

Draft Annex X to ED Decision 201X/XXX/R

‘Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-ATM/ANS.AR on requirements for competent authorities — oversight of services and other ATM network functions’

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

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in grey;
- an ellipsis ‘(...)’ indicates that the rest of the text is unchanged.

1. GM2 ATM/ANS.AR.C.020 is amended as follows:

GM2 ATM/ANS.AR.C.020 Issue of certificates

EXAMPLES OF LIMITATIONS IN SERVICES

- (a) Limitations for the provision of ILS Signal in Space could be:
 - (1) CAT I;
 - (2) CAT II; and
 - (3) CAT III.
- (b) Limitations for the provision of Global Navigation Satellite System (GNSS) signal could be:
 - (1) based on the system used to provide Signal-in-Space:
 - (i) GNSS Core System;
 - (ii) Satellite-Based Augmentation System (SBAS); and
 - (iii) Ground-Based Augmentation System (GBAS); and/or
 - (2) based on the type of operations supported (e.g. en-route, en-route terminal, NPA, APV-I, APV-II, Cat I, from ICAO Annex 10)
- (c) Limitations for the Aeronautical Mobile Service (air–ground communication) could be:
 - (1) for flight information services;
 - (2) for area control service;
 - (3) for approach control service; and
 - (4) for aerodrome control service.
- (d) Limitations for the provision of data from the secondary surveillance radar (SSR) could be:
 - (1) mode A/C; and
 - (2) mode S.
- (e) Limitations for the provision of data from automatic dependant surveillance (ADS) could be:
 - (1) ADS-C; and

(2) ADS-B.

(f) Limitations for the provision of flight procedure design services could be:

(1) Conventional procedures;

(2) Performance-Based Navigation (PBN) procedure; and

(3) Procedures for helicopters.

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