди да се премине, когато е уместно, към подходяща честота;  (4) осигуряване на комуникация въздух—земя с въздухоплавателни средства, когато отказ на бордовото оборудване не позволява използването на обичайните канали;  (5) осигуряване на канал за функционирането на аварийни предаватели на местоположението (ELT) и за комуникация между спасителни съдове и въздухоплавателни средства, участващи в операции по търсене и спасяване;  (6) осигуряване на общ УКВ канал за комуникация между граждански въздухоплавателни средства и прeхващачи или органи за контрол на прехвата и между граждански въздухоплавателни средства или прехващачи и органи за обслужване на въздушното движение в случай на прехват на граждански въздухоплавателни средства.  б) Доставчикът на обслужване на въздушното движение осигурява честота 121,500 MHz:  (1) на всички районни контролни центрове и центрове за полетна информация;  (2) на летищни контролни кули и органи за контрол на подхода, обслужващи международни летища и международни резервни летища;  (3) на всяко допълнително място, определено от компетентния орган, когато осигуряването на тази честота се счита за необходимо за гарантиране на незабавно приемане на обаждания за бедствие или за осъществяване на целите, посочени в буква а). |  |  |  |
|  | ATS.OR.410 | **Аеронавигационно подвижно обслужване (комуникации въздух-земя)- полетно-информационно обслужване**  а) Доставчикът на обслужване на въздушното движение осигурява, доколкото е възможно и след одобрение от компетентния орган, че средствата за комуникация въздух-земя позволяват да се осъществява двустранна комуникация между даден център за полетна информация и подходящо оборудвано въздухоплавателно средство, изпълняващо полет навсякъде в района за полетна информация.  б) Доставчикът на обслужване на въздушното движение гарантира, че средствата за комуникация въздух-земя позволяват да се осъществява директна, бърза, непрекъсната и свободна от смущения двустранна комуникация между даден орган за летищно полетно-информационно обслужване и подходящо оборудвано въздухоплавателно средство, изпълняващо полет в границите на въздушното пространство, упоменато в точка ATS.TR.110, буква а), подточка 3. |  |  |  |
|  | ATS.OR.435 | **Аеронавигационно неподвижно обслужване (комуникации земя-земя) - комуникация в рамките на даден район за полетна информация**  а) Комуникация между органите за обслужване на въздушното движение  (1) Доставчикът на обслужване на въздушното движение гарантира, че центърът за полетна информация разполага със средства за комуникация със следните органи, предоставящи обслужване в неговата зона на отговорност:  i)с районния контролен център;  ii) с органите за контрол на подхода;  iii) с летищните контролни кули;  iv) с органите за летищно полетно-информационно обслужване.  ….  (2) Доставчикът на обслужване на въздушното движение гарантира, че органът за контрол на подхода, летищната контролна кула и органът за летищно полетно-информационно обслужване разполагат със средства за комуникация със следните органи, предоставящи обслужване в тяхната зона на отговорност:  i) със съответните военни органи;  ii) със спасителни и аварийни служби (включително за спешна медицинска помощ, пожарогасене и т.н.);  iii) с доставчика на метеорологично обслужване, който осигурява услуги на съответния орган;  iv) с аеронавигационната телекомуникационна станция, обслужваща съответния орган;  v) с органите, предоставящи обслужване по управление на перона, когато са обособени.  (3) С оглед на задълженията, посочени в раздел 11 от приложението към Регламент за изпълнение (ЕС) № 923/2012, средствата за комуникация, които се изискват съгласно буква б), подточка 1, i) и буква б), подточка 2, i), следва да включват съоръжения за бърза и надеждна комуникация между съответния орган за обслужване на въздушното движение и военния орган или военните органи, отговарящи за контрола на операции по прехват в зоната на отговорност на органа за обслужване на въздушното движение.  в) Описание на комуникационните средства  (1) Комуникационните средства, които се изискват съгласно буква а), буква б), подточка 1, i) и буква б), подточка 2, i), ii) и iii), осигуряват възможност за:  i) пряка речева комуникация, самостоятелно или в комбинация с комуникация по линия за предаване на данни, при която в случай на предаване на контрол с помощта на радари или ADS-B, комуникациите се осъществяват мигновено, а за други цели — обикновено се установяват в рамките на 15 секунди;  ii) разпечатвана комуникация, когато се изисква писмен запис; времето за преминаване на съобщението при такава комуникация е не повече от 5 минути.  (2) Във всички случаи, които не са обхванати от буква в), подточка 1, комуникационните средства осигуряват възможност за:  i) пряка речева комуникация, самостоятелно или в комбинация с комуникация по линия за предаване на данни, при която комуникациите обикновено се установяват в рамките на 15 секунди;  ii) разпечатвана комуникация, когато се изисква писмен запис; времето за преминаване на съобщението при такава комуникация е не повече от 5 минути.  (3) Във всички случаи, когато се изисква автоматично прехвърляне на данни към или от компютрите на органа за обслужване на въздушното движение, или и в двете посоки, се осигуряват подходящи средства за автоматично записване.  (4) Комуникационните средства, които се изискват съгласно буква б), подточка 2, i), ii) и iii), осигуряват възможност за пряка речева комуникация, поддържаща конферентна връзка, при която комуникациите обикновено се установяват в рамките на 15 секунди.  (5) Всички средства за пряка речева комуникация или за комуникация по линия за предаване на данни между звената за обслужване на въздушното движение и между органите за обслужване на въздушното движение и други органи, описани в буква б), точка 1 и 2, следва да бъдат снабдени с устройства за автоматично записване. |  |  |  |
|  | GM1 ATS.OR.435(a) | Aeronautical fixed service (ground-ground communications) — communication within a flight information region  PROCEDURES FOR DIRECT-SPEECH COMMUNICATIONS  An air traffic services provider should develop appropriate procedures for direct-speech communications to permit immediate connections to be made for very urgent calls concerning the safety of aircraft, and the interruption, if necessary, of less urgent calls in progress at the time. |  |  |  |
|  | ATS.OR.445 | **Комуникация с цел контрол или управление на автотранспортни средства, различни от въздухоплавателни средства, движещи се в маневрени площи на летищата**  а) Освен когато се счита за достатъчно комуникацията да се осъществява чрез система от визуални сигнали, доставчикът на обслужване на въздушното движение осигурява средства за двустранна радиотелефонна комуникация за всяка от следните услуги:  (1) обслужване по контрол на летищното движение с цел контрол на автотранспортни средства, движещи се в маневрената площ;  (2) летищно полетно-информационно обслужване за управление на автотранспортни средства, движещи се в маневрената площ, когато такова обслужване се предоставя в съответствие с точка ATS.TR.305, буква е).  б) Необходимостта от отделни комуникационни канали за контрол или управление на автотранспортни средства, движещи се в маневрената площ, се определя въз основа на оценка на безопасността.  в) За всички канали, посочени в буква б), се осигуряват средства за автоматично записване. |  |  |  |
|  | GM1 ATS.OR.445(a) | Communications for the control or management of vehicles other than aircraft on manoeuvring areas at aerodromes  SYSTEM OF VISUAL SIGNALS FOR COMMUNICATION BETWEEN AERODROME AIR TRAFFIC SERVICES UNITS AND VEHICLES ON THE MANOEUVRING AREA  … |  |  |  |
|  | ATS.OR.455 | **Retention of recorded information and data**  (a) An air traffic services provider shall retain for a period of at least 30 days the following:  (1) recordings of communications channels, as specified in points ATS.OR.400(b) and (c);  (2) recordings of data and communications, as specified in points ATS.OR.435(c)(3) and (5);  (3) automatic recordings, as specified in point ATS.OR.440;  (4) recordings of communications, as specified in point ATS.OR.445;  (5) recordings of data, as specified in point ATS.OR.450;  (6) paper flight progress strips, electronic flight progress and coordination data.  (b) When the recordings and logs listed in point (a) are pertinent to accident and incident investigations, they shall be retained for longer periods until it is evident that they will no longer be required. |  |  |  |
|  | ATS.OR.460 | **Background communication and aural environment recording**  (a) Unless otherwise prescribed by the competent authority, air traffic services units shall be equipped with devices that record background communication and the aural environment at air traffic controller’s, or the flight information service officer’s, or the AFIS officer’s work stations, as applicable, capable of retaining the information recorded during at least the last 24 hours of operation.  (b) Such recordings shall only be used for the investigation of accidents and incidents which are subject to mandatory reporting. |  |  |  |
| **РАЗДЕЛ 5 ИЗИСКВАНИЯ ОТНОСНО ИНФОРМАЦИЯТА** | | | | | |
|  | ATS.OR.515 | **Метеорологична информация за летищни контролни кули и органи за летищно полетно-информационно обслужване**  а) Доставчикът на обслужване на въздушното движение гарантира, че на летищните контролни кули и, ако не е предписано друго от компетентния орган, на органите за летищно полетно-информационно обслужване се предоставя метеорологична информация съгласно точка MET.OR.242, буква а) от приложение V за летището, които ги засяга.  б) Доставчикът на обслужване на въздушното движение гарантира, че на летищните контролни кули и на органите за летищно полетно-информационно обслужване се предоставят актуални данни за налягането на летището, които ги засяга, необходими за настройка на висотомерите.  в) Доставчикът на обслужване на въздушното движение гарантира, че летищните контролни кули и органите за летищно полетно-информационно обслужване са оборудвани с дисплей или дисплеи на приземния вятър. Дисплеят или дисплеите следва да са свързани със същото място или места на наблюдение и да получават сведения от същия сензор или сензори като съответния дисплей или дисплеи в аеронавигационната метеорологична станция, където такава съществува. Когато се използват множество сензори, свързаните с тях дисплеи са ясно обозначени така, че да указват пистата и участъка от ПИК, контролирани от всеки сензор.  г) Доставчикът на обслужване на въздушното движение гарантира, че летищните контролни кули и органите за летищно полетно-информационно обслужване на летища, на които стойностите за видимост на ПИК се измерват с прибори, са оборудвани с дисплей или дисплеи, които позволяват отчитане на текущите стойности за видимост на ПИК. Дисплеят или дисплеите следва да са свързани със същото място или места на наблюдение и да получават сведения от същия сензор или сензори като съответния дисплей или дисплеи в аеронавигационната метеорологична станция, където такава съществува.  д) Доставчикът на обслужване на въздушното движение гарантира, че летищните контролни кули и органите за летищно полетно-информационно обслужване на летища, на които относителната височина на долната граница на облачността се определя с прибори, са оборудвани с дисплей или дисплеи, които позволяват отчитане на текущите стойности на височината на долната граница на облачността. Дисплеите следва да са свързани със същото място или места на наблюдение и да получават сведения от същия сензор или сензори като съответния дисплей или дисплеи в летищната контролна кула и в органа за летищно полетно-информационно обслужване, както и в аеронавигационната метеорологична станция, където такава съществува.  е) Доставчикът на обслужване на въздушното движение гарантира, че на летищните контролни кули и на органите за летищно полетно-информационно обслужване се предоставя налична информация за срез на вятъра, който може да повлияе неблагоприятно на въздухоплавателните средства по траекторията за кацане или излитане или при визуално продължение на подход за кацане по прибори, както и на въздухоплавателни средства, намиращи се на пистата и извършващи пробег след кацане или разбег при излитане.  ж) Доставчикът на обслужване на въздушното движение гарантира, че на летищните контролни кули и на органите за летищно полетно-информационно обслужване и/или на други подходящи органи се изпращат предупреждения за летището в съответствие с точка MET.OR.215, буква б) от приложение V. |  |  |  |
|  | ATS.OR.520 | **Информация за условията на летището и за експлоатационното състояние на свързаните с него съоръжения**  Доставчикът на обслужване на въздушното движение гарантира, че летищните контролни кули, органите за летищно полетно-информационно обслужване и органите, предоставящи обслужване по контрол на подхода, получават текущо от оператора на летището актуална информация за условия в работната площ, които са от значение за експлоатацията, включително наличие на временни опасности, както и за експлоатационното състояние на всички свързани съоръжения на летището или летищата, които ги засягат. |  |  |  |
|  | АTS.OR.530 | **Препращане на информация за спирачния ефект**  Ако доставчик на обслужване на въздушното движение получи чрез гласова комуникация специален доклад от въздухоплавателно средство относно спирачен ефект, който не съответства на докладвания, доставчикът информира незабавно съответния летищен оператор. |  |  |  |
| ПОДЧАСТ Б — ТЕХНИЧЕСКИ ИЗИСКВАНИЯ ЗА ДОСТАВЧИЦИТЕ НА ОБСЛУЖВАНЕ НА ВЪЗДУШНОТО ДВИЖЕНИЕ (ATS.TR) | | | | | |
| РАЗДЕЛ 1 — ОБЩИ ИЗИСКВАНИЯ | | | | | |
|  | ATS.TR.100 | **Цели на обслужването на въздушното движение** (ОВД)  Целите на обслужването на въздушното движение са:  а) предотвратяване на сблъскване между въздухоплавателни средства;  б) предотвратяване на сблъскване между въздухоплавателни средства и препятствия по маневрената площ;  в) подреждане и поддържане на последователен поток на въздушното движение;  г) предоставяне на препоръки и информация, необходими за безопасното и ефективното изпълнение на полети;  д) уведомяване на съответните организации във връзка с въздухоплавателни средства, които се нуждаят от помощ, свързана с търсене и спасяване, както и за подпомагане на подобни организации в съответствие с изискванията.“ |  |  |  |
|  | ATS.TR.105 | **Разделение на дейностите по обслужване на въздушното движение**  Обслужването на въздушното движение обхваща следните услуги:  ….  б) полетно-информационно обслужване или консултативно обслужване на въздушното движение, или и двете, за постигане на целта, определена в точка ATS.TR.100, буква г);  в) аварийно-оповестително обслужване за постигане на целта, определена в точка ATS.TR.100, буква д). |  |  |  |
|  | ATS.TR.110 | **Създаване на органи, предоставящи обслужване на въздушното движение**  а) Обслужването на въздушното движение се осъществява от обособени органи, както следва:  …  (3) създават се органи за летищно полетно-информационно обслужване, които предоставят полетно-информационно обслужване и аварийно-оповестително обслужване на летища с полетно-информационно обслужване и във въздушното пространство, свързано с такива летища.  б) Създава(т) се пункт или пунктове за събиране на докладите за обслужване на въздушното движение или други структури, които да получават доклади, отнасящи се до обслужването на въздушното движение, и полетни планове, представяни преди отлитане. |  |  |  |
|  | ATS.TR.115 | Обозначаване на органите за обслужване на въздушното движение  а) Органите за обслужване на въздушното движение се обозначават недвусмислено, както следва:  …  (3) органите за летищно полетно-информационно обслужване обикновено се обозначават с името на летището, което обслужват, или с името на близкия град, населено място, географски обект или район.  б) Към наименованието на органите и службите за обслужване на въздушното движение се добавя едно от следните означения, според случая:  ….  (10) орган за летищно полетно-информационно обслужване - ИНФОРМАЦИЯ (INFORMATION). |  |  |  |
|  | ATS.TR.125 | **Изразяване на вертикалното местоположение на въздухоплавателно средство (ВС)**  …  б) Когато въздухоплавателно средство, което е получило разрешение за кацане или е уведомено, че има свободна писта за кацане на летище с летищно полетно-информационно обслужване (AFIS), завършва своя подход, ползвайки атмосферно налягане при превишението на летището (QFE), вертикалното местоположение на въздухоплавателното средство се изразява като височина над превишението на летището по време на частта от полета, за която може да се използва QFE, с уточнението, че то се изразява като височина над превишението на прага на ПИК:  (1) за оборудвани писти за излитане и кацане, ако прагът е 2 m (7 ft) или повече под превишението на летището;  (2) за писти, оборудвани за точен подход за кацане. |  |  |  |
|  | ATS.TR.140 | **Предоставяне на информация за настройка на висотомера**  а) Съответните органи за обслужване на въздушното движение трябва да разполагат и при поискване да са в състояние да предадат по всяко време на въздухоплавателните средства, намиращи се в полет, информация, необходима за определяне на най-ниското полетно ниво, на което се осигурява достатъчно разстояние от терена, по маршрути или по участъци от маршрути, за които тази информация е необходима.  б) Центровете за полетна информация и районните контролни центрове трябва да разполагат и при поискване да са в състояние да предадат на въздухоплавателните средства подходящ брой доклади за QNH или прогнозни данни за налягането в районите за полетна информация и в контролираните райони, за които отговарят, както и за съседните на тях.  в) На екипажа на въздухоплавателното средство своевременно се осигурява преходно ниво, преди то да бъде достигнато при снижението.  г) Освен когато е известно, че въздухоплавателното средство вече е получило информацията при насочено предаване, настройката QNH на висотомера се включва в:  (1) разрешението за снижение при първо разрешение за височина под преходното ниво;  (2) разрешението за подход или за влизане в летищната схема на полетите;  (3) разрешенията за рулиране за излитащи въздухоплавателни средства.  д) Настройка QFE на висотомера, както е предвидено в точка ATS.TR.125, буква б), се осигурява на въздухоплавателното средство при поискване или редовно в съответствие с местните разпоредби.  е) Съответните органи за обслужване на въздушното движение закръглят настройките на висотомера, които предоставят на въздухоплавателното средство, надолу до най-близкия хектопаскал. |  |  |  |
|  | ATS.TR.150 | Аеронавигационни наземни светлини  Доставчикът на обслужване на въздушното движение установява процедури за експлоатация на аеронавигационните наземни светлини, независимо дали се намират на дадено летище или в района на същото летище. |  |  |  |
|  |  | AMC1 ATS.TR.150 Aeronautical ground lights  GM1 to AMC1 ATS.TR.150 Aeronautical ground lights |  |  |  |
| **РАЗДЕЛ 3 ПОЛЕТНО-ИНФОРМАЦИОННО ОБСЛУЖВАНЕ** | | | | | |
|  | ATS.TR.305 | **Обхват на полетно-информационното обслужване**  а) Полетно-информационното обслужване включва осигуряване на подходяща информация:  (1) SIGMET и AIRMET;  (2) относно вулканична дейност преди изригване, вулканично изригване и облаци от вулканична пепел;  (3) относно отделянето в атмосферата на радиоактивни материали или токсични химикали;  (4) относно промените в наличието на радионавигационното обслужване;  (5) относно промените в условията на летищата и свързаните с тях съоръжения, включително относно състоянието на работните площи на летищата при сняг, лед или сериозно наводнение;  (6) относно безпилотните неуправляеми аеростати;  (7) информация за необичайна конфигурация и състояние на въздухоплавателното средство;  (8) всякаква друга информация, която може да е от значение за безопасността.  б) В допълнение към буква а) полетно-информационното обслужване на полети включва предоставянето на информация относно:  (1) докладваните атмосферни условия или прогнозата за атмосферните условия на летището на отлитане, летището на местоназначение и резервните летища;  (2) опасностите от сблъскване за въздухоплавателните средства, извършващи полети във въздушно пространство класове C, D, E, F и G;  (3) за полети над водни повърхности, доколкото е практически възможно и при поискване от пилота — всякаква налична информация като радиопозивна, местоположение, истинската пътна линия, скорост и т.н. на надводните плавателни съдове в района;  (4) съобщения, включително разрешения, получени от други органи за обслужване на въздушното движение, които се препредават на въздухоплавателни средства;  в) в допълнение към съответните елементи, посочени в букви а) и б), полетно-информационното обслужване на полети включва предоставянето на информация относно:  (1) опасностите от сблъскване с въздухоплавателни средства, автотранспортни средства и лица, извършващи дейности в маневрената площ;  (2) използваемата ПИК.  г) Органите за обслужване на въздушното движение предават при първа възможност специални и непланови доклади за полетите към:  (1) други засегнати въздухоплавателни средства;  (2) съответната метеорологична служба за следене в съответствие с допълнение 5 към Регламент за изпълнение (ЕС) № 923/2012;  (3) други засегнати органи за обслужване на въздушното движение.  Предаванията към въздухоплавателните средства се повтарят с честота и в продължение на период от време, които се определят от съответния орган за обслужване на въздушното движение.  д) Полетно-информационното обслужване на полети по ПВП включва освен посоченото в буква а), също и предоставяне на налична информация относно движението и атмосферните условия по маршрута на полета, които могат да направят извършването на полет по ПВП практически невъзможно.  е) Когато това е предписано от компетентния орган, органът за летищно полетно-информационно обслужване управлява движението на автотранспортни средства и лица по маневрената площ в съответствие с всички или с някои разпоредби на точка ATS.TR.240. |  |  |  |
|  | AMC1 ATS.TR.305 | Scope of flight information service  TRANSMISSION OF INFORMATION  (a) Means of transmission  (1) Information should be disseminated to aircraft by one or more of the following means:  (i) the preferred method of directed transmission on the initiative of the appropriate air traffic services unit to an aircraft, ensuring that receipt is acknowledged; or  (ii) general call, unacknowledged transmission to all aircraft concerned; or  (iii) broadcast; or  (iv) data link.  (2) The use of general calls should be limited to cases where it is necessary to disseminate essential information to several aircraft without delay, e.g. the sudden occurrence of hazards, a change of the runway-in-use, or the failure of a key approach and landing aid.  (b) Transmission of special air-reports, SIGMET and AIRMET information  (1) Appropriate SIGMET and AIRMET information, as well as special air-reports which have not been used for the preparation of a SIGMET, should be disseminated to aircraft by one or more of the means specified in point (a) as established by the competent authority. Special air-reports should be transmitted with the least possible delay and disseminated to aircraft for a period of 60 minutes after their issuance.  (2) The special air-report, SIGMET and AIRMET information to be passed on to aircraft on ground initiative should cover a portion of the route up to 1 hour’s flying time ahead of the aircraft.  (c) Transmission of information concerning volcanic activity  Information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds (position of clouds and flight levels affected) should be disseminated to aircraft by one or more of the means specified in point (a) as established by the competent authority.  (d) Transmission of information concerning radioactive materials and toxic chemical clouds  Information on the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace within the area of responsibility of the air traffic services unit should be transmitted to aircraft by one or more of the means specified in point (a).  (e) Transmission of local special reports, SPECI and amended TAF  (1) Special reports and amended TAF should be transmitted on request and supplemented by:  (i) directed transmission from the appropriate air traffic services unit of selected special reports and amended TAF for the departure, destination and its alternate aerodromes, as listed in the flight plan; or  (ii) a general call on appropriate frequencies for the unacknowledged transmission to affected aircraft of selected special reports and amended TAF; or  (iii) continuous or frequent broadcast or the use of data link to make available current METAR and TAF in areas determined on the basis of regional air navigation agreements where traffic congestion dictates. VOLMET broadcasts and/or D-VOLMET should be used to serve this purpose.  (2) The passing of amended aerodrome forecasts to aircraft on the initiative of the appropriate air traffic services unit should be limited to that portion of the flight where the aircraft is within a specified time from the aerodrome of destination, such time being established on the basis of regional air navigation agreements.  (3) SPECI should, when issued for aerodromes not serving scheduled commercial air transport, be transmitted on request.  (f) Transmission of information on heavy or medium unmanned free balloons  Appropriate information on heavy or medium unmanned free balloons should be disseminated to aircraft by one or more of the means specified in point (a).  (g) Transmission of information to supersonic aircraft  The following information should be available at appropriate ACCs or flight information centres for aerodromes determined by the competent authority and should be transmitted on request to supersonic aircraft prior to commencement of deceleration/descent from supersonic cruise:  (1) current meteorological reports and forecasts, except that where communications difficulties are encountered under conditions of poor propagation, the elements transmitted may be limited to:  (i) mean surface wind, direction and speed (including gusts);  (ii) visibility or RVR;  (iii) amount and height of base of low clouds;  (iv) other significant information; and  (v) if appropriate, information regarding expected changes;  (2) operationally significant information on the status of facilities relating to the runway-in-use, including the precision approach category in the event that the lowest approach category promulgated for the runway is not available; and  (3) sufficient information on the runway surface conditions to permit assessment of the runway braking action. |  |  |  |
|  | GM1 ATS.TR.305 | Scope of flight information service  PRESENTATION OF INFORMATION FOR THE PROVISION OF FLIGHT INFORMATION SERVICE  (a) The air traffic services provider should consider the manner in which data and information are provided to the FIS officer/AFIS officer, paying particular attention, where applicable, to the method of representing the air traffic situation to the FIS officer/AFIS officer and taking into account human performance. Additional guidance on human performance may be found in ICAO Doc 9683 ‘Human Factors Training Manual’.  (b) All information and data, including data related to individual aircraft, should be presented in a manner which minimises the potential for misinterpretation or misunderstanding.  (c) Where used, data generated automatically should be presented to the FIS officer/AFIS officer in a timely manner. The presentation of information and data for individual flights should continue until such time as the data is no longer required for the purpose of providing flight information service, or until terminated by the FIS officer/AFIS officer.  (d) Information displays may be generated and updated automatically, or the data may be entered and updated by authorised personnel. |  |  |  |
|  | GM1 ATS.TR.305(a);(b);(c) | Scope of flight information service  INFORMATION TO AIRCRAFT BY AFIS UNITS — AERODROME AND METEOROLOGICAL INFORMATION  (a) Prior to taxiing for take-off, the AFIS unit should advise aircraft of the following elements of information, in the order listed, with the exception of such elements which are known to have been already received by the aircraft:  (1) the runway-in-use;  (2) the surface wind direction and speed, including significant variations therefrom;  (3) the QNH altimeter setting and, either on a regular basis in accordance with local arrangements or if so requested by the aircraft, the QFE altimeter setting;  (4) the air temperature for the runway-in-use, in the case of turbine-engined aircraft;  (5) the visibility representative of the direction of take-off and initial climb, if less than 10 km, or, when applicable, the RVR value(s) for the runway-in-use; and  (6) the correct time.  (b) Prior to take-off, the AFIS unit should advise aircraft of:  (1) any significant changes in the surface wind direction and speed, the air temperature, and the visibility or RVR value(s) given in accordance with point (a); and  (2) significant meteorological conditions in the take-off and climb-out area, except when it is known that the information has already been received by the aircraft. ‘Significant meteorological conditions’ in this context include the occurrence or expected occurrence of cumulonimbus or thunderstorm, moderate or severe turbulence, wind shear, hail, moderate or severe icing, severe squall line, freezing precipitation, severe mountain waves, sandstorm, dust storm, blowing snow, tornado or waterspout in the take-off and climb-out area. |  |  |  |
|  | GM2 ATS.TR.305(a);(b);(c) | Scope of flight information service  INFORMATION TO AIRCRAFT BY AFIS UNITS — INFORMATION FOR ARRIVING AIRCRAFT  (a) Prior to entering the traffic circuit or commencing its approach to land, the AFIS unit should provide aircraft with the following elements of information, in the order listed, with the exception of such elements which are known to have been already received by the aircraft:  (1) the runway-in-use;  (2) the surface wind direction and speed, including significant variations therefrom; and  (3) the QNH altimeter setting and, either on a regular basis in accordance with local arrangements or if so requested by the aircraft, the QFE altimeter setting.  (b) For arriving IFR traffic that intends to conduct an instrument approach, the AFIS unit should, as early as practicable after an aircraft has established communication with the unit, transmit to the aircraft the following elements of information, in the order listed, with the exception of such elements which are known to have been already received by the aircraft :  (1) Runway-in-use; and  (2) Meteorological information, as follows:  (i) surface wind direction and speed, including significant variations therein;  (ii) visibility and, when applicable, RVR;  (iii) present weather;  (iv) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;  (v) air temperature;  (vi) dew point temperature, inclusion determined on the basis of a regional air navigation agreement;  (vii) altimeter setting(s);  (viii) any available information on significant meteorological phenomena in the approach area; and  (ix) trend-type landing forecast, when available.  (c) For arriving IFR traffic conducting an instrument approach, at the commencement of final approach the AFIS unit should transmit the following information to the aircraft:  (1) significant variations in the mean surface wind direction and speed. ‘Significant variations’ are specified in point (a)(3) of MET.TR.205. However, if the AFIS unit transmits wind information in the form of components, the significant changes are:  (i) mean headwind component: 19 km/h (10 kt);  (ii) mean tailwind component: 4 km/h (2 kt); and  (iii) mean crosswind component: 9 km/h (5 kt);  (2) the latest information, if any, on wind shear and/or turbulence in the final approach area; and  (3) the current visibility representative of the direction of approach and landing or, when provided, the current RVR value(s) and the trend.  (d) For arriving IFR traffic conducting an instrument approach, during the final approach the AFIS unit should transmit without delay the following information to the aircraft:  (1) the sudden occurrence of hazards (e.g. unauthorised traffic on the runway);  (2) significant variations in the current surface wind, expressed in terms of minimum and maximum values;  (3) significant changes in runway surface conditions;  (4) changes in the operational status of required visual or non-visual aids;  (5) changes in observed RVR value(s), in accordance with the reported scale in use, or changes in the visibility representative of the direction of approach and landing. |  |  |  |
|  | GM3 ATS.TR.305(a);(b);(c) | Scope of flight information service  TRAFFIC INFORMATION TO AIRCRAFT IN THE AFIS CONTEXT  The AFIS unit should provide the following information, as appropriate:  (a) direction of flight of aircraft concerned;  (b) type and wake turbulence category (if known) of aircraft concerned;  (c) level of aircraft concerned, including possible changes;  (d) relative bearing of the aircraft concerned in terms of the 12-hour clock as well as distance from the conflicting traffic; or  (1) actual or estimated position of the aircraft concerned; or  (2) estimated times; and  (e) any other information considered relevant (e.g. approaching, crossing the flight information zone, estimated take-off or landing time). |  |  |  |
|  | GM4 ATS.TR.305(a);(b);(c) | Scope of flight information service  LOCAL TRAFFIC INFORMATION TO AIRCRAFT IN THE AFIS CONTEXT  AFIS units should issue traffic information on local traffic in a timely manner, either directly or through the unit providing approach control service when, in the judgement of the AFIS unit, such information is necessary in the interest of safety, or when requested by aircraft. Local traffic should be described so as to be easily identified by the pilot. |  |  |  |
|  | GM5 ATS.TR.305(a);(b);(c) | Scope of flight information service  WAKE TURBULENCE AND JET BLAST HAZARDS INFORMATION TO AIRCRAFT IN THE AFIS CONTEXT  (a) The responsibility for wake turbulence avoidance rests entirely with the pilot-in-command. AFIS units should, to the extent practicable, advise aircraft of the expected occurrence of hazards caused by turbulent wake. Such information will be provided by the warning ‘caution wake turbulence’ and may also include relevant information on the aircraft concerned.  (b) In providing information, AFIS units should take into account the hazards caused by jet blast, helicopter downwash turbulence and propeller slipstream to taxiing aircraft, to aircraft taking off or landing, particularly when intersecting runways are being used, and to vehicles and personnel operating on the aerodrome. |  |  |  |
|  | AMC1 ATS.TR.305(a)(5) | Scope of flight information service  ESSENTIAL INFORMATION ON AERODROME CONDITIONS  Essential information on aerodrome conditions should be given to every aircraft, except when it is known that the aircraft has already received all or part of the information from other sources, including NOTAM(s), ATIS broadcasts, and the display of suitable signals. The information should be given in sufficient time for the aircraft to make proper use of it, and the hazards should be identified as distinctly as possible. |  |  |  |
|  | GM1 to AMC1 ATS.TR.305(a)(5) | Scope of flight information service  ESSENTIAL INFORMATION ON AERODROME CONDITIONS  (a) Essential information on aerodrome conditions is information necessary to safety in the operation of aircraft, which pertains to the movement area or any facilities usually associated therewith. For example, construction work on a taxi strip not connected to the runway-in-use would not be essential information to any aircraft except one that might be taxied in the vicinity of the construction work. As another example, if all traffic must be confined to runways, that fact should be considered as essential aerodrome information to any aircraft not familiar with the aerodrome.  (b) Essential information on aerodrome conditions should include information relating to the following:  (1) construction or maintenance work on, or immediately adjacent to, the movement area;  (2) rough or broken surfaces on a runway, a taxiway or an apron, whether marked or not;  (3) water, snow, slush, ice or frost on a runway, a taxiway or an apron;  (4) anti-icing or de-icing liquid chemicals or other contaminants on a runway, taxiway or apron;  (5) other temporary hazards, including parked aircraft and birds on the ground or in the air;  (6) failure or irregular operation of part or all of the aerodrome lighting system; and  (7) any other pertinent information.  (c) Up-to-date information on the conditions on aprons may not always be available to the aerodrome control tower or to the AFIS unit. The responsibility of the aerodrome control tower or the AFIS unit in relation to aprons is, with respect to the provision of information as described in points (a) and (b), limited to the transmission to aircraft of the information which is provided to it by the operator responsible for the aprons. |  |  |  |
|  | GM1 ATS.TR.305(b)(4) | Scope of flight information service  INFORMATION TO AIRCRAFT BY AFIS UNITS — START-UP TIME PROCEDURES  (a) Start-up time procedures should be implemented where necessary to avoid congestion and excessive delays on the manoeuvring area or when warranted by ATFM regulations. Start-up time procedures should be contained in local instructions, and should specify the criteria and conditions for determining when and how start-up times shall be calculated and issued to departing flights.  (b) When an aircraft is subject to ATFM regulations, it should be advised to start up in accordance with its allocated slot time. |  |  |  |
|  | GM1 ATS.TR.305(c)(1) | Scope of flight information service  RUNWAY INCURSION OR OBSTRUCTED RUNWAY  In the event that the AFIS officer becomes aware of a runway incursion or the imminent occurrence thereof, or the existence of any obstruction on or in close proximity to the runway likely to impair the safety of an aircraft taking off or landing, appropriate action should be taken to inform the aircraft of the runway incursion or obstruction and its location in relation to the runway. |  |  |  |
|  | GM2 ATS.TR.305(c)(1) | Scope of flight information service  AFIS officers should maintain a continuous watch on all flight operations on and in the vicinity of an aerodrome as well as on vehicles and personnel on the manoeuvring area in order to fulfil the task described in point (c)(1) of ATS.TR.305. |  |  |  |
|  | GM1 ATS.TR.305(c)(2) | Scope of flight information service  RUNWAY-IN-USE AT AFIS AERODROMES  (a) Normally, an aircraft will land and take off into wind unless safety or other local factors determine that a different direction is preferable.  (b) In considering the most suitable runway-in-use for take-off and landing of aircraft, besides surface wind speed and direction, other relevant factors should be taken into consideration such as:  (1) runway configuration;  (2) meteorological conditions;  (3) instrument approach procedures;  (4) approach and landing aids available;  (5) aerodrome traffic circuits;  (6) airspace considerations;  (7) length of runways; and  (8) other factors indicated in local instructions.  (c) When AFIS officers provide information concerning the runway-in-use, it should be interpreted as a suggestion to the pilot on which would be the most suitable runway for take-off and landing, based on the information available. The decision on the selection and use of the runway is a responsibility of the pilot-in-command. A pilot-in-command can refuse a runway-in-use suggested by an AFIS officer. In such circumstances, AFIS officers should provide detailed information on other aerodrome traffic that is utilising the runway-in-use to assist the pilot in fulfilling their responsibilities under SERA.3205 of Regulation (EU) No 923/2012 when using an alternative runway. |  |  |  |
| **РАЗДЕЛ 4 АВАРИЙНО-ОПОВЕСТИТЕЛНО ОБСЛУЖВАНЕ** | | | | | |
|  |  | ATS.TR.400 Приложение  …..  в) В случай на аварийна ситуация, възникнала на въздухоплавателно средство, докато то е под контрола на летищна контролна кула или на орган за контрол на подхода, или се намира във връзка с орган за летищно полетно-информационно обслужване, съответният орган незабавно уведомява отговорния център за полетна информация или районен контролен център, който на свой ред уведомява координационния център за търсене и спасяване освен когато уведомяване на районния контролен център, на центъра за полетна информация или на координационния център за търсене и спасяване не се изисква, ако естеството на аварийната ситуация е такова, че уведомлението би било излишно.  г) Независимо от това летищната контролна кула или отговорният орган за контрол на подхода, или съответният орган за летищно полетно-информационно обслужване първи сигнализират и предприемат други необходими действия, за да приведат в действие всички местни спасителни и аварийни органи, които могат да окажат необходимото незабавно съдействие в съответствие с местните инструкции, когато възниква някоя от следните ситуации:  (1) станало е произшествие с въздухоплавателно средство на дадено летище или в района на същото летище;  (2) получени са сведения, че безопасността на въздухоплавателно средство, което се намира или предстои да попадне под юрисдикцията на летищната контролна кула или на органа за летищно полетно-информационно обслужване, е или може да бъде застрашена;  (3) поискано е от летателния екипаж;  (4) във всички други случаи, при които това се смята за необходимо или желателно или спешността на ситуацията го налага. |  |  |  |
|  | GM1 ATS.TR.400(a)(2) | Application  INSTRUCTIONS ON ALERTING SERVICE PROVISION TO AIRCRAFT OTHERWISE KNOWN TO AIR TRAFFIC SERVICES UNITS  An air traffic services provider should ensure that appropriate instructions, approved by the competent authority, are provided to its air traffic services units regarding the provision of alerting service to aircraft ‘otherwise known to the air traffic services’. Such instructions should include options for cases where radio contact is not mandatory and a voluntary radio-communication has been interrupted without proper termination of the contact. These instructions should clarify what kind of information may be used for providing alerting service to aircraft which have not filed a flight plan, based on the available technologies and local operational conditions (e.g. use of emergency transponder codes or declared emergency of available communication channels). |  |  |  |
|  | GM1 ATS.TR.400(b) | Application  COORDINATION FOR ALERTING SERVICE  (a) When alerting service is required in respect of a flight operated through more than one FIR or control area, and when the position of the aircraft is in doubt, responsibility for coordinating such service should rest with the air traffic services unit of the FIR or control area:  (1) within which the aircraft was flying at the time of last air-ground radio contact; or  (2) that the aircraft was about to enter when last air-ground contact was established at or close to the boundary of two FIRs or control areas; or  (3) within which the aircraft’s intermediate stop or final destination point is located if the aircraft was not:  (i) equipped with suitable two-way radio communication equipment; or  (ii) under obligation to transmit position reports.  (b) The unit responsible for alerting service, in accordance with point (a), should:  (1) notify units providing alerting service in other affected FIRs or control areas of the emergency phase or phases, in addition to notifying the rescue coordination centre associated with it;  (2) request those units to assist in the search for any useful information pertaining to the aircraft presumed to be in an emergency, by all appropriate means and available communication facilities;  (3) collect the information gathered during each phase of the emergency and, after verifying it as necessary, transmit it to the rescue coordination centre; and  (4) announce the termination of the state of emergency as circumstances dictate.  (c) In obtaining the necessary information as required under points (b) and (c) of ATS.TR.405, attention is to particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors. Said information is listed in Item 19 of the flight plan but not normally transmitted. |  |  |  |
|  | AMC1 ATS.TR.400(d) | Application  ALERTING OF RESCUE AND FIREFIGHTING SERVICES  Local instructions, as in point (d) of ATS.TR.400, should specify the type of information to be provided by the aerodrome control tower or approach control unit responsible or the relevant AFIS unit to the rescue and firefighting services, including type of aircraft and type of emergency and, when available, number of persons on board, and any dangerous goods carried on the aircraft. |  |  |  |
|  | ATS.TR.405 | Notification to rescue coordination centres  (a) Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in point ATS.TR.420(a), notify rescue coordination centres immediately when an aircraft is considered to be in a state of emergency in accordance with the following:  (1) Uncertainty phase when either of the following situations applies:  (i) no communication has been received from an aircraft within a period of 30 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier;  (ii) an aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later.  Uncertainty phase does not apply when no doubt exists as to the safety of the aircraft and its occupants.  (2) Alert phase when either of the following situations applies:  (i) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft;  (ii) an aircraft has been cleared to land and fails to land within 5 minutes of the estimated time of landing and communication has not been re-established with the aircraft;  (iii) at AFIS aerodromes, under circumstances as prescribed by the competent authority;  (iv) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely;  (v) an aircraft is known or believed to be the subject of unlawful interference.  Points (i) to (iv) do not apply when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants.  (3) Distress phase when either of the following situations applies:  (i) following the alert phase, further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress;  (ii) the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety;  (iii) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely;  (iv) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing,  Distress phase does not apply when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.  (b) The notification shall contain such of the following information as is available in the order listed:  (1) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency;  (2) agency and person calling;  (3) nature of the emergency;  (4) significant information from the flight plan;  (5) unit which made last contact, time and means used;  (6) last position report and how it was determined;  (7) colour and distinctive marks of aircraft;  (8) dangerous goods carried as cargo;  (9) any action taken by the reporting office;  (10) other pertinent remarks.  (c) Such part of the information specified in point (b), which is not available at the time the notification is made to a rescue coordination centre, shall be sought by an air traffic services unit prior to the declaration of a distress phase where time permits and where there is reasonable certainty that this phase will eventuate.  (d) Further to the notification specified in point (a), air traffic services units shall, without delay, furnish the rescue coordination centre with either of the following:  (1) any useful additional information, especially on the development of the state of emergency through subsequent phases;  (2) information that the emergency situation no longer exists. |  |  |  |
| **ПРИЛОЖЕНИЕ V СПЕЦИФИЧНИ ИЗИСКВАНИЯ ЗА ДОСТАВЧИЦИ НА МЕТЕОРОЛОГИЧНО ОБСЛУЖВАНЕ (Част MET)**  **ПОДЧАСТ А - ДОПЪЛНИТЕЛНИ ОРГАНИЗАЦИОННИ ИЗИСКВАНИЯ ЗА ДОСТАВЧИЦИТЕ НА МЕТЕОРОЛОГИЧНО ОБСЛУЖВАНЕ (MET.OR)** | | | | | |
| **РАЗДЕЛ 1 — ОБЩИ ИЗИСКВАНИЯ** | | | | | |
|  | MET.OR.105 | **Съхраняване на метеорологична информация**  а) Доставчикът на метеорологично обслужване съхранява издадената метеорологична информация най-малко 30 дни от датата на издаване.  б) При поискване тази метеорологична информация се предоставя за проучвания или разследвания, като за тези цели се съхранява, докато приключи проучването или разследването. |  |  |  |
| **РАЗДЕЛ 2 — СПЕЦИФИЧНИ ИЗИСКВАНИЯ** | | | | | |
| **Глава 1 — Изисквания за аеронавигационните метеорологични станции** | | | | | |
|  | MET.OR.200 | **Метеорологични сведения и друга информация**  (а) Аеронавигационните метеорологични станции издават:  (1) локални редовни сведения на определени интервали от време за разпространение само на летището на произход;  (2) локални специални сведения за разпространение само на летището на произход;  (3) сведения METAR на половинчасови интервали на летища, обслужващи редовни международни полети за нуждите на търговския въздушен транспорт - за разпространение извън летището на произход;  …  (в) Аеронавигационната метеорологична станция информира органите за обслужване на въздушното движение и за аеронавигационно информационно обслужване на дадено летище за промени в експлоатационния статус на автоматизираното оборудване, използвано за оценка на хоризонталната видимост на пистата за излитане и кацане.  ….  (д) Аеронавигационната метеорологична станция изготвя списък с критерии за предоставяне на локални редовни сведения в консултация със съответните органи за ОВД, оператори и други заинтересовани страни. |  |  |  |
|  | AMC1 MET.OR.200(a)(3) | Meteorological reports and other information  METAR  At aerodromes that are not operational throughout the 24 hours, the issuance of a METAR should commence at least 3 hours prior to the aerodrome resuming operations, or as agreed between the meteorological services provider and the operators concerned to meet pre-flight and in-flight planning requirements for flights due to arrive at the aerodrome as soon as it is opened for use. |  |  |  |
|  | GM1 MET.OR.200(a)(3) | Meteorological reports and other information  METAR INTERVALS — NON-SCHEDULED INTERNATIONAL CAT  (a) For aerodromes not serving scheduled international commercial air transport operations, an aeronautical meteorological station may disseminate hourly METAR.  (b) Such dissemination, as well as the criteria to provide SPECI, should be agreed between the competent authority and the meteorological services provider. |  |  |  |
|  | MET.OR.205 | Reporting of meteorological elements  An aeronautical meteorological station shall report:  (a) surface wind direction and speed;  (b) visibility;  (c) runway visual range, if applicable;  (d) present weather at the aerodrome and its vicinity;  (e) clouds;  (f) air temperature and dew point temperature;  (g) atmospheric pressure;  (h) supplementary information when applicable.  Where authorised by the competent authority, at aerodromes not serving scheduled international commercial air transport operations, an aeronautical meteorological station may report only a subset of the meteorological elements as relevant to the types of flights at that aerodrome. This data set shall be published in the aeronautical information publication. |  |  |  |
|  | MET.OR.210 | Observing meteorological elements  An aeronautical meteorological station shall observe and/or measure:  (a) surface wind direction and speed;  (b) visibility;  (c) runway visual range, if applicable;  (d) present weather at the aerodrome and its vicinity;  (e) clouds;  (f) air temperature and dew point temperature;  (g) atmospheric pressure;  (h) supplementary information, when applicable:  Where authorized by the competent authority, at aerodromes not serving scheduled international commercial air transport operations, an aeronautical meteorological station may observe and/or measure only a subset of the meteorological elements as relevant to the types of flights at that aerodrome. This data set shall be published in the aeronautical information publication. |  |  |  |
|  | AMC1 MET.OR.210 | Observing meteorological elements  DISPLAY  Where automated equipment forms part of an integrated semi-automatic observing system or automatic observing system, displays of data which are made available to the local ATS units should be a subset of and displayed parallel to those available in the aeronautical meteorological stations or meteorological offices. In those displays, each meteorological element should be annotated to identify, as appropriate, the locations for which the element is representative. |  |  |  |
| **Глава 2 — Requirements for aerodrome meteorological offices** | | | | | |
|  | **MET.OR.215** | **Прогнози и друга информация**  Летищната метеорологична служба:  б) предоставя прогнози и/или предупреждения за местните метеорологични условия на летищата, за които отговаря; |  |  |  |
|  | **MET.OR.242** | **Информация, която се предоставя на органите за обслужване на въздушното движение**  а) Летищната метеорологична служба предоставя при необходимост на съответната летищна контролна кула и на органа за летищно полетно-информационно обслужване:  (1) локални редовни сведения, локални специални сведения, METAR, SPECI, TAF и TREND и изменения към тях;  (2) SIGMET, AIRMET, предупреждения и аварийно-оповестителни съобщения за срез на вятъра и предупреждения от летището;  (3) всякаква допълнителна метеорологична информация, договорена на местно равнище, като например прогнози за приземния вятър с оглед определяне на възможните промени във връзка с ползването на пистата за излитане и кацане;  (4) получена информация за облак от вулканична пепел, за който все още не е издадена информация SIGMET, както е договорено между летищната метеорологична служба и съответната летищна контролна кула или орган за летищно полетно-информационно обслужване; и  (5) получена информация за вулканична дейност, предхождаща изригване, и/или за вулканично изригване, както е договорено между летищната метеорологична служба и съответната летищна контролна кула или орган за летищно полетно-информационно обслужване. |  |  |  |
| ПОДЧАСТ Б — ТЕХНИЧЕСКИ ИЗИСКВАНИЯ ЗА ДОСТАВЧИЦИТЕ НА МЕТЕОРОЛОГИЧНО ОБСЛУЖВАНЕ (MET.TR) | | | | | |
| РАЗДЕЛ 2 — СПЕЦИФИЧНИ ИЗИСКВАНИЯ | | | | | |
| Глава 1 — Технически изисквания за аеронавигационните метеорологични станции | | | | | |
|  | MET.TR.200 | **Метеорологични сведения и друга информация**  а) Локалните редовни сведения, локалните специални сведения и METAR съдържат следните елементи в указаната последователност:  (1) идентификатор за типа на сведението;  (2) индикатор за местоположението;  (3) време на наблюдението;  (4) идентификатор за автоматизирано или липсващо сведение, според случая;  (5) посока и скорост на приземния вятър;  (6) видимост;  (7) хоризонтална видимост на пистата за излитане и кацане, когато са изпълнени критериите за докладване;  (8) метеорологични явления в момента на наблюдението;  (9) количество на облаците, вида им — само за купесто-дъждовни и мощни купести облаци, и височина на долната им граница или, ако се измерва, вертикална видимост;  (10) температура на въздуха и температура на точката на оросяване;  (11) QNH и, когато е приложимо, QFE — в локалните редовни сведения и локалните специални сведения;  (12) допълнителна информация, когато е приложимо.  б) В локалните редовни сведения и в локалните специални сведения:  (1) при наблюдения на приземния вятър, които се извършват на повече от едно място по дължината на пистата за излитане и кацане, се съобщават местата на тези наблюдения, за които стойностите са представителни;  (2) когато се използва повече от една писта за излитане и кацане и за тях се провеждат наблюдения на приземния вятър, се съобщават наличните стойности за всяка една писта за излитане и кацане, като се указват пистите за излитане и кацане, за които се отнасят данните;  (3) когато се съобщават вариации от средната посока на вятъра в съответствие с точка MET.TR.205, буква а), точка 3, подточка ii), буква Б), се указват двете крайни посоки, между които се е променял приземният вятър;  (4) когато се съобщават вариации от средната скорост на вятъра (пориви) в съответствие с точка MET.TR.205, буква а), точка 3, подточка iii), те се съобщават с достигнатите максимални и минимални стойности на скоростта на вятъра.  (c) METAR  (1) METAR shall be issued in accordance with the template shown in Appendix 1 and disseminated in the METAR code form prescribed by the World Meteorological Organisation.  (2) If disseminated in digital form, METAR shall be:  (i) formatted in accordance with a globally interoperable information exchange model and shall use geography markup language (GML);  (ii) accompanied by the appropriate metadata.  (3) METAR shall be filed for transmission not later than 5 minutes after the actual time of observation.  г) Информацията за видимостта, хоризонталната видимост на пистата за излитане и кацане, метеорологичните явления в момента на наблюдението и облаците — количество, вид и височина на долната граница, се заменя във всички метеорологични сведения с термина CAVOK, когато по време на наблюдението са налице едновременно следните условия:  (1) видимост 10 km или повече и минималната видимост не се съобщава;  (2) няма облачност от оперативно значение;  (3) няма метеорологични явления от значение за въздухоплаването.  (e) The list of criteria to provide local special reports shall include:  (1) those values which most closely correspond to the operating minima of the operators using the aerodrome;  (2) those values which satisfy other local requirements of the ATS units and of the operators;  (3) an increase in air temperature of 2 °C or more from that given in the latest local report, or an alternative threshold value as agreed between the meteorological service providers, the appropriate ATS unit and the operators concerned;  (4) the available supplementary information concerning the occurrence of significant meteorological conditions in the approach and climb-out areas;  (5) when noise abatement procedures are applied and the variation from the mean surface wind speed has changed by 5 kt (2,5 m/s) or more from that at the time of the latest local report, the mean speed before and/or after the change being 15 kt (7,5 m/s) or more;  (6) when the mean surface wind direction has changed by 60° or more from that given in the latest report, the mean speed before and/or after the change being 10 kt (5 m/s) or more;  (7) when the mean surface wind speed has changed by 10 kt (5 m/s) or more from that given in the latest local report;  (8) when the variation from the mean surface wind speed (gusts) has changed by 10 kt (5 m/s) or more from that at the time of the latest local report, the mean speed before and/or after the change being 15 kt (7,5 m/s) or more;  (9) when the onset, cessation or change in intensity of any of the following weather phenomena occurs:  (i) freezing precipitation;  (ii) moderate or heavy precipitation, including showers thereof; and  (iii) thunderstorm, with precipitation;  (10) when the onset or cessation of any of the following weather phenomena occurs:  (i) freezing fog;  (ii) thunderstorm, without precipitation;  (11) when the amount of a cloud layer below 1 500 ft (450 m) changes:  (i) from scattered (SCT) or less to broken (BKN) or overcast (OVC); or  (ii) from BKN or OVC to SCT or less.  (f) When so agreed between the meteorological services provider and the competent authority, local special reports shall be issued whenever the following changes occur:  (1) when the wind changes through values of operational significance. The threshold values shall be established by the meteorological service provider in consultation with the appropriate ATS unit and operators concerned, taking into account changes in the wind which would:  (i) require a change in runway(s) in use;  (ii) indicate that the runway tailwind and crosswind components have changed through values representing the main operating limits for typical aircraft operating at the aerodrome;  (2) when the visibility is improving and changes to or passes through one or more of the following values, or when the visibility is deteriorating and passes through one or more of the following values:  (i) 800, 1 500 or 3 000 m;  (ii) 5 000 m, in cases where significant numbers of flights are operated in accordance with the visual flight rules;  (3) when the runway visual range is improving and changes to or passes through one or more of the following values, or when the runway visual range is deteriorating and passes through one or more of the following values: 50, 175, 300, 550 or 800 m;  (4) when the onset, cessation or change in intensity of any of the following weather phenomena occurs:  (i) dust storm;  (ii) sandstorm;  (iii) funnel cloud (tornado or waterspout);  (5) when the onset or cessation of any of the following weather phenomena occurs:  (i) low drifting dust, sand or snow;  (ii) blowing dust, sand or snow;  (iii) squall;  (6) when the height of base of the lowest cloud layer of BKN or OVC extent is lifting and changes to or passes through one or more of the following values, or when the height of base of the lowest cloud layer of BKN or OVC extent is lowering and passes through one or more of the following values:  (i) 100, 200, 500 or 1 000 ft (30, 60, 150 or 300 m);  (ii) 1 500 ft (450 m), in cases where significant numbers of flights are operated in accordance with the visual flight rules;  (7) when the sky is obscured and the vertical visibility is improving and changes to or passes through one or more of the following values, or when the vertical visibility is deteriorating and passes through one or more of the following values: 100, 200, 500 or 1 000 ft (30, 60, 150 or 300 m);  (8) any other criteria based on local aerodrome operating minima, as agreed between the meteorological services providers and the operators. |  |  |  |
|  | AMC1 MET.TR.200(a) | Meteorological reports and other information  TEMPLATE FOR THE LOCAL ROUTINE REPORT AND LOCAL SPECIAL REPORT  Стр. 597 от EAR, Published September 2021 |  |  |  |
|  | GM1 MET.TR.200(a) | Meteorological reports and other information  RANGES AND RESOLUTIONS — LOCAL ROUTINE REPORT AND LOCAL SPECIAL REPORT  Стр. 601 от EAR, Published September 2021 |  |  |  |
|  | AMC1 MET.TR.200(a)(4) | Meteorological reports and other information  AUTOMATED REPORTING  Local routine report and local special report and METAR from automatic observing systems should be identified with the word ‘AUTO’. |  |  |  |
|  | AMC1 MET.TR.200(a)(12) | Meteorological reports and other information  SUPPLEMENTARY INFORMATION — SEMI-AUTOMATIC OBSERVING SYSTEM  Стр. 603 от EAR, Published September 2021 |  |  |  |
|  | AMC2 MET.TR.200(a)(12) | Meteorological reports and other information  SUPPLEMENTARY INFORMATION — AUTOMATIC OBSERVING SYSTEM  Стр. 604 от EAR, Published September 2021 |  |  |  |
|  | GM1 to AMC1 MET.TR.200(a)(12) | Meteorological reports and other information  SUPPLEMENTARY INFORMATION — RECENT WEATHER PHENOMENA  ‘Recent weather phenomena’ is understood as being the weather phenomena observed at the aerodrome during the period since the last issued routine report or last hour, whichever is the shorter, but not at the time of observation. |  |  |  |
|  | AMC3 MET.TR.200(a)(12) | Meteorological reports and other information  SUPPLEMENTARY INFORMATION — WIND SHEAR  Information on wind shear should be included as supplementary information in local routine report and local special report and in METAR, where local circumstances so warrant. |  |  |  |
|  | AMC5 MET.TR.200(a)(12) | Meteorological reports and other information  SUPPLEMENTARY INFORMATION — SIGNIFICANT METEOROLOGICAL CONDITIONS  (a) Observations made at aerodromes should include the available supplementary information concerning significant meteorological conditions, particularly those in the approach and climb-out areas.  (b) Where practicable, the information should identify the location of the meteorological condition. |  |  |  |
|  | GM1 MET.TR.200(b) & (c) | Meteorological reports and other information  EXAMPLE OF METAR AND LOCAL ROUTINE REPORT  Стр. 605 от EAR, Published September 2021 |  |  |  |
|  | GM1 MET.TR.200(b) | Meteorological reports and other information  EXAMPLE OF LOCAL SPECIAL REPORT  Стр. 606 от EAR, Published September 2021 |  |  |  |
|  | GM1 MET.TR.200(c)(1) | Meteorological reports and other information  METAR — CODE FORM  The METAR code form is contained in the WMO Publication No 306, Manual on Codes, Volume I.1, Part A — Alphanumeric Codes. |  |  |  |
|  | GM1 MET.TR.200(c)(2) | Meteorological reports and other information  METAR — DIGITAL FORM  (a) When METAR is disseminated in a digital form, this is in addition to the METAR code form.  (b) Guidance on the information exchange model, GML, and the metadata profile is provided in the Manual on the Digital Exchange of Aeronautical Meteorological Information (ICAO Doc 10003). |  |  |  |
|  | GM1 MET.TR.200(f) | Meteorological reports and other information  ISSUANCE OF LOCAL SPECIAL REPORTS  Point (f) in MET.TR.200 relates to the list of criteria to provide local special reports when a meteorological change occurs. The agreement between the meteorological service provider and the competent authority is introduced as these criteria are usually agreed with the competent authority. Also, in introducing this agreement, the nature of the transposed provision (Appendix 3, 2.3.3) of ICAO Annex 3 – a recommendation – remains. |  |  |  |
|  | MET.TR.205 | **Reporting of meteorological elements**  Commission Implementing Regulation (EU) 2020/469  (a) Surface wind direction and speed  (1) In local routine report, local special report and METAR, the surface wind direction and speed shall be reported in steps of 10 degrees true and 1 kt (0,5 m/s) respectively.  (2) Any observed value that does not fit the reporting scale in use shall be rounded to the nearest step in the scale.  (3) In local routine report, local special report and METAR:  (i) the units of measurement used for the wind speed shall be indicated;  (ii) variations from the mean wind direction during the past 10 minutes shall be reported as follows, if the total variation is 60° or more, alternatively:  (A) when the total variation is 60° or more and less than 180° and the wind speed is 3 kt (1,5 m/s) or more, such directional variations shall be reported as the two extreme directions between which the surface wind has varied;  (B) when the total variation is 60° or more and less than 180° and the wind speed is less than 3 kt (1,5 m/s), the wind direction shall be reported as variable with no mean wind direction;  (C) when the total variation is 180° or more, the wind direction shall be reported as variable with no mean wind direction;  (iii) variations from the mean wind speed (gusts), during the past 10 minutes shall be reported when the maximum wind speed exceeds the mean speed by, alternatively:  (A) 5 kt (2,5 m/s) or more in local routine report and local special report when noise abatement procedures are applied;  (B) 10 kt (5 m/s) or more otherwise;  (iv) when a wind speed of less than 1 kt (0,5 m/s) is reported, it shall be indicated as calm;  (v) when a wind speed of 100 kt (50 m/s) or more is reported, it shall be indicated to be more than 99 kt (49 m/s);  (vi) when variations from the mean wind speed (gusts) are reported in accordance with point MET.TR.205(a), the maximum value of the wind speed attained shall be reported;  (vii) when the 10-minute period includes a marked discontinuity in the wind direction and/or speed, only variations from the mean wind direction and mean wind speed occurring since the discontinuity shall be reported.  (b) Visibility  (1) In local routine report, local special report and METAR, the visibility shall be reported in steps of 50 m when the visibility is less than 800 m; in steps of 100 m when it is 800 m or more, but less than 5 km; in kilometre steps when the visibility is 5 km or more, but less than 10 km; and it shall be given as 10 km when the visibility is 10 km or more, except when the conditions for the use of CAVOK apply.  (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.  (3) In local routine report and local special report, visibility along the runway or runways shall be reported together with the units of measurement used to indicate visibility.  (c) Runway visual range (RVR)  (1) In local routine report, local special report and METAR, the RVR shall be reported in steps of 25 m when it is less than 400 m; in steps of 50 m when it is between 400 and 800 m; and in steps of 100 m when it is more than 800 m.  (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.  (3) In local routine report, local special report and METAR:  (i) when the RVR is above the maximum value that can be determined by the system in use, it shall be reported using the abbreviation ‘ABV’ in local routine report and local special report, and the abbreviation ‘P’ in METAR followed by the maximum value that can be determined by the system;  (ii) when the RVR is below the minimum value that can be determined by the system in use, it shall be reported using the abbreviation ‘BLW’ in local routine report and local special report, and the abbreviation ‘M’ in METAR, followed by the minimum value that can be determined by the system.  (4) In local routine report and local special report:  (i) the units of measurement used shall be included;  (ii) if the RVR is observed from only one location along the runway, such as the touchdown zone, it shall be included without any indication of location;  (iii) if the RVR is observed from more than one location along the runway, the value representative of the touchdown zone shall be reported first, followed by the values representative of the mid-point and stop-end, and the locations for which these values are representative shall be indicated;  (iv) when there is more than one runway in use, the available RVR values for each runway shall be reported, and the runways to which the values refer shall be indicated.  (d) Present weather phenomena  (1) In local routine report and local special report, observed present weather phenomena shall be reported in terms of type and characteristics and qualified with respect to intensity, as appropriate.  (2) In METAR, observed present weather phenomena shall be reported in terms of type and characteristics and qualified with respect to intensity or proximity to the aerodrome, as appropriate.  (3) In local routine report, local special report and METAR, the following characteristics of present weather phenomena, as necessary, shall be reported using their respective abbreviations and relevant criteria, as appropriate:  (i) Thunderstorm (TS)  Used to report a thunderstorm with precipitation. When thunder is heard or lightning is detected at the aerodrome during the 10-minute period preceding the time of observation but no precipitation is observed at the aerodrome, the abbreviation ‘TS’ shall be used without qualification.  (ii) Freezing (FZ)  Supercooled water droplets or precipitation, used with types of present weather phenomena in accordance with Appendix 1.  (4) In local routine report, local special report and METAR:  (i) one or more, up to a maximum of three, of the present weather abbreviations shall be used, as necessary, together with an indication, where appropriate, of the characteristics and intensity or proximity to the aerodrome, so as to convey a complete description of the present weather of significance to flight operations;  (ii) the indication of intensity or proximity, as appropriate, shall be reported first followed respectively by the characteristics and the type of weather phenomena;  (iii) where two different types of weather are observed, they shall be reported in two separate groups, where the intensity or proximity indicator refers to the weather phenomenon which follows the indicator. However, different types of precipitation occurring at the time of observation shall be reported as one single group with the dominant type of precipitation reported first and preceded by only one intensity qualifier which refers to the intensity of the total precipitation.  (e) Clouds  (1) In local routine report, local special report and METAR, the height of cloud base shall be reported in steps of 100 ft (30 m) up to 10 000 ft (3 000 m) and in steps of 1 000 ft (300 m) above 10 000 ft (3 000 m).  (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.  (3) In local routine report and local special report:  (i) the units of measurement used for the height of cloud base and vertical visibility shall be indicated;  (ii) when there is more than one runway in use and the heights of cloud bases are observed by instruments for these runways, the available heights of cloud bases for each runway shall be reported, and the runways to which the values refer shall be indicated.  (f) Air temperature and dew-point temperature  (1) In local routine report, local special report and METAR, the air temperature and the dew-point temperature shall be reported in steps of whole degrees Celsius.  (2) Any observed value which does not fit the reporting scale in use shall be rounded to the nearest whole degree Celsius, with observed values involving 0,5° rounded up to the next higher whole degree Celsius.  (3) In local routine report, local special report and METAR, a temperature below 0 °C shall be identified.  (g) Atmospheric pressure  (1) In local routine report, local special report and METAR, the QNH and QFE shall be computed in tenths of hectopascals and reported therein in steps of whole hectopascals, using four digits.  (2) Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower whole hectopascal.  (3) In local routine report and local special report:  (i) QNH shall be included;  (ii) QFE shall be included if required by users or, if so agreed locally between the provider of meteorological services, the ATS unit and the operators concerned, on a regular basis;  (iii) the units of measurement used for QNH and QFE values shall be included;  (iv) if QFE values are required for more than one runway, the required QFE values for each runway shall be reported, and the runway(s) to which the values refer shall be indicated.  (4) In METAR, only QNH values shall be included. |  |  |  |
|  | AMC1 MET.TR.205(b)(1) | Reporting of meteorological elements  VISIBILITY  In METAR, visibility should be reported as prevailing visibility. When the visibility is not the same in different directions and:  (a) when the lowest visibility is different from the prevailing visibility, and (1) less than 1 500 m or (2) less than 50 % of the prevailing visibility, and less than 5 000 m, the lowest visibility observed should also be reported and, when possible, its general direction in relation to the aerodrome reference point indicated by reference to one of the eight points of the compass;  (b) if the lowest visibility is observed in more than one direction, then the most operationally significant direction should be reported; and  (c) when the visibility is fluctuating rapidly, and the prevailing visibility cannot be determined, only the lowest visibility should be reported, with no indication of direction. |  |  |  |
|  | AMC1 MET.TR.205(b)(3) | Reporting of meteorological elements  VISIBILITY — VALUES  In local routine reports and local special reports, when instrumented systems are used for the measurement of visibility:  (a) if the visibility is observed from more than one location along the runway, the values representative of the touchdown zone should be reported first, followed, as necessary, by the values representative of the mid-point and stop-end of the runway, and the locations for which these values are representative should be indicated; and  (b) when there is more than one runway in use and the visibility is observed related to these runways, the available visibility values for each runway should be reported, and the runways to which the values refer should be indicated. |  |  |  |
|  | AMC1 MET.TR.205(c) | Reporting of meteorological elements  RUNWAY VISUAL RANGE (RVR) — TOUCHDOWN ZONE VALUES  In METAR:  (a) only the value representative of the touchdown zone should be reported and no indication of location on the runway should be included; and  (b) where there is more than one runway available for landing, touchdown zone RVR values should be included for all such runways, up to a maximum of four, and the runways to which the values refer should be indicated. |  |  |  |
|  | AMC1 MET.TR.205(c)(1) | Reporting of meteorological elements  RUNWAY VISUAL RANGE (RVR) — THRESHOLD LIMIT  (a) 50 m should be considered the lower limit, and 2 000 m the upper limit for RVR.  (b) Outside of these limits, local routine reports and local special reports and METAR should merely indicate that the RVR is less than 50 or more than 2 000 m. |  |  |  |
|  | AMC1 MET.TR.205(c)(3) | Reporting of meteorological elements  ED Decision 2017/001/R  RUNWAY VISUAL RANGE (RVR) — VALUES FOR METAR  (a) When instrumented systems are used for the assessment of RVR, the variations in RVR during the 10-minute period immediately preceding the observation should be included if the RVR values during the 10-minute period have shown a distinct tendency, such that the mean during the first 5 minutes varies by 100 m or more from the mean during the second 5 minutes of the period.  (b) When the variation of the RVR values shows an upward or downward tendency, this should be indicated by the abbreviation ‘U’ or ‘D’, respectively. In cases when actual fluctuations during the 10-minute period show no distinct tendency, this should be indicated using the abbreviation ‘N’.  (c) When indications of tendency are not available, no abbreviations should be included. |  |  |  |
|  | AMC1 MET.TR.205(c)(4)(iii) | Reporting of meteorological elements  ED Decision 2017/001/R  RUNWAY VISUAL RANGE (RVR) — VALUES REPRESENTATION  (a) RVR assessments should be representative of:  (1) the touchdown zone of the runway intended for Category I instrument approach and landing operations;  (2) the touchdown zone and the mid-point of the runway intended for Category II instrument approach and landing operations; and  (3) the touchdown zone, mid-point and stop-end of the runway intended for Category III instrument approach and landing operations.  (b) Where RVR is determined by human observers, it should be reported to the appropriate local ATS units, whenever there is a change in the value to be reported in accordance with the reporting scale.  (c) The transmission of such reports should normally be completed within 15 seconds after the termination of the observation. |  |  |  |
|  | AMC1 MET.TR.205(d) | Reporting of meteorological elements  PRESENT WEATHER PHENOMENA — AUTOMATIC OBSERVING SYSTEM |  |  |  |
|  | AMC2 MET.TR.205(d) | Reporting of meteorological elements  PRESENT WEATHER PHENOMENA — SEMI-AUTOMATIC OBSERVING SYSTEM |  |  |  |
|  | AMC3 MET.TR.205(d) | Reporting of meteorological elements  PRESENT WEATHER PHENOMENA — UNIDENTIFIED PRECIPITATION (UP)  In automated local routine report and local special report and in METAR, in addition to drizzle (DZ), rain (RA) and snow (SN), the abbreviation ‘UP’ should be used for unidentified precipitation when the type of precipitation cannot be identified by the automatic observing system. |  |  |  |
|  | AMC1 MET.TR.205(d)(3) | Reporting of meteorological elements  PRESENT WEATHER PHENOMENA — ADDITIONAL CHARACTERISTICS  (a) In local routine report and local special report and in METAR, only when reported by a semi-automatic observing system, the following characteristics of present weather phenomena, as necessary, should be reported using their respective abbreviations and relevant criteria, as appropriate:  (1) Shower (SH): used to report showers. Showers observed in the vicinity of the aerodrome should be reported as ‘VCSH’ without qualification regarding type or intensity of precipitation.  (2) Blowing (BL): used with types of present weather phenomena raised by the wind to a height of 6 ft (2 m) or more above the ground.  (3) Low drifting (DR): used with types of present weather phenomena raised by the wind to less than 6 ft (2 m) above ground level.  (4) Shallow (MI): less than 6 ft (2 m) above ground level.  (5) Patches (BC): fog patches randomly covering the aerodrome.  (6) Partial (PR): a substantial part of the aerodrome covered by fog while the remainder is clear.  (b) In automated local routine report, local special report and in METAR, when showers (SH) referred to above cannot be determined based upon a method that takes account of the presence of convective cloud, the precipitation should not be characterised by ‘SH’. |  |  |  |
|  | AMC2 MET.TR.205(d)(3) | Reporting of meteorological elements  PRESENT WEATHER PHENOMENA — INTENSITY  In local routine report and local special report and in METAR, the relevant intensity or, as appropriate, the proximity to the aerodrome of the reported present weather phenomena should be indicated as follows:  Стр. 614 от EAR, Published September 2021 |  |  |  |
|  | AMC1 MET.TR.205(e)(1) | Reporting of meteorological elements  CLOUD  In local routine report and local special report and in METAR:  (a) the cloud amount should be reported using the abbreviations ‘FEW’ (1 to 2 oktas), ‘SCT’ (3 to 4 oktas), ‘BKN’ (5 to7 oktas) or ‘OVC’ (8 oktas);  (b) cumulonimbus clouds and towering cumulus clouds should be indicated as ‘CB’ and ‘TCU’, respectively;  (c) the vertical visibility should be reported in steps of 100 ft (30 m) up to 2 000 ft (600 m);  (d) if there are no clouds of operational significance and no restriction on vertical visibility and the abbreviation ‘CAVOK’ is not appropriate, the abbreviation ‘NSC’ should be used;  (e) when several layers or masses of cloud of operational significance are observed, their amount and height of cloud base should be reported in increasing order of the height of cloud base, and in accordance with the following criteria:  (1) the lowest layer or mass, regardless of the amount to be reported as FEW, SCT, BKN or OVC, as appropriate;  (2) the next layer or mass, covering more than 2/8 to be reported as SCT, BKN or OVC, as appropriate;  (3) the next higher layer or mass, covering more than 4/8 to be reported as BKN or OVC, as appropriate; and  (4) cumulonimbus and/or towering cumulus clouds, whenever observed and not reported in (1) to (3).  (f) when the cloud base is diffuse or ragged or fluctuating rapidly, the minimum height of cloud base or cloud fragments, should be reported; and  (g) when an individual layer (mass) of cloud is composed of cumulonimbus and towering cumulus clouds with a common cloud base, the type of cloud should be reported as cumulonimbus only. |  |  |  |
|  | AMC2 MET.TR.205(e)(1) | Reporting of meteorological elements  CLOUD — AUTOMATIC OBSERVING SYSTEM  When an automatic observing system is used to report local routine reports and local special reports and METAR:  (a) when the cloud type cannot be observed, the cloud type in each cloud group should be replaced by ‘///’;  (b) when no clouds are detected, it should be indicated by using the abbreviation ‘NCD’;  (c) when cumulonimbus clouds or towering cumulus clouds are detected and the cloud amount and/or the height of cloud base cannot be observed, the cloud amount and/or the height of cloud base should be replaced by ‘///’; and  (d) when the sky is obscured and the value of the vertical visibility cannot be determined due to a temporary failure of the system/sensor, the vertical visibility should be replaced by ‘///’. |  |  |  |
|  | AMC1 MET.TR.205(e)(3) | Reporting of meteorological elements  CLOUD — HEIGHT OF CLOUD BASE  At aerodromes where low-visibility procedures are established for approach and landing, as agreed between the meteorological station and the appropriate ATS unit, in local routine reports and local special reports, the height of cloud base should be reported in steps of 50 ft up to and including 300 ft (90 m) and in steps of 100 ft (30 m) between 300 ft (90 m) and 10 000 ft (3 000 m), and the vertical visibility in steps of 50 ft (15 m) up to and including 300 ft (90 m) and in steps of 100 ft (30 m) between 300 ft (90 m) and 2 000 ft (600 m). |  |  |  |
|  | MET.TR.210 | Observing meteorological elements  The following meteorological elements shall be observed and/or measured with specified accuracy and disseminated by automatic or semi-automatic meteorological observing system.  (a) Surface wind direction and speed  The mean direction and the mean speed of the surface wind shall be measured, as well as significant variations of the wind direction and speed (gusts), and reported in degrees true and knots, respectively.  (1) Siting  The meteorological instrument used to measure surface wind direction and speed shall be situated in such a way as to provide data which is representative of the area for which the measurements are required.  (2) Display  Surface wind displays relating to each sensor shall be located in the meteorological station. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the runway and section of runway monitored by each sensor.  (3) Averaging  The averaging period for surface wind observations shall be:  (i) 2 minutes for local routine report and local special report and for wind displays in ATS units;  (ii) 10 minutes for METAR, except that when the 10-minute period includes a marked discontinuity in the wind direction and/or speed; only data occurring after the discontinuity shall be used for obtaining mean values; hence, the time interval in these circumstances shall be correspondingly reduced.  (b) Visibility  (1) The visibility shall be measured or observed, and reported in metres or kilometres.  (2) Siting  The meteorological instrument used to measure visibility shall be situated in such a way as to supply data which is representative of the area for which the measurements are required.  (3) Displays  When instrumented systems are used for the measurement of visibility, visibility displays relating to each sensor shall be located in the meteorological station. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the area monitored by each sensor.  (4) Averaging  The averaging period shall be 10 minutes for METAR, except that when the 10-minute period immediately preceding the observation includes a marked discontinuity in the visibility, only those values occurring after the discontinuity shall be used for obtaining mean values.  (c) Runway visual range (RVR)  (1) Siting  The meteorological instrument used to assess the RVR shall be situated in such a way as to provide data which is representative of the area for which the observations are required.  (2) Instrumented systems  Instrumented systems based on transmissometers or forward-scatter meters shall be used to assess RVR on runways intended for Categories II and III instrument approach and landing operations, and for Category I instrument approach and landing operations as determined by the competent authority.  (3) Display  Where the RVR is determined by instrumented systems, one display or more, if required, shall be located in the meteorological station. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the runway and section of runway monitored by each sensor.  (4) Averaging  (i) Where instrumented systems are used for the assessment of the RVR, their output shall be updated at least every 60 seconds to permit the provision of current, representative values.  (ii) The averaging period for RVR values shall be:  (A) 1 minute for local routine report and local special report and for RVR displays in ATS units;  (B) 10 minutes for METAR, except that when the 10-minute period immediately preceding the observation includes a marked discontinuity in RVR values; then only those values occurring after the discontinuity shall be used for obtaining mean values.  (d) Present weather phenomena  (1) The following present weather phenomena shall be reported, as a minimum: rain, drizzle, snow and freezing precipitation, including intensity thereof, haze, mist, fog, freezing fog and thunderstorms, including thunderstorms in the vicinity.  (2) Siting  The meteorological instrument used to measure present weather at the aerodrome and its vicinity shall be situated in such a way as to provide data which is representative of the area for which the measurements are required.  (e) Clouds  (1) Cloud amount, cloud type and height of cloud base shall be observed and reported as necessary to describe the clouds of operational significance. When the sky is obscured, vertical visibility shall be observed and reported, where measured, instead of cloud amount, cloud type and height of cloud base. The height of cloud base and vertical visibility shall be reported in feet.  (2) Siting  The meteorological instrument used to measure clouds amount and height shall be situated in such a way as to provide data which is representative of the area for which the measurements are required.  (3) Display  When automated equipment is used for the measurement of the height of cloud base, at least one display shall be located in the meteorological station. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required, the displays shall be clearly marked to identify the area monitored by each sensor.  (4) Reference level  (i) The height of cloud base shall be reported above aerodrome elevation.  (ii) When a precision approach runway in use has a threshold elevation of 50 ft (15 m) or more below the aerodrome elevation, local arrangements shall be made in order that the height of cloud bases reported to arriving aircraft shall refer to the threshold elevation.  (iii) In the case of reports from offshore structures, the height of cloud base shall be given above mean sea level.  (f) Air temperature and dew-point temperature  (1) The air temperature and dew-point temperature shall be measured, displayed and reported in degrees Celsius.  (2) When automated equipment is used for the measurement of air temperature and dew-point temperature, the displays shall be located in the meteorological station. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors.  (g) Atmospheric pressure  (1) The atmospheric pressure shall be measured, and QNH and QFE values shall be computed and reported in hectopascals.  (2) Display  (i) When automated equipment is used for the measurement of atmospheric pressure, QNH and, if required in accordance with point MET.TR.205(g)(3)(ii), QFE displays relating to the barometer shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units.  (ii) When QFE values are displayed for more than one runway, the displays shall be clearly marked to identify the runway to which the QFE value displayed refers.  (3) Reference level  A reference level for the computation of QFE shall be used. |  |  |  |
|  |  | GM2 MET.TR.210 Observing meteorological elements  OPERATIONALLY DESIRABLE ACCURACY OF OBSERVATION  AMC1 MET.TR.210(a) Observing meteorological elements  SURFACE WIND  GM1 MET.TR.210(a) Observing meteorological elements  SURFACE WIND — TAKE-OFF AND LANDING  AMC1 MET.TR.210(a)(1) Observing meteorological elements  SURFACE WIND — SITING  GM1 MET.TR.210(a)(1) Observing meteorological elements  SURFACE WIND — SITING  AMC1 MET.TR.210(a)(2) Observing meteorological elements  SURFACE WIND — DISPLAY  AMC1 MET.TR.210(a)(3) Observing meteorological elements  SURFACE WIND — AVERAGING  GM1 MET.TR.210(a)(3)(ii) Observing meteorological elements  SURFACE WIND — AVERAGING — MARKED DISCONTINUITY  AMC1 MET.TR.210(b)(1) Observing meteorological elements  VISIBILITY — GENERAL  AMC1 MET.TR.210(b)(2) Observing meteorological elements  VISIBILITY — SITING  AMC1 MET.TR.210(b)(4) Observing meteorological elements  VISIBILITY — AVERAGING  GM1 MET.TR.210(b)(4) Observing meteorological elements  VISIBILITY — AVERAGING — MARKED DISCONTINUITY  GM1 MET.TR.210(c) Observing meteorological elements  RUNWAY VISUAL RANGE (RVR) — ASSESSMENT  AMC1 MET.TR.210(c)(1) Observing meteorological elements  RUNWAY VISUAL RANGE (RVR) — SITING  AMC1 MET.TR.210(c)(2) Observing meteorological elements  RUNWAY VISUAL RANGE (RVR) — RUNWAY LIGHT INTENSITY  GM1 MET.TR.210(c)(2) Observing meteorological elements  RUNWAY VISUAL RANGE (RVR) — USE OF INSTRUMENTED SYSTEMS  GM2 MET.TR.210(c)(2) Observing meteorological elements  RUNWAY VISUAL RANGE (RVR)  GM1 MET.TR.210(c)(4)(ii)(B) Observing meteorological elements  RUNWAY VISUAL RANGE (RVR) — AVERAGING  AMC1 MET.TR.210(d)(1) Observing meteorological elements  PRESENT WEATHER — GENERAL  AMC1 MET.TR.210(d)(2) Observing meteorological elements  PRESENT WEATHER — SITING  AMC1 MET.TR.210(e) Observing meteorological elements  CLOUDS — GENERAL  AMC1 MET.TR.210(e)(2) Observing meteorological elements  CLOUDS — SITING  AMC1 MET.TR.210(f) Observing meteorological elements  AIR TEMPERATURE AND DEW-POINT TEMPERATURE  AMC1 MET.TR.210(g)(3) Observing meteorological elements  ATMOSPHERIC PRESSURE — REFERENCE LEVEL |  |  |  |
| **РЕГЛАМЕНТ ЗА ИЗПЪЛНЕНИЕ (ЕС) № 923/2012** | | | | | |
|  | SERA.7002 | Collision hazard information when ATS based on surveillance are provided  (a) When an identified controlled flight is observed to be on a conflicting path with an unknown aircraft, deemed to constitute a collision hazard, the pilot of the controlled flight shall, whenever practicable:  (1) be informed of the unknown aircraft, and, if the pilot so requests, or if the situation so warrants in the opinion of the controller, avoiding action shall be suggested; and  (2) be notified when the conflict no longer exists. |  |  |  |
|  | GM1 SERA.7002(a)(1) | **Collision hazard information when ATS based on surveillance are provided**  INFORMATION REGARDING TRAFFIC ON CONFLICTING PATH OUTSIDE CONTROLLED AIRSPACE  When an identified IFR flight operating outside controlled airspace is observed to be on a conflicting path with another aircraft, the pilot should, as far as practicable:  (a) be informed as to the need for collision avoidance action to be initiated, and if so requested by the pilot or if, in the opinion of the air traffic controller, the FIS officer or the AFIS officer, the situation warrants, a course of avoiding action should be suggested; and  (b) be notified when the conflict no longer exists. |  |  |  |
|  | SERA.8015 | **Air traffic control clearances**  …  (eb) Clearance related to altimetry  When an aircraft has been given clearance to land or where an aircraft has been informed that the runway is available for landing at AFIS aerodromes and that aircraft is completing its approach using atmospheric pressure at aerodrome elevation (QFE), the vertical position of that aircraft shall be expressed in terms of height above aerodrome elevation during that portion of its flight for which QFE may be used, except that it shall be expressed in terms of height above runway threshold elevation:  (i) for instrument runways if the threshold is 2 m (7 ft) or more below the aerodrome elevation; and  (ii) for precision approach runways. |  |  |  |
|  | SERA.9005 | **Scope of flight information service**  …  (d) AFIS provided to flights shall include, in addition to relevant items outlined in points (a) and (b), the provision of the information concerning:  (1) collision hazards with aircraft, vehicles and persons operating on the manoeuvring area;  (2) the runway-in-use. |  |  |  |
|  | SERA.14001 | Общи положения  Използва се стандартна фразеология за всички ситуации, за които такава фразеология е била определена. Само когато със стандартната фразеология не може да се предаде желаното, се използва свободен език. |  |  |  |
|  | AMC1 SERA.14001 | Стандартна фразеология Appendix I.  Приложима за AFIS |  |  |  |

**Допълнителна информация:**

1. За проверка коректността на съдържанието на Сборник „Аеронавигационна информация и публикация“ **(АИП)** се използва **Допълнение 1** към Приложение VI.
2. За проверка коректността на формуляра и попълване на формуляра **NOTAM** се използва **Допълнение 2** към Приложение VI.
3. За проверка коректността на формуляра и попълване на формуляра **SNOWTAM** се използва **Допълнение 3** към Приложение VI.
4. За проверка коректността на формуляра и попълване на формуляра **ASHTAM** се използва **Допълнение 4** към Приложение VI.