

Date  
17 June 2015  
Your date  
14 January 2015

Reference  
TSL 2015-708  
Your Reference  
Loïc Giroud

CGX AERO  
Le Causse - Espace Entreprises  
81 100 CASTRES  
FRANCE

## Approval for Flight Procedure Design

### The Swedish Transport Agency's decision

The Swedish Transport Agency grants your application for approval in accordance with Swedish regulation TSFS 2015:1, for design of proposals for arrival, approach and departure procedures, IFR holdings and minimum sector altitudes. The approval remains in force until 30 June 2019.

The approval is a complementary to the basic acknowledgement from the French surveillance authority.

The approval includes an exception from TSFS 2015:1 and permits the application of the following amendments and revisions:

- ICAO Annex 10 vol I, 6th edition, including amendment *nr 89*
- ICAO Annex 11, 13th edition, including amendment *nr 49 and corrigenda nr 3*
- ICAO Doc 8168 PANS-OPS volume II, 6th edition, including *corrigenda nr 1*
- ICAO Doc 9613, 4th edition, including *corrigenda nr 1*
- ICAO Doc 9905, 1st edition, including *corrigenda nr 2*
- ICAO Doc 9906, vol 1, 1st edition, including amendment *nr 1*
- ICAO Doc 9906, vol 2, 1st edition, including amendment *nr 1*
- ICAO Doc 9906, vol 3, 1st edition, including amendment *nr 1 and corrigenda nr 1*
- ERNIP Part 1, European Design Methodology Guidelines, General principles and technical specifications for airspace design, including amendment *edition 1.4.*

General differences from international rules on design of procedures may be applied within Sweden subject to decisions by The Transport Agency and publication in AIP Sweden, GEN 1.7.

Application for renewal must be submitted well in advance of end of validity, or without delay in the case of changes in the organisation or businesses within the scope of this approval.

### **Statement of the matter**

On 14 January 2015 CGX Aero submitted an Application for Approval for design of Flight Procedures. On The Swedish Transport Agency's demand supplementary information has continuously being communicated. A meeting was convened at The Swedish Transport Agency on 26 March 2015 in order to clarify remaining questions and to exchange information about design principles for Swedish airports. 27 March 2015 the last remaining information reached The Swedish Transport Agency.

### **Reasons for the decision**

According to TSFS 2015:1, 12 §, those that design proposals for certain types of airspace and approach or departure procedures must be approved by The Swedish Transport Agency. CGX Aero has demonstrated by documentation and at a meeting convened at The Swedish Transport Agency that the requirements in TSFS 2015:1, 12 and 13 §§ are fulfilled.

---

The decision in this matter has been made by Head of the Infrastructure Unit Tomas Olsson. Lawyer Loella Fjällskog, Senior Adviser ANS Sigge Skarsfjäll and Senior Adviser ANS Susanne Westman, the latter submitting the report, took part in the final handling of the matter.



Tomas Olsson  
Head of the Infrastructure Unit

**Information**

Charging for this approval will be made based on actual work hours in accordance with The Swedish Transport Agency regulation on fees in the area of aviation (TSFS 2014:54).

This is a translation of the decision from Swedish to English. If the translation does not fully correspond to the Swedish content, the Swedish original will have priority.