

{ANSP}

{Airport/unit/location} {Service/System} Technical File

{Document reference number & issue number}

The Technical File can either be issued for a single system, or several systems constituting a service (for example Voice Communications Transmitters, Receivers and Voice Switch), however in the case of the several systems where there may be more than one set of safety cases, all must be referenced in this document.

1. Executive Summary

- 1.1 The documents listed in the *{airport} {system}* Technical File contain all the necessary information relating to the characteristics of the system, including:
- 1.2 Demonstration of Compliance with Essential Requirements.
- 1.3 Demonstration of Compliance with Interoperability Implementing Rules.
- 1.4 Manufacturer evidence of Compliance with CAP 670, ICAO SARPs and other referenced standards.
- 1.5 ANSP supporting documents.
- 1.6 This document will accompany the System Safety Case throughout the system's service life and will be held by the *{Senior Air Traffic Engineer}* at *{airport}*.

2. Technical File Contents

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3. Basic Regulation Annex VIII Essential Requirements Satisfaction

3.1 PART A - Services

Only the Essential Requirement tables related to the service of the systems or constituents being brought into service or changed need to be completed. Tables for other services can be deleted.

2.2 Meteorological Information		
Requirement	Keywords	Satisfaction Evidence
2.2.1 The data used as a source for aeronautical meteorological information shall be of sufficient quality, complete and current.	Quality	The standards to which the source of data is required are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case. <i>{Was the system tested against CAP 746? State the relevant parts complied with.</i> <i>Did the system meet CAP 670, MET 01?}</i> .
	Complete	Evidence including testing to show that data used as a source and meets the safety and quality requirements is provided in Part <i>{part & section reference}</i> of the Safety Case.
	Current	Evidence showing that data used as a source is provided in a timely manner and meets the agreed time frame is provided in Part <i>{part & section reference}</i> of the Safety Case.

2.2 Meteorological Information		
Requirement	Keywords	Satisfaction Evidence
2.2.2 To the extent possible, aeronautical meteorological information shall be precise, complete, current, of adequate integrity and unambiguous in order to meet the needs of airspace users. Aeronautical meteorological information shall be from a legitimate source.	Precise, complete, current, of adequate integrity and unambiguous	Requirements for Meteorological information are detailed in CAP 746 and CAP 670 COM 05 and requirements demonstrated as met in Part <i>{part & section reference}</i> of the safety case. Meteorological Information is provided in accordance with MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i> , which are referenced in Section 9 of this Technical File.
	Legitimate source	The provider is a certified ANSP.

2.2 Meteorological Information		
Requirement	Keywords	Satisfaction Evidence
2.2.3 The dissemination of such aeronautical meteorological information to airspace users shall be timely and use sufficiently reliable and expeditious means of communication protected from interference and corruption.	Timely, Reliable and expeditious means of communication	Meteorological Information will either be provided by ATIS or RTF Voice communications, using communication systems addressed in 2.4.
	Protected from interference and corruption.	RTF Frequencies used for ATIS and Voice Communications are coordinated and issued by the CAA and will be operated in accordance with licence and ANO approval conditions.

2.3 Air Traffic Services (Flight data processing systems (FDPS), surveillance data processing systems (SDPS) and Voice Communication Systems only)		
Requirement	Keywords	Satisfaction Evidence
2.3.1 The data used as a source for the provision of air traffic services shall be correct, complete and current.	Correct and complete	Evidence including testing to show that data used as a source for the <i>{system}</i> meets the safety, <i>and functional (quality)</i> requirements is provided in Part <i>{part & section reference}</i> of the Safety Case.
	Current	Evidence showing that data used as a source for the <i>{system}</i> is provided in a timely manner and meets the agreed time frame is provided in Part <i>{part & section reference}</i> of the Safety Case.

2.3 Air Traffic Services (Flight data processing systems (FDPS), surveillance data processing systems (SDPS) and Voice Communication Systems only)		
Requirement	Keywords	Satisfaction Evidence
2.3.2. The provision of air traffic services shall be sufficiently precise, complete, current, and unambiguous to meet the safety needs of users.	Precise, complete, current, and unambiguous	Evidence including testing to show that the <i>{system}</i> supporting the air traffic service meets the safety, <i>functional (quality), human factors and operational requirements</i> is provided in Part <i>{part & section reference}</i> of the Safety Case.

2.3 Air Traffic Services (<i>Flight data processing systems (FDPS), surveillance data processing systems (SDPS) and Voice Communication Systems only</i>)		
Requirement	Keywords	Satisfaction Evidence
2.3.3. Automated tools providing information or advice to users shall be properly designed, produced and maintained to ensure that they are fit for their intended purpose.		<p>All automated tools are included within the overall system design and safety assurance for the systems and constituents.</p> <p><i>or</i></p> <p>There are no automated tools in this system.</p> <p><i>{Refer to CAA CAP 1377 for meaning of ‘automation’ and ‘automation support’.}</i></p>

2.3 Air Traffic Services (<i>ATC Flight data processing systems (FDPS), surveillance data processing systems (SDPS) and Voice Communication Systems only</i>)		
Requirement	Keywords	Satisfaction Evidence
2.3.4 Air traffic control services and related processes shall provide for adequate separation between aircraft and, on the aerodrome manoeuvring area, prevent collisions between aircraft and obstructions and, where appropriate, assist in protection from other airborne hazards and shall ensure prompt and timely coordination with all relevant users and adjacent volumes of airspace.	Adequate separation; protection from other airborne hazards	<p>Air Traffic Services are provided in accordance with the MATS Part 1.</p> <p>Operation of the <i>{system}</i> takes place in accordance with MATS Part 2 procedures <i>{MATS Part 2 section reference}</i>, which are referenced in Section 9 of this Technical File.</p>
	Prompt and timely coordination	<p>Requirements for provision of coordination, and supply and receipt of coordination data is described in the <i>{document, part & section reference}</i>.</p> <p><i>{Include Service Level Agreements with adjacent units}</i></p>

2.3 Air Traffic Services (<i>Voice Communications Systems only</i>)		
Requirement	Keywords	Satisfaction Evidence
2.3.5 Communication between air traffic services and aircraft and between relevant air traffic services units shall be timely, clear, correct and unambiguous,	Timely, clear, correct and unambiguous	RTF Voice communications are provided by using communication systems addressed in 2.4.
	Protected from [electromagnetic] interference	RTF Frequencies used for ATIS and Voice Communications are coordinated and issued by the CAA.

2.3 Air Traffic Services (<i>Voice Communications Systems only</i>)		
Requirement	Keywords	Satisfaction Evidence
protected from interference and commonly understood and, if applicable, acknowledged by all actors involved.	Commonly understood	Air Traffic Services are provided in accordance with the MATS Part 1. Operation of the <i>{system}</i> takes place in accordance with MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i> , which are referenced in Section 9 of this Technical File.

2.3 Air Traffic Services (<i>Flight data processing systems (FDPS), surveillance data processing systems (SDPS) and Voice Communication Systems only</i>)		
Requirement	Keywords	Satisfaction Evidence
2.3.6 Means shall be in place to detect possible emergencies and, when appropriate, to initiate effective search and rescue action. Such means shall, as a minimum, comprise appropriate alerting mechanisms, coordination measures and procedures, means and personnel to cover the area of responsibility efficiently.	Detect emergencies; appropriate alerting mechanisms	Requirements for detection of emergencies is detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case. <i>or</i> There is no requirement for this system to detect emergencies.
	Coordination measures and procedures	Emergency coordination procedures are detailed in accordance with MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i> , which are referenced in Section 9 of this Technical File.

2.4 Communication Services		
Requirement	Keywords	Satisfaction Evidence
2.4 Communication services shall achieve and maintain sufficient performance with regard to their availability, integrity, continuity and timeliness. They shall be expeditious and protected from corruption and interference .	Achieve and maintain the required <i>Availability</i>	Detail of how the system achieves the required availability performance is provided in <i>{document, part & section reference}</i> . <i>or</i> There are no availability requirements for this service.
	Achieve and maintain the required <i>Integrity</i>	The requirements for integrity are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.
	Achieve and maintain the required <i>Continuity</i>	Detail of how the system achieves the required continuity performance is provided in <i>{document, part & section reference}</i> .

2.4 Communication Services		
Requirement	Keywords	Satisfaction Evidence
	Achieve and maintain the required <i>timeliness</i> ; <i>expeditious</i>	<p>Detail of how the system achieves the required timeliness (processing time) performance is provided in <i>{document, part & section reference}</i>.</p> <p><i>{Make reference to compliance with relevant sections of CAP 670 such as:</i></p> <p><i>AGA VHF Compliance with CAP 670 COM 02, COM 03.</i></p> <p><i>GG Telephones, SAT testing.</i></p> <p><i>GG UHF Compliance with CAP 670 COM 06.</i></p> <p><i>ATIS Tx Compliance with CAP 670 COM 05.</i></p> <p><i>FDP – AFTN Compliance with CAP 670 COM 04}</i>.</p>
	Protection from corruption and [electromagnetic] interference	<p>The constituents of the system are CE marked. This confirms that the constituents meet the requirements of the EMC or Radio Equipment Directives where applicable. <i>Copies of the Declaration of Conformity are provided in Section 6 of this Technical File.</i></p> <p>System installation design and testing confirmed that the communications service is not adversely affected by other systems and does not cause interference to other systems.</p> <p><i>{Include SAT results and frequency licensing details where applicable}</i>.</p>

2.5 Navigation Services		
Requirement	Keywords	Satisfaction Evidence
2.5 Navigation services shall achieve and maintain a sufficient level of performance with regard to guidance, positioning and, when provided, timing information. The performance criteria include accuracy, integrity, legitimacy of the source, availability, and continuity of the service.	Achieve and maintain the required <i>guidance</i>	<p>Detail of how the system achieves the required guidance is provided in <i>{document, part & section reference}</i>.</p> <p>The required horizontal and vertical navigation guidance is defined in Part <i>{part & section reference}</i> of the Safety Case and confirmed by flight inspection reported in <i>{reference}</i>.</p> <p><i>{Evidence of Compliance with CAP 670 ILS 02, NAV 02, NAV 03, NAV 06, and VDF 01? The flight inspection report/certificate can be referenced here}</i>.</p>
	Achieve and maintain the required <i>positioning</i>	Detail of how the system achieves the required positioning is provided in <i>{document, part & section reference}</i> .
	Achieve and maintain the required <i>timing information</i>	Detail of how the system achieves the required timing information is provided in <i>{document, part & section reference}</i> .
	Achieve and maintain the required <i>accuracy</i>	<p>Detail of how the system achieves the required accuracy performance is provided in <i>{document, part & section reference}</i>.</p> <p><i>or</i></p> <p>The horizontal and vertical navigation functional capability is defined in Part <i>{part & section reference}</i> of the Safety Case.</p> <p><i>{Was the accuracy and functional capability tested during the SAT for compliance with CAP 670 ILS 06, ILS 10, NAV 01, NAV 02, NAV 04, NAV 05, or VDF 01?}</i>.</p>
	Achieve and maintain the required <i>integrity</i>	The requirements for integrity are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.
	Achieve and maintain the required <i>legitimacy of source</i>	Detail of how the system achieves the required legitimacy is provided in <i>{document, part & section reference}</i> .
	Achieve and maintain the required <i>availability</i>	<p>Detail of how the system achieves the required availability performance is provided in <i>{document, part & section reference}</i>.</p> <p><i>or</i></p> <p>There are no availability requirements for this service.</p>
	Achieve and maintain the required <i>continuity</i>	Detail of how the system achieves the required continuity performance is provided in <i>{document, part & section reference}</i> .

2.6 Surveillance Services		
Requirement	Keywords	Satisfaction Evidence
2.6 Surveillance services shall determine the respective position of aircraft in the air and of other aircraft and ground vehicles on the aerodrome surface, with sufficient performance with regard to their accuracy, integrity, legitimacy of the source, continuity and probability of detection	Accuracy	<p>The required surveillance accuracy, coverage and range is defined in Part <i>{part & section reference}</i> of the Safety Case and confirmed by flight inspection to the requirements of CAP 670 SUR 12 reported in <i>{reference}</i>.</p> <p>Evidence of the system accuracy at the control position is provided in Part <i>{part & section reference}</i> of the Safety Case.</p> <p><i>{Was this verified during the SAT? Evidence of compliance with CAP 670, SUR 02, SUR 03, SUR 04, SUR 05, SUR 06, SUR 07, SUR 09?}</i></p> <p><i>{Flight trials carried out in accordance with CAP 670 SUR 12?}</i></p>
	Integrity	The requirements for integrity are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.
	Legitimacy of the source	Detail of how the system achieves the required legitimacy is provided in <i>{document, part & section reference}</i> .
	Continuity	The requirements for integrity are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.
	Probability of detection	The requirements for probability of detection are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.

3.2 PART B - Systems and Constituents

3.1 General		
Requirement	Keywords	Satisfaction Evidence
ATM/ANS systems and ATM/ANS constituents providing related information to and from the aircraft and on the ground shall be properly designed, produced, installed, maintained, protected against unauthorised interference and operated to ensure that they are fit for their intended purpose.	Designed	System design evidence is provided in <i>{part & section reference}</i> of the Safety Case <i>{Safety Case reference}</i> .
	Produced and installed	System installation evidence is provided in <i>{part & section reference}</i> of the Safety Case <i>{Safety Case reference}</i> .
	Maintained	Maintenance of the <i>{system}</i> is managed using processes referenced in the ATM Regulation Compliance Matrices <i>{reference}</i> . A <i>{system}</i> maintenance procedure has been produced and this is <i>{provided/referenced}</i> in Section 8 of this Technical File.
	Protected against unauthorised interference	Detail of how the system is secured from unauthorised interference is provided in <i>{document, part & section reference}</i> . <i>{Refer to the ANSP Security Management System or specific security risk assessments}</i>
	Operated	Operation of the <i>{system}</i> takes place in accordance with MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i> , which are referenced in Section 9 of this Technical File.

3.2 System and constituent integrity, performance and reliability		
Requirement	Keywords	Satisfaction Evidence
Paragraph 1. The integrity and safety-related performance of systems and constituents whether on aircraft, on the ground or in space, shall be fit for their intended purpose. They shall meet the required level of operational performance for all their foreseeable operating conditions and for their whole operational life.	Integrity	The requirements for integrity are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.
	Safety-related performance	Safety requirements are detailed in Part <i>{part & section reference}</i> of the safety case and demonstrated as met in Part <i>{part & section reference}</i> of the safety case.
	Operational performance	Operational requirements are detailed in <i>{document, part & section reference}</i> and demonstrated as met or reviewed in <i>{document, part & section reference}</i> .

3.2 System and constituent integrity, performance and reliability		
Requirement	Keywords	Satisfaction Evidence
<p>Paragraph 2. ATM/ANS systems and ATM/ANS constituents shall be designed, built, maintained and operated using the appropriate and validated procedures, in such a way as to ensure the seamless operation of the European air traffic management network (EATMN) at all times and for all phases of flight.</p>	Designed (to ensure seamless operation)	System and installation design evidence is provided in <i>{part & section reference}</i> of the Safety Case <i>{Safety Case reference}</i> .
	Built	Construction, installation and configuration evidence for the system is provided in the Site Acceptance Test Specification <i>{reference}</i> and associated results <i>{results reference}</i> completed on <i>{date of SAT completion}</i> .
	Maintained	Maintenance of the system is managed using processes referenced in the ATM Regulation Compliance Matrices <i>{reference}</i> . A <i>{system}</i> maintenance procedure has been produced and this is <i>{provided/referenced}</i> in Section 8 of this Technical File.
	Operated	Operation of the <i>{system}</i> takes place in accordance with MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i> , which are referenced in Section 9 of this Technical File.
<p>Seamless operation can be expressed, in particular in terms of information-sharing, including the relevant operational status information, common understanding of information, comparable processing performances and the associated procedures enabling common operational performances agreed for the whole or parts of the EATMN.</p>	Information sharing (importing and exporting of information / data)	<p>Operational Status Information is promulgated in the UK Aeronautical Information Publication using the NOTAM system and AIRAC Cycle amendments as appropriate.</p> <p>Status information required by <i>{airport}</i> ATS staff is provided in accordance with CAP670, and its function tested where appropriate in the SAT documentation referred to in Section 7 of this Technical File.</p> <p>And</p> <ul style="list-style-type: none"> No external information sources or destinations are applicable to the <i>{airport}</i> <i>{system}</i>. <p>Or</p> <ul style="list-style-type: none"> Information and data produced by this system is shared with <i>{other unit}</i> for the purpose of <i>{other unit purpose}</i>. Common understanding of information is achieved through use of data in accordance with <i>{data format}</i> specification as specified in Contract <i>{contract reference}</i>. Comparable processing capabilities for Units sharing information with the system is confirmed during SAT <i>{part & section reference}</i>, and industry standards are used where applicable. <p>Associated procedures for data sharing are defined in the Letter of Agreement.</p>

3.2 System and constituent integrity, performance and reliability		
Requirement	Keywords	Satisfaction Evidence
Paragraph 3. The EATMN, its systems and their constituents shall support, on a coordinated basis, new agreed and validated concepts of operation that improve the quality, sustainability and effectiveness of air navigation services, in particular in terms of safety and capacity	New and validated Concepts of Operation	New concepts of operation supported by the system are defined in <i>{Concept of Operations documentation, reference}</i> . <i>or</i> There are no new concepts of operation, to be taken into account or associated with the <i>{system}</i> .
	Improved quality	<i>{Describe how the system and its constituents improve the quality of air navigation services}</i> . <i>or</i> Not applicable. <i>{where there are no new concepts of operation stated above}</i>
	Improved sustainability	<i>{Describe how the system improves sustainability}</i> <i>or</i> Not applicable. <i>{where there are no new concepts of operation stated above}</i>
	Improved effectiveness	<i>{Describe how the system and its constituents improve the effectiveness of air navigation services}</i> . <i>or</i> Not applicable. <i>{where there are no new concepts of operation stated above}</i>
	Improved safety	<i>{Describe how the system and its constituents improve the safety of air navigation services}</i> . <i>or</i> Not applicable. <i>{where there are no new concepts of operation stated above}</i>
	Improved capacity	<i>{Describe how the system and its constituents improve capacity of air navigation services}</i> . <i>or</i> Not applicable. <i>{where there are no new concepts of operation stated above}</i>

3.2 System and constituent integrity, performance and reliability		
Requirement	Keywords	Satisfaction Evidence
Paragraph 4. The EATMN, its systems and their constituents shall support the progressive implementation of civil/military coordination, to the extent necessary for effective airspace and	Support civil / military coordination	The system incorporates <i>{detail}</i> interfaces to enable coordination and information sharing with military systems for the flexible use of airspace. <i>or</i> This system has no interface or requirement for coordination with military systems.
	Effective airspace management	Airspace Management in the UK is overseen by CAA AAA and is therefore outside the scope of this Technical File.

3.2 System and constituent integrity, performance and reliability		
Requirement	Keywords	Satisfaction Evidence
air traffic flow management, and the safe and efficient use of airspace by all users, through the application of the concept of the flexible use of airspace.	Safe and efficient use of airspace	Airspace Management in the UK is overseen by CAA AAA and is therefore outside the scope of this Technical File.

3.2 System and constituent integrity, performance and reliability		
Requirement	Keywords	Satisfaction Evidence
Paragraph 5. To achieve those objectives, the EATMN, its systems and their constituents shall support the timely sharing of correct and consistent information covering all phases of flight, between civil and military parties, without prejudice to security or defence policy interests, including requirements on confidentiality.	Sharing of timely and correct information between civil and military parties.	The system does not provide any specific shared data. Availability of the service that the <i>{system}</i> supports is promulgated in the <i>{airport}</i> AIP entries.
	Security or defence policy interests	The requirements of national security are met as detailed in <i>{reference}</i> . <i>or</i> There are no national security implications of the <i>{airport} {system}</i> .

3.3 Design of systems and constituents		
Requirement	Keywords	Satisfaction Evidence
3.3.1 Systems and constituents shall be designed to meet applicable safety and security requirements.	Safety requirements	<p>Safety requirements are detailed in Part <i>{part & section reference}</i> of the safety case and the design demonstrated as met in Parts <i>{part & section reference}</i> of the safety case.</p> <p>Safety requirements include applicable UK and ICAO Statutory and Regulatory requirements, System Safety (Integrity) requirements, and Functional and Performance safety requirements.</p>
	Security requirements	Security requirements are detailed in <i>{document, part & section reference}</i> and demonstrated as met in <i>{document, part & section reference}</i> .

3.3 Design of systems and constituents		
Requirement	Keywords	Satisfaction Evidence
3.3.2 Systems and constituents, considered collectively, separately and in relation to each other, shall be designed in such a way that an inverse relationship exists between the probability that any failure can result in a total system failure and the severity of its effect on the safety of services.	Probability of total system failure	<p>Levels of safety are described in the <i>{airport}</i> Safety Management System, from which the system safety requirements have been derived.</p> <p>The safety requirements in the system Safety Case <i>{Safety Case section/para reference}</i> have been identified based on a process of consideration of consequence of all reasonably predicted faults and failure modes of the <i>{system}</i>.</p> <p>The system includes redundancy and fault tolerance to meet the specified safety requirements.</p> <p>The system Safety Case <i>{Safety Case section/para reference}</i> includes a block diagram showing redundancy of constituents of the <i>{system}</i> and describes fault tolerance.</p>

3.3 Design of systems and constituents		
Requirement	Keywords	Satisfaction Evidence
3.3.3 Systems and constituents, considered individually and in combination with each other, shall be designed taking into account limitations related to human capabilities and performance	Human capabilities and performance	<p>The measures taken through design, to ensure tasks assigned to control staff take into account limitations with human capabilities and performance is <i>{provided /referenced}</i> in <i>{document/section}</i>.</p> <p><i>{Evidence of Human factor analysis?}</i></p> <p>Operational aspects detailing the tasks assigned to control staff in relation to this system are detailed in MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i>, which are referenced in Section 9 of this Technical File.</p>

3.3 Design of systems and constituents		
Requirement	Keywords	Satisfaction Evidence
3.3.4 Systems and constituents shall be designed in a manner that protects them and the data they convey from harmful interactions with internal and external elements.	Harmful interactions with internal and external elements	<p>The system is designed to be protected against all known harmful interactions.</p> <p>Detail of how the system is protected, and known dependencies, is provided in <i>{document, part & section reference}</i>.</p> <p><i>{Also refer to the ANSP Security Management System or specific security risk assessments for security threats.}</i></p>

3.3 Design of systems and constituents		
Requirement	Keywords	Satisfaction Evidence
3.3.5. Information needed for production, installation, operation and maintenance of the systems and constituents as well as information concerning unsafe conditions shall be provided to personnel in a clear, consistent and unambiguous manner.	Information for production	The system has been built using appropriate and validated manufacturer procedures described in <i>{document, part & section reference}</i> .
	Information for Installation	<i>The system has been installed accordance with an agreed installation plan.</i>
	Information for operation	Operation of the <i>{system}</i> takes place in accordance with MATS Part 2 <i>{or FISO Manual}</i> procedures <i>{MATS Part 2 {or FISO Manual} section reference}</i> , which are referenced in Section 9 of this Technical File. The MATS Part 2 <i>{or FISO Manual}</i> is endorsed by the <i>{Manager ATC/SATCO}</i> .
	Information for maintenance	Maintenance procedures based on manufacturer recommendations have been issued by <i>the {Senior Engineer}</i> and endorsed by the <i>{Management representative}</i> .

3.3 Design of systems and constituents		
Requirement	Keywords	Satisfaction Evidence
3.4 Safety levels of systems and constituents shall be maintained during service and any modifications to service.	Maintained safety levels	Measures for monitoring system performance of the functional system are described in the <i>{airport}</i> Safety Management System <i>{document, part & section reference}</i> .

4. Characteristics of the System

System Description

{Describe here the system configuration and principal functions, which the system is intended to provide. Material could be extracted from the Safety Case introduction.

Describe all constituents and the Service they will provide.

For changes to the system or service, the description should enable clear identification of any parts of the system that remain in place from earlier installations such as displays or antennas.

Where elements of an existing system are being replaced or upgraded, the system description should clearly define the system changes, and this needs to be reflected through the TF}.

{A reference to a System Description in a Safety Case is acceptable if it contains all the information above}

5. List of Constituents

{Do not provide a link to an external document. The list of constituents must be incorporated into the Technical File.

List here the constituents that form the system.

For example an NDB system might have the following constituents:

- *NDB Transmitter*
- *NDB Antenna*
- *NDB Monitor*

At the simplest end of the scale, an emergency VHF handheld transceiver would be a single standalone constituent.

6. Conditions and Limitations of Use

{Do not provide a link to an external document. The Conditions and Limitations of Use must be incorporated into the Technical File.

Describe here any principal conditions or limitations of use, described on the ANO approval or in the safety case. For example, emergency VHF transceivers' usage would be limited to use for the safe termination of services for which the main equipment has failed.

Further examples could be:

- *a limit in separation standard applied to a radar*
- *maxima or minima values for key operational parameters or*
- *interdependencies on the operation of other ATM systems}.*

7. Documents Demonstrating Conformity

{Provide in this section:

- UK or EU Declarations of Conformity for UK Regulations and EC Directives other than ATM interoperability (e.g. Radio Equipment and Electromagnetic Compatibility Regulations)*
- Reference to a completed Mode S Interrogator Implementing Rule Compliance Template, if appropriate*
- Reference to a completed Surveillance Performance and Interoperability Compliance Template, if appropriate*
- Reference to other completed Interoperability Implementing Rule Compliance Templates, where appropriate*
- Manufacturer Summary of Compliance for all constituents in the system (or systems) covered by the Technical File.*
- Extant DSUs for unchanged constituents*
- Extant EU or UK Declaration of Conformity (DoC) for unchanged constituents*

The ANSP should assess and be satisfied with the completeness and acceptability of the evidence from manufacturers demonstrating compliance. In certain circumstances, where constituents are not exclusively sold for an ATM environment or there is no longer manufacturer support an ANSP may be required to provide the additional evidence of compliance.}

8. SAT Documentation

{Provide in this section:

- Reference to SAT Specification (or other testing to verify compliance) and Issue state*
- Reference to SAT Results*
- SAT Completion Certificate where produced}*

{You may also include/reference Flight Inspection documentation where a system necessitates such checks. The flight inspection report reference may be added when the TF is otherwise accepted as being complete}

9. Maintenance Procedures

{Provide or reference in this section the completed Maintenance Procedure for the system}

10. Operational ATS Procedures

{Provide or reference in this section the completed MATS Part 2 or FISO Manual Instructions for the system}