

| SES | | Removed | | | | | | | EU+ | |
|---------|-----|---|-----|-----|-----|-----|----|-----|-----|-----|
| ITY-SPI | | Surveillance Performance and Interoperability | | | | | | | | |
| REG | ASP | MIL | APO | USE | INT | IND | NM | MET | AIS | USP |

Subject matter and scope

This SES-related implementation objective is derived from Regulation (EU) No 1207/2011 (as amended), laying down requirements on the systems contributing to the provision of surveillance data, their constituents and associated procedures in order to ensure the harmonisation of performance, the interoperability and the efficiency of these systems within the European air traffic management network (EATMN) and for the purpose of civil- military coordination (SPI-IR).

Regulation (EU) No 1207/2011 (as amended) applies to the surveillance chain (as defined in Article 3(6) of the Regulation) constituted of:

- (a) airborne surveillance systems, their constituents and associated procedures;
- (b) ground-based surveillance systems, their constituents and associated procedures;
- (c) surveillance data processing systems, their constituents and associated procedures;
- (d) ground-to-ground communications systems used for distribution of surveillance data, their constituents and associated procedures.

Regulation (EU) No 1207/2011 (as amended) applies to all flights operating as general air traffic in accordance with instrument flight rules within the airspace provided for in Article 1(3) of Regulation (EC) No 551/2004 with the exception of Articles 7(3) and 7(4) which apply to all flights operating as general air traffic. This Regulation applies to air traffic service providers which provide air traffic control services based on surveillance data, and to communication, navigation or surveillance service providers which operate systems laid down in paragraph 1 of the Regulation itself.

Regulation (EU) No 1207/2011 (as amended) should be read in conjunction with the existing locally published requirements that European States already have in force on the subject matter.

The timescales identified in the objective as well as the possible exemptions reflect the amendments published through the Commission Implementing Regulation (EU) No 2020/587 published in April 2020.

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 | | | |
|--|------------|------------|--------------------|
| Timescales: | From: | By: | Applicable to: |
| Entry into force of regulation | 13/12/2011 | | Applicability Area |
| ATS unit operational capability | | 12/12/2013 | Applicability Area |
| EHS and ADS-B Out in transport-type State aircraft | | 07/12/2020 | Applicability Area |
| ELS in transport-type State aircraft | | 07/12/2020 | Applicability Area |
| Ensure training of MIL personnel | | 07/12/2020 | Applicability Area |
| Retrofit aircraft capability | | 07/12/2020 | 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 zzz | Covered by SLoA(s) in another objective Objective covering the enabler | WXYZ-003 | Not covered in the Implementation Plan |
|---------|----------|--------------------------------------|-----------------|---|----------|--|

Applicable legislation

| |
|---|
| Regulation (EC) No 1207/2011 of 22 November 2011 for the performance and the interoperability of surveillance (SPI-IR); |
|---|

Essential Operational Changes

| |
|----------|
| - none - |
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SESAR Solution

| | |
|---------|---|
| ITY-SPI | Surveillance Performance and Interoperability |
|---------|---|

ICAO GANP - ASBUs

| | |
|----------|--|
| - none - | |
|----------|--|

Deployment Programme

| | |
|----------|--|
| - none - | |
|----------|--|

European Plan for Aviation Safety

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|----------|---|
| RMT.0519 | Maintaining CS-ACNS |
| RMT.0679 | Revision of surveillance performance and interoperability (SPI) |

Operating Environments

| |
|-------------------|
| Airport |
| En-Route |
| Network |
| Terminal Airspace |

Stakeholder Lines of Action (SLOAs)

| SloA ref. | Title | From | By |
|---------------|---|---------|------------|
| ITY-SPI-REG01 | Conduct safety oversight for the existing surveillance chain | | 05/02/2015 |
| ITY-SPI-ASP01 | Ensure interoperability of surveillance data | | 12/12/2013 |
| ITY-SPI-ASP02 | Conduct Safety Assessment for the existing surveillance chain | | 05/02/2015 |
| ITY-SPI-ASP03 | Conduct Safety Assessment for changes introduced to the surveillance infrastructure | | 12/12/2013 |
| ITY-SPI-ASP04 | Ensure the training of personnel | | 12/12/2013 |
| ITY-SPI-MIL01 | Carriage and operation of Mode S Elementary Surveillance avionics | | 07/12/2020 |
| ITY-SPI-MIL02 | Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics | | 07/12/2020 |
| ITY-SPI-MIL03 | Ensure the training of personnel | | 07/12/2020 |
| ITY-SPI-USE01 | Carriage and operation of Mode S Elementary Surveillance avionics by aircraft with an individual certificate of airworthiness first issued on or after 8 January 2015 | DELETED | |
| ITY-SPI-USE02 | Carriage and operation of ADS-B Out avionics by aircraft with an individual certificate of airworthiness first issued on or after 8 June 2016 | DELETED | |
| ITY-SPI-USE03 | Carriage and operation of Mode S Enhanced Surveillance avionics by aircraft with an individual certificate of airworthiness first issued on or after 8 June 2016 | DELETED | |
| ITY-SPI-USE04 | Carriage and operation of Mode S Elementary Surveillance avionics | | 07/12/2020 |
| ITY-SPI-USE05 | Carriage and operation of ADS-B Out avionics | | 07/12/2020 |
| ITY-SPI-USE06 | Carriage and operation of Mode S Enhanced Surveillance avionics | | 07/12/2020 |
| ITY-SPI-USE07 | Ensure the training of personnel | | 07/12/2020 |

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

Expected Performance Benefits

| | |
|-------------------------|---|
| Safety: | Improved safety through the deployment of surveillance solutions in non-radar areas. |
| Capacity: | Capacity increase through the deployment of surveillance solutions in areas where currently procedural separation is applied. |
| Operational Efficiency: | The application of surveillance based separation instead of procedural separation will allow the airspace users to fly more efficient trajectories. |
| Cost Efficiency: | - |
| Environment: | - |
| Security: | - |

Detailed SLOA Descriptions

| | | | |
|---------------|--|------------|-------------------|
| ITY-SPI-REG01 | Conduct safety oversight for the existing surveillance chain | From: - | By: 05/02/2015 |
| Action by: | National Supervisory Authorities (NSAs) | | |

| ITY-SPI | Surveillance Performance and Interoperability | | |
|-----------------------------------|--|-------------------|--------------------------|
| Description & purpose: | Verify that the necessary safety assessments for the existing surveillance chain (systems identified in Art. 2.1 (b), (c) and (d) of Regulation (EU) No 1207/2011 (SPI-IR)), as required by Art 9.1 of the Regulation are conducted by the parties concerned and review, as appropriate, the safety assessment report(s) before their acceptance. | | |
| | Note : 'existing' refers to systems in place at the date of entry into force of Regulation (EU) 1207/2011 | | |
| Supporting material(s): | 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 10/2011 Url : https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32017R0373&from=EN | | |
| Finalisation criteria: | 1 - Safety assessment to existing surveillance chain (see SLoA description) has been conducted by the ANSP and delivered to the NSA. The NSA has reviewed the safety assessment as appropriate and the outcome of the assessment has been communicated to the ANSP. | | |
| ITY-SPI-ASP01 | Ensure interoperability of surveillance data | From: - | By: 12/12/2013 |
| Action by: | ANS Providers | | |
| Description & purpose: | As required by Article 5(1) of the Regulation (EU) No 1207/2011 (SPI-IR) , air navigation service providers shall ensure interoperability of all surveillance data transferred from their ground-based surveillance systems and their surveillance data processing systems to other navigation service providers are subject to a common protocol. | | |
| | Note :The ASTERIX Standard has been transposed into a EUROCONTROL Specification which may be considered for recognition as Community Specification by the European Commission. | | |
| Supporting material(s): | EUROCONTROL - SPEC 147 - EUROCONTROL Specification for ATM Surveillance System Performance (ESASSP) - Volumes 1 and 2 - Edition 1.1 / 09/2015 Url : https://www.eurocontrol.int/publication/eurocontrol-specification-atm-surveillance-system-performance-esassp EUROCONTROL - SPEC-149 - EUROCONTROL Specification for Surveillance Data Exchange - Part 1 All Purpose Structured EUROCONTROL Surveillance Information Exchange (ASTERIX) - Edition 2.4 / 10/2016 Url : https://www.eurocontrol.int/asterix | | |
| Finalisation criteria: | 1 - All surveillance data transferred from their ground-based surveillance systems and their surveillance data processing systems to other navigation service providers: a) are subject to a data format that is agreed between the parties concerned; b) allow identification of the data source and identification of the type of data; c) are time stamped and expressed as coordinated universal time (UTC). | | |
| ITY-SPI-ASP02 | Conduct Safety Assessment for the existing surveillance chain | From: - | By: 05/02/2015 |
| Action by: | ANS Providers | | |
| Description & purpose: | Conduct a safety assessment: for all existing ground-based surveillance systems, surveillance data processing systems and ground-to-ground communications systems used for the distribution and processing of surveillance data, as required in Art. 9.1 and Annex VI of SPI-IR. | | |
| | Note : 'existing' refers to systems in place at the date of entry into force of Regulation (EU) 1207/2011 | | |
| Derogations: | The SLoA does not apply to ANSP which do not use or do not provide surveillance data. | | |
| Supporting material(s): | 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 Url : https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32017R0373&from=EN EUROCONTROL - SPEC 147 - EUROCONTROL Specification for ATM Surveillance System Performance (ESASSP) - Volumes 1 and 2 - Edition 1.1 / 09/2015 Url : https://www.eurocontrol.int/publication/eurocontrol-specification-atm-surveillance-system-performance-esassp EUROCONTROL - EAM 4 - ESARR 4 - Risk Assessment and Mitigation in ATM - Edition 1.0 / 04/2001 Url : https://www.eurocontrol.int/publication/esarr-4-risk-assessment-and-mitigation-atm EUROCONTROL - Air Navigation Systems Safety Assessment Methodology (SAM) - Version 2.1 / 11/2006 Url : https://www.eurocontrol.int/tool/safety-assessment-methodology | | |
| Finalisation criteria: | 1 - Safety assessment to all existing systems (see SLoA description) has been developed and delivered to the NSA. | | |
| ITY-SPI-ASP03 | Conduct Safety Assessment for changes introduced to the surveillance infrastructure | From: - | By: 12/12/2013 |
| Action by: | ANS Providers | | |

| ITY-SPI | Surveillance Performance and Interoperability | | |
|-----------------------------------|---|--------------|------------|
| Description & purpose: | <p>Conduct a safety assessment of the changes introduced to systems and associated procedures, identified in Art. 2.1 (b), (c) and (d) of SPI-IR in order to achieve compliance with Article 9.2 of the aforementioned regulation.</p> <p>The tasks to be done are as follows:</p> <ul style="list-style-type: none"> - Conduct hazard identification, risk assessment in order to define safety objectives and safety requirements mitigating the risks; - Develop safety assessment; - Deliver a safety assessment report to the NSA, if new standards are applicable or if the severity class of identified risks is 1 or 2. <p>This safety assessment shall be based on fully validated/recognised method.</p> | | |
| Derogations: | <p>The SLoA does not apply to ANSP which do not use or do not provide surveillance data.</p> | | |
| 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 - SPEC 147 - EUROCONTROL Specification for ATM Surveillance System Performance (ESASSP) - Volumes 1 and 2 - Edition 1.1 / 09/2015</p> <p>Url : https://www.eurocontrol.int/publication/eurocontrol-specification-atm-surveillance-system-performance-esassp</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 - The safety assessment report including safety arguments for the changes has been delivered to the NSA and a notification of acceptance was received as appropriate.</p> | | |
| ITY-SPI-ASP04 | Ensure the training of personnel | From: | By: |
| | | - | 12/12/2013 |
| Action by: | ANS Providers | | |
| Description & purpose: | <p>Ensure the training of their personnel affected by system and procedural changes introduced by compliance to SPI-IR.</p> <p>The tasks to be done are as follows:</p> <ul style="list-style-type: none"> - Develop a training package (material); - Update the training plans; - Determine staff population to be trained; - Apply the training plans. | | |
| Finalisation criteria: | <p>1 - The training plans have been updated and a training package has been developed.</p> <p>2 - All personnel affected by the changes to the surveillance infrastructure have been trained.</p> | | |
| ITY-SPI-MIL01 | Carriage and operation of Mode S Elementary Surveillance avionics | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Military Authorities | | |
| Description & purpose: | <p>Equip and certify for operational use of secondary surveillance radar transponders having the Mode S Elementary Surveillance capability, as set out in Part A of Annex II of the SPI-IR, the State aircraft operating as GAT in accordance with IFR rules.</p> | | |
| Derogations: | <p>In line with Art. 8.3 of SPI-IR and communication to the European Commission:</p> <ul style="list-style-type: none"> a) compelling technical reasons; b) State aircraft out of service by 01 January 2024; c) Procurement constraints. | | |
| Supporting material(s): | <p>EUROCAE - ED-73F - Minimum Operational Performance Specification for Secondary Surveillance Radar Mode S Transponders 12/2020</p> <p>Url : https://eshop.eurocae.net/eurocae-documents-and-reports</p> <p>ICAO - Doc 9871 - Technical Provisions for Mode S Services and Extended Squitter - Advanced Edition / 04/2012</p> <p>Url : https://store.icao.int/</p> | | |
| Finalisation criteria: | <p>1 - Aircraft have been equipped with Mode S Elementary Surveillance equipment and certified for operational use.</p> | | |
| ITY-SPI-MIL02 | Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Military Authorities | | |

| ITY-SPI | Surveillance Performance and Interoperability | | |
|-----------------------------------|--|--------------|------------|
| Description & purpose: | Equip with and certify for operational use of Mode S Enhanced Surveillance and ADS-B Out on 1090 Extended Squitter avionics, as set out in Part B and Part C of Annex II of the SPI-IR the transport-type State aircraft operating as GAT in accordance with IFR rules with a maximum certified take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots. This is in addition to the capability set out in Part A of that Annex (Mode S Elementary Surveillance). | | |
| Derogations: | In line with Art. 8.3 of SPI-IR and communication to the European Commission: a) compelling technical reasons; b) State aircraft out of service by 01 January 2024; c) Procurement constraints. | | |
| Supporting material(s): | EUROCAE - ED-126 - Safety, Performance and Interoperability Requirements Document for ADS-B-NRA Application 12/2006 Url : https://eshop.eurocae.net/eurocae-documents-and-reports EASA - CS ACNS - Certification Specifications for Airborne Communications Navigation and Surveillance - Issue 3 / 05/2021 Url : https://www.easa.europa.eu/document-library/certification-specifications/cs-acns-issue-3 EUROCAE - ED-161 - Safety, Performance and Interoperability Requirements Document for ADS-B-RAD Application 09/2009 Url : https://eshop.eurocae.net/eurocae-documents-and-reports EUROCAE - ED-73F - Minimum Operational Performance Specification for Secondary Surveillance Radar Mode S Transponders 12/2020 Url : https://eshop.eurocae.net/eurocae-documents-and-reports ICAO - Doc 9871 - Technical Provisions for Mode S Services and Extended Squitter - Advanced Edition / 04/2012 Url : https://store.icao.int/ EUROCAE - ED-102A - Minimum Operational Performance Specification for 1090 MHz Extended Squitter Automatic Dependant Surveillance - Broadcast (ADS-B) & Traffic Information Services - Broadcast (TIS-B) with Corrigendum 1 01/2012 Url : https://eshop.eurocae.net/eurocae-documents-and-reports | | |
| Finalisation criteria: | 1 - Aircraft have been equipped with Mode S Enhanced Surveillance and ADS-B Out (1090 extended squitter) equipment, and certified for operational use. | | |
| ITY-SPI-MIL03 | Ensure the training of personnel | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Military Authorities | | |
| Description & purpose: | Ensure the training of all their personnel affected by changes introduced by compliance to SPI-IR. The tasks to be done are as follows: - Develop a training package (material); - Update the training plans; - Determine staff population to be trained; - Apply the training plans. | | |
| Finalisation criteria: | 1 - The training plans have been updated and a training package has been developed. 2 - All personnel affected by the changes to the surveillance ground infrastructure have been trained. | | |
| ITY-SPI-USE04 | Carriage and operation of Mode S Elementary Surveillance avionics | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Airspace Users | | |
| Description & purpose: | Equip with secondary surveillance radar transponders having the Mode S Elementary Surveillance capability, as set out in Part A of Annex II of the SPI-IR the aircraft operating as GAT in accordance with IFR rules. | | |
| Supporting material(s): | EASA - CS ACNS - Certification Specifications for Airborne Communications Navigation and Surveillance - Issue 3 / 05/2021 Url : https://www.easa.europa.eu/document-library/certification-specifications/cs-acns-issue-3 EUROCAE - ED-73F - Minimum Operational Performance Specification for Secondary Surveillance Radar Mode S Transponders 12/2020 Url : https://eshop.eurocae.net/eurocae-documents-and-reports ICAO - Doc 9871 - Technical Provisions for Mode S Services and Extended Squitter - Advanced Edition / 04/2012 Url : https://store.icao.int/ | | |
| Finalisation criteria: | 1 - Aircraft have been equipped with Mode S Elementary Surveillance equipment certified as appropriate. 2 - Aircraft have obtained airworthiness approval. | | |
| ITY-SPI-USE05 | Carriage and operation of ADS-B Out avionics | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Airspace Users | | |

| ITY-SPI | Surveillance Performance and Interoperability | | |
|-----------------------------------|---|--------------|------------|
| Description & purpose: | Equip with secondary surveillance radar transponders having the ADS-B Out on 1090 Extended Squitter capability, as set out in Part B of Annex II of the SPI-IR, the aircraft with a maximum certified take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots, operating as GAT in accordance with IFR rules. | | |
| | Note :subject to the conditions identified in Article 5 paragraph 5 of Regulation 2020/587, the compliance date may be extended to 7/06/2023 | | |
| Supporting material(s): | <p>EUROCAE - ED-126 - Safety, Performance and Interoperability Requirements Document for ADS-B-NRA Application 12/2006 Url : https://eshop.eurocae.net/eurocae-documents-and-reports</p> <p>EASA - CS ACNS - Certification Specifications for Airborne Communications Navigation and Surveillance - Issue 3 / 05/2021 Url : https://www.easa.europa.eu/document-library/certification-specifications/cs-acns-issue-3</p> <p>EUROCAE - ED-161 - Safety, Performance and Interoperability Requirements Document for ADS-B-RAD Application 09/2009 Url : https://eshop.eurocae.net/eurocae-documents-and-reports</p> <p>EUROCAE - ED-73F - Minimum Operational Performance Specification for Secondary Surveillance Radar Mode S Transponders 12/2020 Url : https://eshop.eurocae.net/eurocae-documents-and-reports</p> <p>ICAO - Doc 9871 - Technical Provisions for Mode S Services and Extended Squitter - Advanced Edition / 04/2012 Url : https://store.icao.int/</p> <p>EUROCAE - ED-102A - Minimum Operational Performance Specification for 1090 MHz Extended Squitter Automatic Dependant Surveillance - Broadcast (ADS-B) & Traffic Information Services - Broadcast (TIS-B) with Corrigendum 1 01/2012 Url : https://eshop.eurocae.net/eurocae-documents-and-reports</p> | | |
| Finalisation criteria: | 1 - Aircraft have been equipped with ADS-B Out on 1090 Extended Squitter equipment and certified as appropriate. 2 - Aircraft have obtained airworthiness approval. | | |
| ITY-SPI-USE06 | Carriage and operation of Mode S Enhanced Surveillance avionics | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Airspace Users | | |
| Description & purpose: | Equip with secondary surveillance radar transponders having the Mode S Enhanced Surveillance capability, as set out in Part C of Annex II of the SPI-IR the fixed wing aircraft with a maximum certified take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots operating as GAT in accordance with IFR rules. | | |
| | Note :subject to the conditions identified in Article 5 paragraph 5 of Regulation 2020/587, the compliance date may be extended to 7/06/2023 | | |
| Derogations: | Aircraft of specific types with a first certificate of airworthiness issued before 7 June 2020 that have a maximum take off mass exceeding 5 700 kg or a maximum cruising true airspeed greater than 250 knots that do not have the complete set of parameters detailed in Part C of Annex II available on a digital bus on-board the aircraft may be exempted by the European Commission from complying with the requirements of point (c) of Article 5(5) of the SPI-IR. | | |
| Supporting material(s): | <p>EASA - CS ACNS - Certification Specifications for Airborne Communications Navigation and Surveillance - Issue 3 / 05/2021 Url : https://www.easa.europa.eu/document-library/certification-specifications/cs-acns-issue-3</p> <p>EUROCAE - ED-73F - Minimum Operational Performance Specification for Secondary Surveillance Radar Mode S Transponders 12/2020 Url : https://eshop.eurocae.net/eurocae-documents-and-reports</p> <p>ICAO - Doc 9871 - Technical Provisions for Mode S Services and Extended Squitter - Advanced Edition / 04/2012 Url : https://store.icao.int/</p> | | |
| Finalisation criteria: | 1 - Aircraft have been equipped with Mode S Enhanced Surveillance equipment certified as appropriate. 2 - Aircraft have obtained airworthiness approval. | | |
| ITY-SPI-USE07 | Ensure the training of personnel | From: | By: |
| | | - | 07/12/2020 |
| Action by: | Airspace Users | | |
| Description & purpose: | Ensure the training of all their personnel affected by changes introduced by compliance to SPI-IR. The tasks to be done are as follows: - Develop a training package (material); - Update the training plans; - Determine staff population to be trained; - Apply the training plans. | | |
| Finalisation criteria: | 1 - The training plans have been updated and a training package has been developed. 2 - All personnel affected by the changes to the surveillance infrastructure have been trained. | | |

