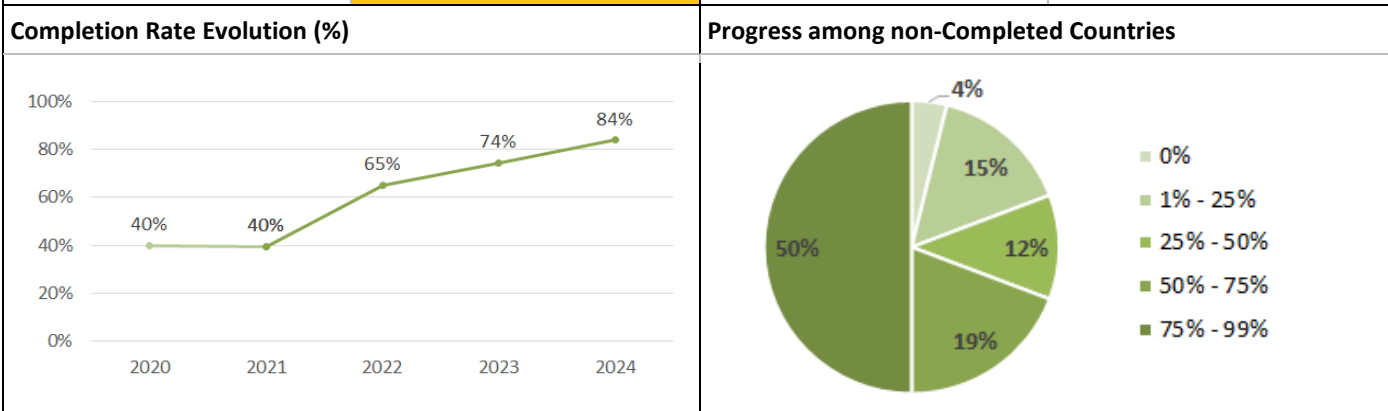
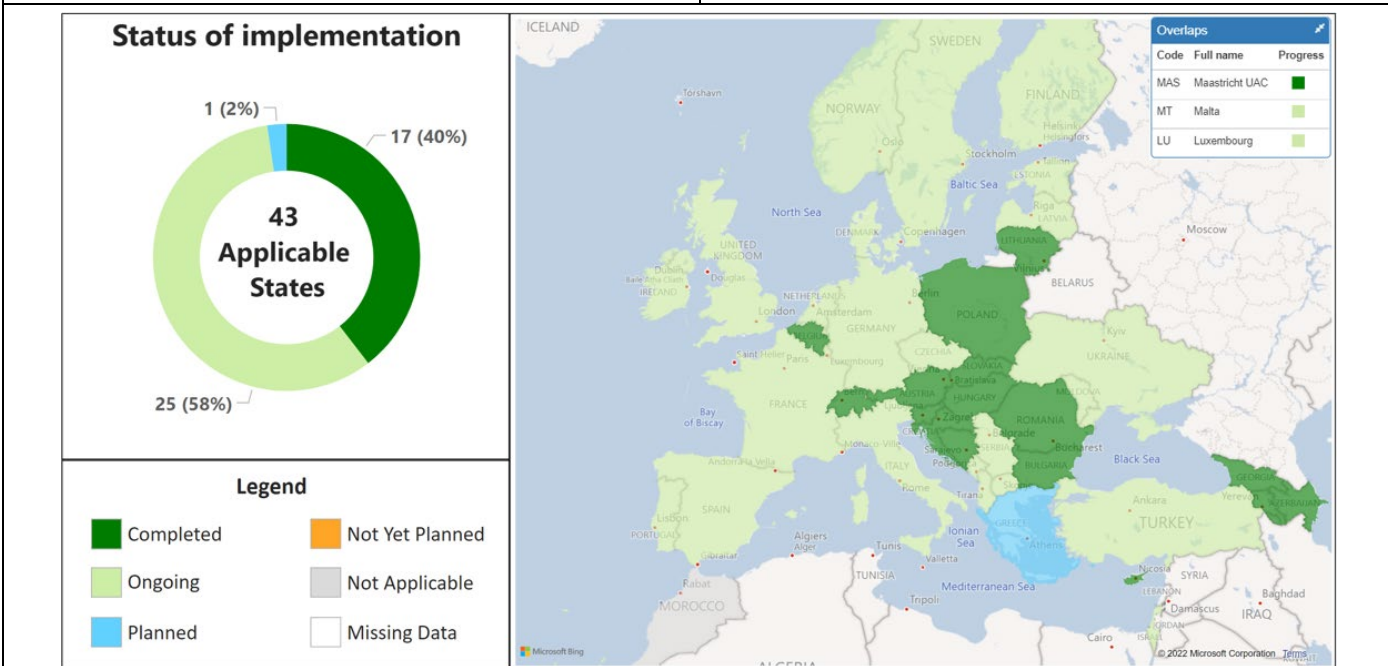


		SESAR Solution – Nil		
ITY-ACID		Aircraft identification		
Stakeholders	ANSPs Airspace Users	Expected Benefits	Capacity	Operational efficiency
			Safety	Environment
FOC	02/01/2020	OI Steps / Enablers	GSURV-0101	
Estimated achievement	31/12/2024	CP1 AF & SDP Family	-	-
Status	Late	ICAO ASBU	-	



Progress has not evolved, stagnating at **40%**. 17 States reported completion, while 11 are expected to implement in 2022.

The majority of Countries is above 75% progress rate, whilst only 1 has not yet started the implementation.



- Implementation continued, in particular with regard the deployment at lower flight levels and around smaller airports.
- In the en-route environment it can be considered that the enabling technical capability has been deployed everywhere in the applicability area (There are still gaps in some TMAs/CTRs).
- Several States claiming compliance with the objective have not yet declared to the NM the airspace where downlinked aircraft identification is used. In some instances, these States have the full technical capability; however, not being part of a contiguous area, declaring the airspace to NM would have a detrimental effect on the Network.
- Only 6 States (AT, BE, HU, HR, RO, SI) are fully compliant with all the applicable requirements: capability to use the downlinked aircraft ID for all IFR/GAT traffic and the use of the conspicuity code (many others are close to completion).
- Full (100%) compliance across the entire applicability area will not happen before 2026.