

	<h2>SESAR Solution – Nil</h2>																										
<h3>ITY-AGVCS2 Implement AGVCS below FL195</h3>																											
Stakeholders	ANSPs Airport Operators Airspace Users Military, NM Regulators	Expected Benefits																									
FOC	Radio equipment: 12/2017 Freq. converted: 12/2018 State Aircraft: 12/2020	OI Steps / Enablers	CTE-C01a																								
Estimated achievement	31/12/2024	CP1 AF & SDP Family	- -																								
Status	Late	ICAO ASBU	-																								
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4 States have finalised implementation in 2021, leading to a total of 20 States have reported completion (56%) , while another 5 are expected to finalise implementation in 2022.		The vast majority of States are above 50% progress rate, whilst only 1 State has not yet planned the implementation.																									
<div style="display: flex; flex-direction: column;"> <div style="margin-bottom: 10px;"> <h4>Status of implementation</h4> </div> <div> <h4>Legend</h4> <table border="0"> <tr> <td>■ Completed</td> <td>■ Not Yet Planned</td> </tr> <tr> <td>■ Ongoing</td> <td>■ Not Applicable</td> </tr> <tr> <td>■ Planned</td> <td>■ Missing Data</td> </tr> </table> </div> </div>		■ Completed	■ Not Yet Planned	■ Ongoing	■ Not Applicable	■ Planned	■ Missing Data	<table border="1"> <caption>Overlaps</caption> <thead> <tr><th>Code</th><th>Full name</th><th>Progress</th></tr> </thead> <tbody> <tr><td>LU</td><td>Luxembourg</td><td>Completed</td></tr> <tr><td>MAS</td><td>Maastricht UAC</td><td>Not Applicable</td></tr> <tr><td>MT</td><td>Malta</td><td>Ongoing</td></tr> </tbody> </table>		Code	Full name	Progress	LU	Luxembourg	Completed	MAS	Maastricht UAC	Not Applicable	MT	Malta	Ongoing						
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<ul style="list-style-type: none"> • Roughly 2/3 of all assignments (EU+CH, NO, UK) are already 8.33 kHz confirming the annual increase (out of a grand total of 9166 assignments, 6413 assignments were 8.33 kHz in 2021 vs. 6259 in 2020 and 5700 in 2019). Some 1500 assignments are planned to be converted to 8.33 kHz by 2025/2026 with a very limited number planned for 2027. • The (temporary) exemptions are mostly justified by the deferred conversion of aerodrome assignments or of those used by the military stakeholders and are due to the high number of non-equipped aircraft, in particular GA and State aircraft. • It is recommended that all States, and in particular the European Civil Aviation Area States, participate in the activities of the 8.33 VCS Implementation Support Group which has a central role in the coordination of 8.33 kHz implementation. 																											