

## Annex III to ED Decision 2023/018/R

### 'AMC and GM to Part-ATS — Issue 1, Amendment 5'

The text of the amendment is arranged to show deleted, new and unchanged text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

#### **Note to the reader**

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

Annex IV to Decision 2017/001/R is amended as follows:

## GM2 ATS.TR.155(b)(1) ATS surveillance services

### ATS SURVEILLANCE SYSTEM — PERFORMANCE REQUIREMENTS

Performance requirements for ATS surveillance systems and their constituents are specified in [the detailed specifications for ATM/ANS equipment subject to certification or declaration in accordance with Commission Delegated Regulation \(EU\) 2023/1768 — DS-GE.CER/DEC — Issue 1 \(or later\) Regulation \(EU\) No 1207/2011](#).

## AMC1 ATS.TR.155(c)(1) ATS surveillance services

### METHODS OF IDENTIFICATION

Identification of aircraft should be established by at least one of the following methods:

(a) ADS-B identification procedures

Where ADS-B is used for identification, aircraft may be identified by one or more of the following procedures:

- (1) direct recognition of the aircraft identification in an ADS-B label;
- (2) transfer of ADS-B identification; and
- (3) observation of compliance with an instruction to ‘TRANSMIT ADS-B IDENT’.

(b) SSR and/or MLAT identification procedures

- (1) Where SSR and/or MLAT is used for identification, aircraft may be identified by one or more of the following procedures:

- (i) recognition of the aircraft identification in an SSR and/or MLAT label, in accordance with [point \(b\) of ATS.OR.446](#) ~~Article 4 of Regulation (EU) No 1206/2011~~;
- (ii) recognition of an assigned discrete code, the setting of which has been verified, in an SSR and/or MLAT label, in accordance with [point \(b\) of ATS.OR.446](#), and in particular with points (e) to (i) of Appendix 1 to Part-ATS ~~Article 4 of Regulation (EU) No 1206/2011~~;
- (iii) direct recognition of the aircraft identification of a Mode S-equipped aircraft in an SSR and/or MLAT label, in accordance with [point \(b\) of ATS.OR.446](#), and in particular points with (a) to (d) of Appendix 1 to Part-ATS, unless otherwise prescribed by the competent authority for the use of this method for the [identification of local flights](#) ~~Article 4 of Regulation (EU) No 1206/2011~~;
- (iv) [...]