

SES		Active							EU+	
ITY-ACID		Aircraft Identification								
REG	ASP	MIL	APO	USE	INT	IND	NM	MET	AIS	USP

Subject matter and scope

This SES-related implementation objective is derived from Implementing Regulation (EU) No 1206/2011 of 22 November 2011 (amended by Regulation 2020/587), laying down requirements on aircraft identification for surveillance for the single European sky. The main objective of the Regulation is to ensure the unambiguous and continuous identification of individual aircraft operating as general air traffic under instrument flight rules throughout the airspace of the single European sky (the ACID IR) through a phased approach.

The scope of this Implementation Objective is limited to the milestone of 2 January 2020 as identified in the Regulation. By this date, the Regulation requires that air navigation service providers deploy the capability to use the downlinked aircraft identification feature as well as the associated procedures so as to ensure the unambiguous and continuous identification of all individual aircraft operating IFR/GAT flights, by using this feature. It also addresses the possible exemptions associated to this date, under specific conditions.

Implementing Regulation (EU) No 1206/2011 requires that air navigation service providers, in all Member States, have the capability to establish individual aircraft identification using the downlinked aircraft identification feature, for all IFR/GAT flights. This will be achieved with the deployment of the appropriate elements of the surveillance chain as identified in the Implementing Regulation, so as to ensure this capability. Practically this capability can be ensured by deploying Mode S surveillance, or ADS-B or WAM, taking into account the local operating environments, constraints and needs as well as the airspace user's capabilities. The possibility of delayed compliance, under very specific conditions (approach area where air traffic services are provided by military units or under military supervision) is envisaged for no later than 2 January 2025.

For completeness of information, Implementing Regulation (EU) No 1206/2011 of 22 November 2011 includes a first milestone, applicable from 9 February 2012, requiring the use the downlinked aircraft identification feature, or the deployment of improved and harmonised capabilities for the automatic assignment of SSR codes (e.g. directional assignments of SSR codes, multiple simultaneous assignments to flights operated in conflict-free directions, etc). As the first milestone has been already implemented, it is outside the scope of the Master Plan Level 3 - Implementation Plan as an implementation planning tool.

It should be noted that the technical capability of the airborne constituents (the carriage of transponders capable to downlink of the aircraft identification) is addressed by Regulation (EU) No 1207/2011 of 22 November 2011 (as amended) laying down requirements for the performance and the interoperability of surveillance for the single European sky (as amended) being covered by Implementation Objective ITY-SPI. However, as the ACID-IR identifies specific procedures to be used by the operators, notably with regard the setting of the downlinked aircraft identification on-board, the ITY-ACID Implementation Objective defines a specific Stakeholder Line of Action with regard the appropriate training to be provided by the Operators to the personnel operating and maintaining surveillance equipment, in relationship with the use of the aircraft identification feature.

This SES-related implementation objective does not replace the EC legislation. It aims at facilitating the monitoring and reporting of the implementation of the requirements on aircraft identification for surveillance in European ATM in line with the EC regulations.

NOTE: This SES-related implementation objective does not replace the EU legislation. It aims at facilitating the monitoring and reporting of the implementation of aircraft identification in European ATM in line with the EU regulations and through the SES implementation monitoring and reporting mechanism.

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLoAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLoAs which identify actions EXCLUSIVE to military authorities.

Applicability Area(s) & Timescale(s)

Applicability Area		All ECAC+ States except: Morocco			
Timescales:		From:	By:	Applicable to:	
Entry into force of the Regulation		13/12/2011		Applicability Area	
System capability			02/01/2020	Applicability Area	

References

European ATM Master Plan

OI step -	- No OI Link -									
	Enablers -	GSURV-0101								

Legend:	WXYZ-001	Covered by SLoA(s) in this objective	WXYZ-002	Covered by SLoA(s) in another objective	WXYZ-003	Not covered in the Implementation Plan
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ITY-ACID	Aircraft Identification
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Applicable legislation

Regulation (EU) No 1206/2011 of 22 November 2011 laying down requirements on aircraft identification for surveillance for the single European sky and Regulation (EU) No 1207/2011 of 22 November 2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky, both as amended by Commission Implementing Regulation (EU) 2020/587 of 29 April 2020

Essential Operational Changes

CNS Infrastructure and Services

SESAR Solution

ICAO GANP - ASBUs

- none -

Deployment Programme

- none -

European Plan for Aviation Safety

- none -

Operating Environments

Airport
En-Route
Network
Terminal Airspace

Stakeholder Lines of Action (SLoAs)

SLoA ref.	Title	From	By
ITY-ACID-ASP01	Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification	13/12/2011	02/01/2020
ITY-ACID-ASP02	Organise personnel training and awareness	13/12/2011	02/01/2020
ITY-ACID-ASP03	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature		13/12/2011 02/01/2020
ITY-ACID-USE01	Organise personnel training and awareness	13/01/2011	02/01/2020

Description of finalised and deleted SLoAs is available on the eATM Portal @ https://www.eatmportal.eu/working/depl/essip_objectives

Expected Performance Benefits

Safety:	Enhanced safety levels by ensuring that unambiguous individual aircraft identification is achieved, maintained and shared accurately throughout EATMN airspace.
Capacity:	Avoidance of delays and of reduction in network capacity due to shortage of SSR transponder codes or by increased controller workload caused by code changes.
Operational Efficiency:	The use of downlinked aircraft identification represents the most efficient long term solution as primary mean of identification, as shown in the impact assessment of Regulation (EU) No 1206/2011.
Cost Efficiency:	-
Environment:	-
Security:	-

Detailed SLoA Descriptions

ITY-ACID-ASP01	Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification	From:	By:
		13/12/2011	02/01/2020
Action by:	ANS Providers		

ITY-ACID		Aircraft Identification	
Description & purpose:		Ensure that the cooperative surveillance chain has the necessary capability to allow the establishment of the individual aircraft identification using the downlinked aircraft identification feature in compliance with Article 4.2 and ensure the operational use of this capability as prescribed in Article 4.3 (including Annex II) of Regulation (EU) No 1206/2011. The deployment and the use of this capability will have an impact on the surveillance systems as well as on flight data processing systems, surveillance data processing systems, human machine interface systems and ground-to-ground communication systems used for the distribution of surveillance data. With regard to the specific surveillance technologies the ANSPs could use to support this requirement they have the choice between Mode S surveillance, ADS-B or WAM, taking into account the local operating environments, constraints and needs as well as the capabilities of the airspace users.	
Derogations:		For the specific case of approach areas where air traffic services are provided by military units or under military supervision and when procurement constraints prevent compliance with Article 4(2) of the Regulation, Member States shall communicate to the Commission by 31 December 2017 at the latest, the date of compliance with downlinked aircraft identification that shall not be later than 2 January 2025, as prescribed in Article 11 'Exemptions' of Regulation (EU) No 1206/2011. Following consultation with the Network Manager, and not later than 31 December 2018, the Commission may review the exemptions that could have a significant impact on the EATMN.	
Supporting material(s):		EUROCONTROL - Mode S Elementary Surveillance (ELS) Operations Manual Url : https://www.eurocontrol.int/publication/mode-s-elementary-surveillance-els-operations-manual EUROCONTROL - Wide Area Multilateration (WAM) Guidance Material Url : https://www.eurocontrol.int/publication/wide-area-multilateration-guidelines-achieving-operational-approval-wam-system	
Finalisation criteria:		1 - All the appropriate systems have been upgraded 2 - The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA) 3 - The upgraded systems have been put into service, allowing the establishment of the individual aircraft identification using the downlinked aircraft identification.	
ITY-ACID-ASP02		Organise personnel training and awareness	<div><div>From:</div><div>13/12/2011</div></div> <div><div>By:</div><div>02/01/2020</div></div>
Action by:		ANS Providers	
Description & purpose:		Ensure that: - personnel are made duly aware of the requirements of the Regulation and adequately trained as prescribed in Art 8. (1)] - operations manuals, working methods and operating procedures comply with Article 8(2) of Regulation (EU) No 1206/2011.	
		Note : The completion dates should take into account the possible derogations identified in SLoA ITY-ACID-ASP01 (ref, Article 11 'Exemptions' of Regulation (EU) No 1206/2011).	
Supporting material(s):		EUROCONTROL - Mode S Elementary Surveillance (ELS) Operations Manual Url : https://www.eurocontrol.int/publication/mode-s-elementary-surveillance-els-operations-manual EUROCONTROL - Wide Area Multilateration (WAM) Guidance Material Url : https://www.eurocontrol.int/publication/wide-area-multilateration-guidelines-achieving-operational-approval-wam-system	
Finalisation criteria:		1 - The training plans have been updated and a training package has been developed. 2 - All concerned personnel have been trained.	
ITY-ACID-ASP03		Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature	<div><div>From:</div><div>-</div></div> <div><div>By:</div><div>13/12/2011 02/01/2020</div></div>
Action by:		ANS Providers	
Description & purpose:		Notify the Regulator/NSA/Competent Authority of planned safety related changes and develop safety assessment of these changes, imposed by implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature. The tasks to be performed are as follows: - notify the Regulator/NSA/Competent Authority of the planned safety related changes. - conduct hazard identification, risk assessment in order to define safety objectives and safety requirements mitigating the risks - develop a safety argument - deliver the safety argument to the Regulator/NSA/Competent Authority, if the severity class of identified risks is 1 or 2 or if the implementation of the changes requires the introduction of new aviation standards. The assessment should consider transition planning leading to the introduction of the capability as well as fall-back mitigation.	
		Note : 1 - Any other validated/recognised method for the safety assessment, is acceptable, if agreed with the Regulator/NSA/Competent Authority. 2 - The completion dates should take into account the possible derogations identified in SLoA ITY-ACID-ASP01 (ref, Article 11 'Exemptions' of Regulation (EU) No 1206/2011).	

ITY-ACID	Aircraft Identification		
Supporting material(s):	<p>EC - COMMISSION IMPLEMENTING REGULATION (EU) 2017/373 - (OJ L 62, 8.03.2017, p. 1) - COMMISSION IMPLEMENTING REGULATION (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 03/2017</p> <p>Url : https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32017R0373&from=EN</p> <p>EUROCONTROL - EAM 4 - ESARR 4 - Risk Assessment and Mitigation in ATM - Edition 1.0 / 04/2001</p> <p>Url : https://www.eurocontrol.int/publication/esarr-4-risk-assessment-and-mitigation-atm</p> <p>EUROCONTROL - Air Navigation Systems Safety Assessment Methodology (SAM) - Version 2.1 / 11/2006</p> <p>Url : https://www.eurocontrol.int/tool/safety-assessment-methodology</p>		
Finalisation criteria:	<p>1 - Safety argument addressing the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature, has been developed.</p> <p>2 - Safety argument addressing the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature, has been delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards.</p>		
ITY-ACID-USE01	Organise personnel training and awareness	From: 13/01/2011	By: 02/01/2020
Action by:	Airspace Users		
Description & purpose:	<p>Operators shall ensure that the personnel operating and maintaining surveillance equipment are made duly aware of Regulation (EU) No 1206/2011, that they are adequately trained to use this equipment, that instructions are available in the cockpit and that the correct processes are applied in operations, so as to ensure compliance with the provisions of Article 9 'Additional requirements for operators' of Regulation (EU) No 1206/2011.</p>		
	<p>Note :This SLoA is specific to the provision and use of the downlinked aircraft identification feature and complements the User SLoAs identified in the ITY-SPI ESSIP objective.</p>		
Finalisation criteria:	<p>1 - Training manuals have been updated, as required and that instructions are available in the cockpit.</p> <p>2 - All personnel operating surveillance equipment have been trained and the correct processes are applied in operations.</p>		