European Union Aviation Safety Agency

Avionics

ADS-B out: there are rumours saying ADS-B Out mandate could be postponed to 2025?

Answer

As a result of an assessment of a number of issues associated with the implementation of COMMISSION IMPLEMENTING REGULATION (EU) No 1207/2011 (known as the SPI regulation) the Agency proposed a number of possible rectifications, in particular a possible transition for aircraft until 2025. It must be noted that no proposal to change the basic date for the carriage of Mode S and ADS-B equipment with European Airspace as of 7 June 2020 has been made and as such this compliance date in force and applicable.

Last updated:
18/10/2019

Link:
https://www.easa.europa.eu/en/faq/104866

How can we identify the ops capability of the installed systems so that the operator can get the OPS SPEC amended with the capability? Identify RNP or PBN Doc.?

Answer

The AFM(S) proposed by the TC/STC holders should normally contain statements addressing the navigation operational capabilities demonstrated during the airworthiness approval.
FAA AC 20-138D Change 2, Appendix 5, provides some examples.

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Is there an operational requirement which mandates Design Organisations to communicate the Performed Based Navigation (PBN) needs as well as all

xxx.IDE technical requirements to the CAMO?

Answer

It is an essential requirement of the Basic Regulation that the Operators ensure the continued airworthiness of the aircraft and the serviceability of all the equipments required for the intended operation (be it Performed Based Navigation or anything else), as per Annex V point 6.1. It is also a responsibility of the Operators to ensure that, when maintenance is performed by a third party, it complies with all safety requirements applicable to the Operators (point 6.6). That includes communicating to the CAMO all the specific needs that may relate to PBN or any other operation being conducted.

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