



CTE-S05 — Gradual rationalisation of conventional surveillance infrastructure (ADS-B/WAM vs SSR and MSPSR vs PSR)

Gradual integration of more recent technologies to complement the conventional surveillance sensors (ADS-B/WAM vs SSR and MSPSR vs PSR)

Category SYSTEM

Stakeholder Air Navigation Service Provider

Civil

- Civil ATS Aerodrome Service Provider
- Civil ATS Approach Service Provider
- Civil ATS En-Route Service Provider
- Civil CNS Service Provider

Military

- Military ATS Aerodrome Service Provider
- Military ATS Approach Service Provider
- Military ATS En-Route Service Provider
- Military CNS Service Provider

Airport Operator

Civil

- Civil APT operator

Military

- Military APT operator

Airspace User

Civil

- Civil Scheduled Aviation
- Civil Business Aviation-Fixed Wing
- Civil Business Aviation-Rotorcraft
- Civil General Aviation

Military

- Military Transport
- Military Fighter
- Military Light Aircraft

V3 End 12-09-2013

V4 Start -

V5 Start -

V4 End -

V5 End 12-09-2018

Air Navigation Service Provider: -

Civil

- Civil ATS Aerodrome Service Provider: -
- Civil ATS Approach Service Provider: -
- Civil ATS En-Route Service Provider: -
- Civil CNS Service Provider: -

Military

- Military ATS Aerodrome Service Provider: -
- Military ATS Approach Service Provider: -
- Military ATS En-Route Service Provider: -
- Military CNS Service Provider: -

Airport Operator: -

Civil

- Civil APT operator: -

Military

- Military APT operator: -

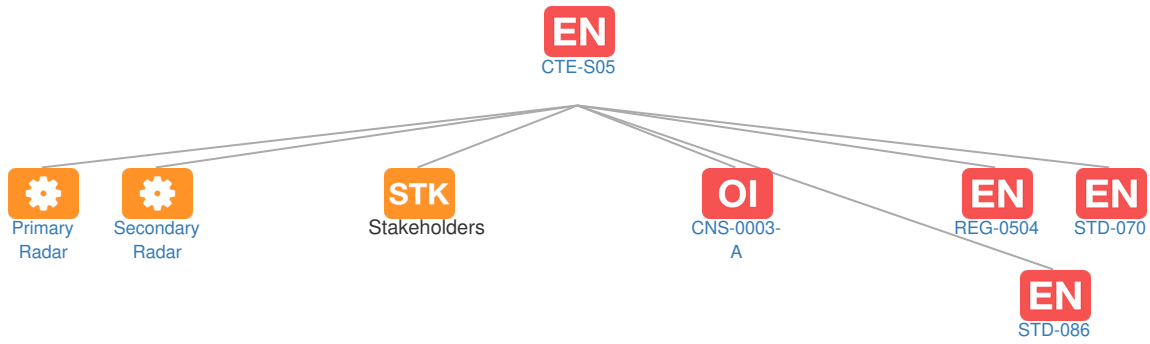
Airspace User: -

Civil

- Civil Scheduled Aviation: -
- Civil Business Aviation-Fixed Wing: -
- Civil Business Aviation-Rotorcraft: -
- Civil General Aviation: -

Context

Related Elements





Standards: No associated data



Implementation Objectives: No associated data



Stakeholder Lines of Action (SLoAs): No associated data



SESAR Workpackages: No associated data