

Acceptable Means of Compliance and Guidance Material for Airspace Usage Requirements

AMC & GM to Part-AUR.SUR

Issue 1

26 October 2023¹

¹ For the date of entry into force of this Issue, kindly refer to ED Decision 2023/017/R at the [Official Publication](#) of EASA.

Table of contents

AMC1 AUR.SUR.2005 Requirements on aircraft equipment.....	3
GM1 AUR.SUR.2005 Requirements on aircraft equipment.....	3
GM2 AUR.SUR.2005 Requirements on aircraft equipment.....	3
GM3 AUR.SUR.2005 Requirements on aircraft equipment.....	4
AMC1 AUR.SUR.2010 Inoperative transponder	4

AMC1 AUR.SUR.2005 Requirements on aircraft equipment

SECONDARY SURVEILLANCE RADAR TRANSPONDERS

With regard to the requirements for secondary surveillance radar transponders, aircraft operators that are subject to Commission Regulation (EU) No 965/2012 should ensure that their aircraft comply with the EASA Certification Specifications for Airborne Communications, Navigation and Surveillance (CS-ACNS), SUBPART D — SURVEILLANCE (SUR) Initial Issue (or later), and particularly:

- SECTION 2 — MODE S ELEMENTARY SURVEILLANCE;
- SECTION 3 — MODE S ENHANCED SURVEILLANCE; and
- SECTION 4 — 1090 MHZ EXTENDED SQUITTER ADS-B,

as applicable.

Aircraft that only require the ELS capability and were certified according to JAA TGL 13, Revision 1¹, or aeroplanes not being complex motor-powered aircraft with a maximum cruising speed in ISA conditions below 250 kt IAS, rotorcraft that are not complex motor-powered aircraft, and ELA2 installations that comply with CS-STAN, CS-SC002b (or later versions), are considered to be an acceptable alternative to compliance with CS-ACNS Initial Issue (or later).

Third-country operators should ensure that their aircraft comply with national requirements set by their competent authority equivalent to CS-ACNS, Subpart D, Sections 2, 3, and 4 Initial Issue (or later), as applicable or CS-STAN, CS-SC002b (or later versions).

GM1 AUR.SUR.2005 Requirements on aircraft equipment

CONTINUITY OF SECONDARY SURVEILLANCE RADAR TRANSPONDERS

The continuity requirement for secondary surveillance radar transponders ('they have the continuity sufficient to avoid presenting an operational risk') states that such equipment should function without unscheduled interruption so as not to pose a hazard to other airspace users. The required continuity to ensure continued operation of that equipment in the airspace is established by CS-ACNS. Continuity figures that are less stringent than those specified in CS-ACNS for Mode S ELS and/or ADS-B may be acceptable. Typically, continuity figures not exceeding 2×10^{-4} per flight hour may be acceptable.

GM2 AUR.SUR.2005 Requirements on aircraft equipment

SERVICEABLE SECONDARY SURVEILLANCE RADAR TRANSPONDERS

A secondary surveillance radar transponder is considered to be serviceable when it transmits all the data and parameters required by CS-ACNS, Subpart D — Surveillance (SUR), and particularly:

- Section 2 'Mode S elementary surveillance (ELS)';

¹ Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) 13, Revision 1 'Certification of Mode S Transponder Systems for Elementary Surveillance', 1 June 2003.

- Section 3 ‘Mode S Enhanced Surveillance (EHS)’; and
 - Section 4 ‘1090 MHz Extended Squitter ADS-B (ADSB),
- as applicable.

The transponders may be operated in accordance with Section 13 ‘SSR Transponder’ of the Annex to Commission Implementing Regulation (EU) No 923/2012 and the related AMC and GM.

GM3 AUR.SUR.2005 Requirements on aircraft equipment

CONTINUED OPERATIONS

Operators may continue to operate their aircraft within the airspace defined by AUR.SUR.2001 without the Mode S EHS and/or the ADS-B capability, irrespective of the date of issue of the first certificate of airworthiness (CofA).

With respect to points (a) and (b) of AUR.SUR.2005(2), maintenance and export could be considered as follows:

- maintenance: flights for routine, non-routine checks or modification action, operated as non-revenue flights;
- export: positioning flights operated as non-revenue flights.

Operators may also continue to operate their aircraft within the airspace defined by AUR.SUR.2001 without the Mode S EHS and/or the ADS-B capability if the aircraft will cease to be operated by 31 October 2025. This condition is applicable to aircraft whose operators have determined prior to 7 December 2020 that they will cease their operation within the SES airspace prior to 31 October 2025. The operators should have evidence, such as a fleet planning document, of their intention to cease operation of their aircraft prior to 31 October 2025 and make it available upon request to their competent authority. This condition is not intended to provide a means to extend the compliance date for the Mode S EHS and/or the ADS-B capability.

AMC1 AUR.SUR.2010 Inoperative transponder

All aircraft subject to this Regulation accessing the airspace defined by AUR.SUR.2001 should provide information on the equipage and the operational status of Mode S and/or ADS-B capability to ATS units.

As required by point SERA.4001 of the Annex to Commission Implementing Regulation (EU) No 923/2012, information relative to an intended flight should be provided to ATS units in the form of a flight plan. The information required is specified in points SERA.4005 and SERA.4010 of the Annex to Commission Implementing Regulation (EU) No 923/2012.

Aircraft that are equipped with Mode S EHS and/or ADS-B that are temporarily inoperative, should insert the designators ‘SUR/EUADSBX’ or ‘SUR/EUEHSX’, or a combination of them, in FPL item 18.

Note: GM2 AUR.SUR.2005 ‘Requirements on aircraft equipage’ explains the conditions under which a transponder is considered to be serviceable.