



ITY-ACID — Aircraft Identification

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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.

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|---------------------|--|
| Edition | 2022 |
| Stakeholders | Air Navigation Service Provider / Airspace Users |
| Type | SES |
| Scope | EU+ |
| Status | Active |

Context

Related Elements



Applicability Area(s) and Timescales

Applicability Area: All ECAC States. Plus: Israel

| Timescales | From | By | Applicable to |
|------------------------------------|------------|------------|--------------------|
| Entry into force of the Regulation | 13-12-2011 | - | Applicability Area |
| System capability | - | 02-01-2020 | Applicability Area |

Links to ATM Master Plan Level 2

EN Enablers

| Code | Title | IOC | Related Elements |
|------------|---|------------|----------------------|
| GSURV-0101 | Surveillance Performance and Interoperability (SPI) Implementing Rule | 22-11-2011 | EN OBJ |

SOL Links to SESAR Solutions

| Code | Title | Program | Related Elements |
|-----------------|-------|---------|------------------|
| No record found | | | |

PCP Links to PCP ATM Sub-Functionalities

| Code | Title | Related Elements |
|-----------------|-------|------------------|
| No record found | | |

ICAO ICAO Block Modules: No associated data

References

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

Applicable ICAO Annexes and other references

ICAO Annex 10 - Surveillance Radar and Collision Avoidance Systems

ICAO Annex 2 - Rules of the Air

Deployment Programme 2022

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Operating Environments

Airport

Terminal Airspace

En-Route

Network

Expected Performance Benefits

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|-------------------------------|--|
| 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 | - |

Stakeholder Lines of Action

| Code | Title | From | By | Related Enablers |
|-------|---|------------|--------------------------|------------------|
| ASP01 | Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification | 13-12-2011 | 02-01-2020 | |
| ASP02 | Organise personnel training and awareness | 13-12-2011 | 02-01-2020 | |
| 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 | |
| USE01 | Organise personnel training and awareness | 13-01-2011 | 02-01-2020 | |

Supporting Material

| Title | Related SLoAs |
|---|-----------------|
| 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 https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32017R0373&from=EN | ASP03 |
| EUROCONTROL - Air Navigation Systems Safety Assessment Methodology (SAM) - Version 2.1 / 11/2006 https://www.eurocontrol.int/tool/safety-assessment-methodology | ASP03 |
| EUROCONTROL - EAM 4 - ESARR 4 - Risk Assessment and Mitigation in ATM - Edition 1.0 / 04/2001 https://www.eurocontrol.int/publication/esarr-4-risk-assessment-and-mitigation-atm | ASP03 |
| EUROCONTROL - Mode S Elementary Surveillance (ELS) Operations Manual https://www.eurocontrol.int/publication/mode-s-elementary-surveillance-els-operations-manual | ASP01, ASP02 |
| EUROCONTROL - Wide Area Multilateration (WAM) Guidance Material https://www.eurocontrol.int/publication/wide-area-multilateration-guidelines-achieving-operational-approval-wam-system | ASP01, ASP02 |

Consultation & Approval

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| Working Arrangement in charge | CNS / SUR SG |
| Outline description approved in | - |
| Latest objective review at expert level | 05/2014 |
| Commitment Decision Body | Provisional Council (PC) |
| Objective approved/endorsed in | 07/2014 |
| Latest change to objective approved/endorsed in | - |