

**NOTICE
TO
AIR
NAVIGATION
SERVICE
PROVIDERS**

IRELAND

**SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY**

The Times Building
11-12 D'OLIER STREET
DUBLIN 2

Tel +353 1 6718655 Fax +353 1 6792934

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Recent Legislative Change (8):

EU Regulation 1206 of 2011 (Aircraft Identification for Surveillance)

**EU Regulation 1207 of 2011 (Surveillance Performance and Interoperability) as
amended by EU Regulation 1028 of 2014**

1. Purpose

This Notice to Air Navigation Service Providers (NASP) is to advise ANSP's of the entry into force of Commission Regulations (EU) No 1206/2011 and 1207/2011 dated 22nd November 2011. The notice has been updated to reflect the publication of EU Regulation 1028/2014 amending Regulation 1207 of 2011.

EU Regulation 1206/2011 lays down requirements on aircraft identification for surveillance (ACID IR). EU Regulation 1207/2011 lays down requirements for the performance and the interoperability of surveillance (SPI IR).

This notice highlights the regulatory provisions of particular significance to air navigation service providers. It is recommended that ANSP's review these regulations and take appropriate measures to ensure compliance. Particular note should be taken of the applicability dates for those provisions applicable to air navigation service providers.

2. Background

These two interoperability implementing rules were developed by Eurocontrol under a mandate from the European Commission. Both regulations provide a legal basis for the progressive evolution of the end-to-end surveillance chain.

The ACID IR was developed as part of the strategy to overcome SSR Mode A code shortages increasingly being experienced in European airspace during peak periods. The regulation aims to provide the legal basis for a framework to provide unambiguous and continuous aircraft identification within European airspace.

The SPI IR establishes performance requirements for the end-to-end surveillance chain. It includes provisions specifying aircraft equipage requirements for Mode S transponders for specific categories of aircraft.

3. Regulatory Changes Overview: EU 1206/2011 (Aircraft Identification IR)

EU Regulation 1206/2011 mandates a key milestone of 9 February 2012 for an 'Initial Operating Capability' which will employ a mixed environment as follows (refer to Article 4):

- Airspace for a core, contiguous area of neighbouring States (defined in EU 1206/2011 Annex I) within which the 'Downlinked Aircraft Identification Feature' is used as the primary means of ensuring individual aircraft identification.
- The remaining States shall implement interoperability with CCAMS (Centralised SSR Code Assignment and Management System) or E-ORCAM capabilities for discrete SSR code assignment and management. The IAA implemented CCAMS in Shannon and Dublin in May 2012.

By 2nd January 2020 all ANSPs must have the capability to allow them to “establish individual aircraft identification using the downlinked aircraft identification feature” {EU 1206/2011 Art 4 (2)}.

Requirements applicable to air navigation service providers include Article 7 (verification of systems) and Article 8 which addresses additional requirements including personnel training, operations manuals and working methods and operating procedures.

Regulation 1206/2011 is available from the EU Eur-Lex site:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:305:0023:0034:EN:PDF>

4. Regulatory Changes Overview: EU 1207/2011 (Surveillance Performance IR)

The SPI IR includes provisions to address:

- End-to-end performance requirements applicable to the surveillance chain¹ deployed within the European ATM Network (EATMN) (Article 4 and Annex I).
- Interoperability requirements (Article 5) including those for the exchange of surveillance information between the surveillance systems of different ANSPs.
- The mandatory carriage of SSR radar transponders with defined capabilities (including provisions for exemptions).
- ANSP procedures in order to assess the performance of their surveillance systems (both prior to entering service and “regularly during the service”) (Article 7 and Annex V). Annex V (2) requires ANSPs to “periodically check...and develop and enforce a performance validation regime.” The periodicity of this regime is subject to agreement with the NSA.

Article 4 (4) includes a requirement for ANSPs to inform the operator if they identify an aircraft “whose avionics exhibit a functional anomaly”.

Article 6 (Spectrum protection) places a legal obligation on the State to ensure aircraft SSR transponders are not subject to excessive interrogation.

Article 9 (Safety requirements) requires that a safety assessment is conducted for all existing surveillance systems by 5 February 2015 (for the ground-based surveillance systems, surveillance data processing systems and ground-to-ground communications systems used for the distribution of surveillance data). Changes and new systems must also be preceded by a safety assessment. Annex VI identifies a number of requirements to be considered as a minimum during such assessments.

Article 12 addresses additional requirements including personnel training, operations manuals and working methods and operating procedures.

¹ As defined in EU 1207/2011 Article 2 “Scope”

5. Regulation EU 1028/2014 Amending Regulation 1207/2011

All aircraft operating as general air traffic in accordance with instrument flight rules in Europe will have to be equipped with transponders compliant with Mode S Elementary Surveillance standards. Aircraft with maximum take-off mass greater than 5700kg or maximum cruising true air speed greater than 250kts will have to be compliant with Mode S Enhanced Surveillance and “ADS-B out” standards.

The mandate dates set in 2011 were originally January 2015 for “forward” fit and December 2017 for “retrofit”, with further provisions for State aircraft. In 2014, following stakeholder consultation by the European Commission, these dates were “pushed back” via the publication of EU Regulation 1028/2014 as follows;

- "Forward" fit date for Annex II Part B and Part C: changed from 8 January 2015 to 8 June 2016.
- "Retrofit" date for Annex II Part B and Part C (including for state aircraft where relevant): changed from 7 December 2017 to 7 June 2020.

Regulations 1207/2011 and 1028/2014 are available from the EU Eur-Lex site:

1207/2011: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:305:0035:0052:EN:PDF>

1028/2014: <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R1028&from=EN>

6. Further Information

Further information on this Regulation is available from the following sources:

[Eurocontrol Information on the SPI Rule](#)

[Eurocontrol SPI Mandate information](#)

(includes material providing the rationale for developing the regulation)

Requests for further information should be addressed to: ansdinfo@iaa.ie

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**Chief Executive
Irish Aviation Authority.**

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