



## **GUIDANCE MATERIAL:**

# **OPERATIONAL ENVIRONMENT DEFINITION**

### **1 INTRODUCTION**

The purpose of this Guidance Material is to help further describing the Operational Environment so that SSA can be performed.

The OED was already made during FHA and PSSA. However during those two steps, the Operational Environment was specified to perform a certain way.

During SSA, the Operational Environment becomes a reality, so that FHA and PSSA descriptions of the Operational Environment could be impacted or confirmed.

Besides, some specific Operational Environments have to be specified:

- “Transfer into Operation” Operational Environment (that could differ from the Operational one;
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## **1 OPERATIONAL ENVIRONMENT DEFINITION FOR SSA PURPOSE**

System Safety Assessment can only be properly conducted when considering the Air Navigation System being assessed within the context of the Operational Environment in which it will be integrated.

The description of the Operational Environment should include all characteristics, which may be relevant when assessing the system and its ability to achieve an acceptable risk, to satisfy its Safety Objectives and meet its Safety Requirements.

SSA aims at updating the description provided in FHA OED (see FHA Chapter 1 Guidance Material A) and PSSA OED (see PSSA Chapter 1 Guidance Material A) with actual, real and any additional data.

SSA Verification & Validation (SSA Chapter 4) includes verification and validation of the Operational Environment Definition.

## **2 OPERATIONAL ENVIRONMENT DEFINITION FOR TRANSFER INTO OPERATION PURPOSE**

The nature and type information to describe the Operational Environment for the “Transfer into Operation” phase are the same as the one recommended in FHA-OED (see FHA Chapter 1 Guidance Material A) and in PSSA-OED (see PSSA Chapter 1 Guidance Material A).

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