

Pursuant to Articles 237 (3) and 265 of the Air Transport ("Official Gazette RS", No 73/10 and 57/11) the Management Board of the Civil Aviation Directorate of the Republic of Serbia hereby adopts

## **REGULATION ESTABLISHING REQUIREMENTS FOR AIR-GROUND VOICE CHANNEL SPACING**

### **Article 1**

#### **Subject Matter**

This Regulation lays down requirements for the coordinated introduction of air-ground voice communications based on 8,33 kHz channel spacing by air navigation services providers, or air operators or their representatives.

This Regulation shall apply to air-ground voice communications systems based on 8,33 kHz channel spacing within the aeronautical mobile radio communication service band 117,975-137 MHz, their constituents and associated procedures and to flight data processing systems serving air traffic control units providing services to general air traffic, their constituents and associated procedures.

### **Article 2**

#### **Transposing Commission Regulation (EC) No 1265/2007**

This Regulation transposes into national legislation the Commission Regulation (EC) No 1265/2007 of 27 October 2007 laying down requirements on air-ground voice channel spacing for the single European sky.

Commission Regulation (EC) No 1265/2007 is laid out in the Annex to this Regulation.

### **Article 3**

#### **Definitions of terms used in this Regulation**

For the purpose of this Regulation, the terms (definitions) from the Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation), as amended by Regulation (EC) No 1070/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulations (EC) No 549/2004, (EC) No 550/2004, (EC), (EC) No 551/2004 and (EC) No 552/2004 in order to improve the performance and sustainability of the European aviation system, transposed into the national legislation by Annex 1 of the Regulation on the conditions and manner of issuance and validity of certificates for the provision of air navigation services ("RS Official Gazette", No. 32/11) and the definitions in Article 2 of the Commission Regulation (EC) No 1265/2007 of 27 October 2007 laying down requirements on air-ground voice channel spacing for the single European sky found in Annex to this Regulation.

ECAA Agreement means the Multilateral Agreement between the European Community and its Member States, Albania, Bosnia and Herzegovina, Bulgaria, Croatia, the former Yugoslav Republic of Macedonia, Iceland, the Republic of Montenegro, Norway, Romania, Republic of Serbia and the United Nations Interim Administration Nations Mission in Kosovo (under UN

Security Council Resolution 1244 of 10 June 1999) on the establishment of a European Common Aviation Area.

"Community," "Community legislation", "Official Journal of the European Union" and "Member State" as used in this Regulation shall be construed in accordance with points 2 and 3 of Annex II of ECAA Agreement.

The term National Supervisory Authority used in the Annex to this Regulation shall be interpreted as the Civil Aviation Directorate of the Republic of Serbia (hereinafter: Directorate).

**Article 4**  
**Entry into force**

This Regulation shall enter into force on the day of its publication in the "Official Gazette of the Republic of Serbia".

No 1/0-01-0002/2012-0014

In Belgrade, 04 May 2012

Management Board

President

Milutin Mrkonjić

## **ANNEX**

### **Commission Regulation (EC) No 1265/2007 of 27 October 2007 laying down requirements on air-ground voice channel spacing for the single European sky**

#### **Article 1**

##### **Subject matter and scope**

1. This Regulation lays down requirements for the coordinated introduction of air-ground voice communications based on 8.33 kHz channel spacing.
2. This Regulation shall apply to air-ground voice communications systems based on 8.33 kHz channel spacing within the aeronautical mobile radio communication service band 117.975-137 MHz, their constituents and associated procedures and to flight data processing systems serving air traffic control units providing services to general air traffic, their constituents and associated procedures.
3. This Regulation shall apply to all flights operating as general air traffic above FL 195, within the airspace of the ICAO EUR region where Member States are responsible for provision of air traffic services in accordance with Regulation (EC) No 550/2004 of the European Parliament and of the Council [5], with the exception of Article 4 which shall apply also below FL 195.
4. In the framework of the first paragraph of Article 4 of Commission Regulation (EC) No 730/2004, Member States may decide to derogate from the obligation to carry equipment on board an aircraft laid down in this Regulation for flights operated under visual flight rules.

#### **Article 2**

##### **Definitions**

For the purpose of this Regulation the definitions in Article 2 of Regulation (EC) No 549/2004 shall apply.

Also, the following definitions apply:

- 1) "8.33 kHz channel spacing" means separation between adjacent channels of 8.33 kHz;
- 2) "channel" means a numerical designator used in conjunction with voice communication equipment tuning, which allows unique identification of the applicable radio communication frequency and channel spacing;
- 3) "air traffic control unit" (hereinafter ATC unit) means variously area control centre, approach control unit or aerodrome control tower;
- 4) "area control centre" (hereinafter ACC) means a unit established to provide air traffic control service to controlled flights in control areas under its responsibility;
- 5) "flights operated under visual flight rules" (hereinafter VFR flights) means any flights operated under visual flight rules, as defined in Annex 2 to the Chicago Convention on International Civil Aviation, from 1944;

- 6) "VHF assignments" means VHF frequency assigned to an aeronautical service for the purpose of operating voice communication equipment;
- 7) "offset-carrier system" means a system that is used in situations where the combination of a transmitter and a receiver cannot ensure coverage of radio signals and in order to minimise the interference problems, the signals are offset from the main carrier frequency;
- 8) "designated operational coverage" means the volume of airspace in which a particular service is provided and in which the service is afforded frequency protection;
- 9) "operator" means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;
- 10) "working position" means the furniture and technical equipment at which a member of the air traffic services staff undertakes task associated with their job;
- 11) "radio-telephony" means a form of radio-communication primarily intended for the exchange of information in the form of speech;
- 12) "letter of agreement" means an agreement between two adjacent ATC units that specifies how their respective ATC responsibilities are to be coordinated;
- 13) "Integrated Initial Flight Plan Processing System" (hereinafter "IFPS") means a system within the European Air Traffic Management Network through which a centralised flight planning processing and distribution service, dealing with the reception, validation and distribution of flight plans;
- 14) "State aircraft" means any aircraft used for military, customs and police;
- 15) "transport-type State aircraft" means fixed wing State aircraft that are designed for the purpose of transporting persons and/or cargo.

### **Article 3**

#### **Interoperability and performance requirements**

1. Without prejudice to Article 5 operators shall ensure that, by 15 March 2008, their aircraft are equipped with radio equipment with 8.33 kHz channel spacing capability.
2. In addition to 8.33 kHz channel spacing capability, the equipment referred to in paragraph 1 shall be able to tune to 25 kHz spaced channels and to operate in an environment which uses offset-carrier frequencies.
3. Air navigation service providers shall ensure that, by 3 July 2008 at the latest, all voice VHF assignments are converted to 8.33 kHz channel spacing for sectors with a lower level at or above FL 195.
4. Paragraph 3 of this Article shall not apply to the sectors where 25 kHz offset-carrier system is used.
5. Member States shall take all the necessary measures to ensure that appropriate VHF assignments are notified to air navigation service providers.

6. Air navigation service providers shall implement the VHF assignments referred to in paragraph 5 of this Article. If under exceptional circumstances it is not possible to comply with paragraph 3, Member States shall communicate the reasons to the Commission.

7. Air navigation service providers shall ensure that the performance of their 8,33 kHz voice communication systems comply with the ICAO standards specified in Annex I(1).

8. Air navigation service providers shall ensure that their 8.33 kHz voice communication systems allow an operationally acceptable voice communication between controllers and pilots within the designated operational coverage.

9. Air navigation service providers shall ensure that the performance of the transmitter/receiver ground constituent installed within the 8,33 kHz voice communication systems comply with the ICAO standards specified in Annex I(1) with regard to the frequency stability, modulation, sensitivity, effective acceptance bandwidth and adjacent channel rejection.

10. Operators shall ensure that the performance of the 8.33 kHz voice communication systems installed on-board their aircraft in application of paragraph 1 comply with the ICAO standards specified in Annex I(2).

11. The European Organisation for Civil Aviation Equipment (Eurocae) document specified in Annex I(3) shall be considered as sufficient means of compliance with regard to the frequency stability, modulation, sensitivity, effective acceptance bandwidth and adjacent channel rejection requirements identified in the ICAO standards specified in Annex I(2).

12. Air navigation service providers shall implement the notification and initial co-ordination processes in their flight data processing systems in accordance with Regulation (EC) No 1032/2004, as follows:

(a) the information about the 8,33 kHz capability of a flight shall be transmitted between ATC units;

(b) the information about the 8,33 kHz capability of a flight shall be made available at the appropriate working position;

(c) the controller shall have the means to modify the information about the 8,33 kHz capability of a flight.

#### **Article 4**

##### **Associated Procedures**

1. Air navigation service providers and operators shall ensure that all six digits of the numerical designator are used to identify the transmitting channel in VHF radio-telephony communications, except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

2. Air navigation service providers and operators shall ensure that their air-ground voice communication procedures are in accordance with the ICAO provisions specified in Annex I (4).

3. Air navigation service providers shall ensure that the procedures applicable to aircraft equipped with radio equipment with 8,33 kHz channel spacing capability and aircraft which are not equipped with such equipment are specified in the letters of agreement between ACCs.

4. Operators operating flights referred to in Article 1(3) above FL 195, and agents acting on their behalf shall ensure that in addition to the letter S and/or any other letters, as appropriate, the letter Y is inserted in item 10 of the flight plan for aircraft equipped with radio equipment with 8,33 kHz channel spacing capability, or the indicator STS/EXM833 is included in item 18 for aircraft not equipped but which have been granted exemption from the mandatory carriage equipment. Aircraft normally capable of operating above FL 195 equipped with radio equipment with 8,33 kHz channel spacing capability but planning to fly below this level shall include the letter Y in item 10 of the flight plan.

5. In the case of a change in the 8,33 kHz capability status for a flight, the operators or the agents acting on their behalf shall send a modification message to IFPS with the appropriate indicator inserted in the relevant item.

6. Member States shall take the necessary measures to ensure that IFPS processes and distributes information on the 8,33 kHz capability received in the flight plans.

#### **Article 5** **State aircraft**

1. Member States shall ensure that transport-type State aircraft are equipped with radio equipment with 8,33 kHz channel spacing capability by 3 July 2008 at the latest.

2. Without prejudice to national procedures for data exchange on State aircraft, shall communicate to the Commission by 3 January 2008 at the latest, the list of transport-type State aircraft that will not be equipped with radio equipment with 8,33 kHz channel spacing capability in accordance with paragraph 1, due to:

- (a) withdrawal from operational service by 31 December 2010;
- (b) procurement constraints.

When procurement constraints prevent compliance with paragraph 1, Member States shall also communicate to the Commission by 3 January 2008 at the latest the date by which the aircraft concerned will be equipped with radio equipment with 8,33 kHz channel spacing capability. That date shall not be later than 31 December 2012.

3. Member States shall ensure that non-transport State aircraft are equipped with radio equipment with 8,33 kHz channel spacing capability by 31 December 2009 at the latest.

4. Without prejudice to national procedures for the communication of information on State aircraft, Member States shall communicate to the Commission by 30 June 2009 at the latest, the list of non-transport-type State aircraft that will not be equipped with radio equipment with 8,33 kHz channel spacing in accordance with paragraph 3 of this Article due to:

- (a) compelling technical or budgetary constraints;

(b) withdrawal from operational service by 31 December 2010;

(c) procurement constraints.

When procurement constraints prevent compliance with paragraph 3, Member States shall also communicate to the Commission by 30 June 2009 at the latest the date by which the aircraft concerned will be equipped with radio equipment with 8,33 kHz channel spacing capability. That date shall not be later than 31 December 2015.

5. Air traffic service providers shall ensure that the State aircraft not equipped with radio equipment with 8,33 KHz channel spacing capability can be accommodated, provided that they can be safely handled within the capacity limits of the air traffic management system on UHF or 25 kHz VHF assignments.

6. Member States shall publish the procedures for the handling of State aircraft which are not equipped with radio equipment with 8,33 kHz channel spacing capability in national aeronautical information publications.

7. Air traffic service providers shall communicate on an annual basis to the Member State that has designated them, their plans for the handling of State aircraft which are not equipped with radio equipment with 8,33 kHz channel spacing capability defined taking into account the capacity limits associated with the procedures referred to in paragraph 6 of this Article.

#### **Article 6**

##### **Safety requirements**

Member States shall take the necessary measures to ensure that any changes to the existing systems referred to in Article 1(2) or the introduction of new systems are preceded by a safety assessment, including hazard identification, risk assessment and mitigation, conducted by the parties concerned.

During this safety assessment, the safety requirements specified in Annex II shall be taken into consideration as a minimum.

#### **Article 7**

##### **Conformity or suitability for use of constituents**

1. Before issuing an EC declaration of conformity or suitability for use referred to in Article 5 of Regulation (EC) No 552/2004, manufacturers of constituents of the systems referred to in Article 1 (2) shall assess the compliance of this regulation or suitability for use of the constituent elements in accordance with the requirements of Annex III, Part A of this Regulation, without prejudice to paragraph 2 of this Article.

2. Certification airworthiness processes complying with Regulation (EC) No 1592/2002 of the European Parliament and of the Council, when applied to airborne constituents of the systems referred to in Article 1(2), shall be considered as acceptable procedures for the conformity assessment of these constituents if they include the demonstration of compliance with the interoperability, performance and safety requirements of this Regulation.

## **Article 8**

### **Verification of systems**

1. Air navigation service providers which can demonstrate or have demonstrated that they meet the conditions set out in Annex IV shall conduct a verification of the systems referred to in Article 1(2) in compliance with the requirements set out in Annex III, Part C.
2. Air navigation service providers which cannot demonstrate that they fulfil the conditions set out in Annex IV shall subcontract to a notified body a verification of the systems referred to in Article 1(2) of this Regulation. This verification shall be conducted in compliance with the requirements set out in Annex III, Part D.

## **Article 9**

### **Additional requirements**

1. Air navigation service providers shall ensure that all related personnel are made duly aware of the requirements laid down in this Regulation and that they are adequately trained for their job functions.
2. Member States shall take the necessary measures to ensure that the personnel operating the IFPS involved in flight planning are made duly aware of the requirements laid down in this Regulation and that they are adequately trained for their job functions.
3. Air navigation service providers shall:
  - (a) develop and maintain operations manuals containing the necessary instructions and information to enable all related personnel to apply this Regulation;
  - (b) ensure that the manuals referred to in point (a) are accessible and kept up to date and that their update and distribution are subject to appropriate quality and documentation configuration management;
  - (c) ensure that the working methods and operating procedures comply with this Regulation.
4. Member States shall take the necessary measures to ensure that the centralised flight planning processing and distribution service:
  - (a) develops and maintains operations manuals containing the necessary instructions and information to enable all related personnel to apply this Regulation;
  - (b) ensures that the manuals referred to in point (a) are accessible and kept up to date and that their update and distribution are subject to appropriate quality and documentation configuration management;
  - (c) ensures that the working methods and operating procedures comply with this Regulation.
5. Operators identified in Article 3(1) shall take the necessary measures to ensure that the personnel operating radio equipment are made duly aware of this Regulation that they are adequately trained to use this equipment and that instructions are available in the cockpit where feasible.



6. Member States shall take the necessary measures to ensure compliance with this Regulation, including the publication of relevant information in the national aeronautical information publications.

### **Article 10**

#### **Entry into force**

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

## **ANNEX I**

### **Standards and provisions referred to in Articles 3 and 4**

1. Chapter 2 "Aeronautical Mobile Service", section 2.1. "Air-ground VHF communication system characteristics" and Section 2.2 "System characteristics of the ground installations" of ICAO Annex 10, Volume III, Part 2

(First Edition — July 1995 incorporating Amendment No80).

2. Chapter 2 "Aeronautical Mobile Service", Section 2.1 "Air-ground VHF communication system characteristics", Section 2.3.1 "Transmitting function" and Section 2.3.2 "Receiving function" excluding sub-section 2.3.2.8 "VDL — Interference Immunity Performance" of ICAO Annex 10, Volume III, Part 2 (First Edition — July 1995 incorporating Amendment No 80).

3. Eurocae Minimum Operational Performance Specification for Airborne VHF Receiver-Transmitter operating in the frequency range 117,975-137,000 MHz, Document ED-23B, Amendment 3, December 1997.

4. Section 12.3.1.4. "8,33 kHz channel spacing" of ICAO PANS-ATM Doc. 4444 (14th Edition — 2001 incorporating Amendment No 4).

## **ANNEX II**

### **Safety requirements in Article 6**

1. The interoperability and performance requirements specified in Article 3 (1) and (12) shall be considered as safety requirements.

2. The associated procedures' requirements specified in Article 4 (1) and (2) shall be considered as safety requirements.

3. The State aircraft requirements specified in Article 5 (1), (3), (5) and (7) shall be considered as safety requirements.

4. The requirements supporting compliance specified in Article 9 (1), (3), (5) and (6) shall be considered as safety requirements.
5. Air navigation service providers shall ensure that the controller Human Machine Interface for the display of VHF channels is consistent with the VHF radio-telephony procedures.
6. Air navigation service providers shall assess the impact of descending aircraft which are not equipped with radio equipment with 8,33 kHz channel spacing capability below FL 195, taking into account factors such as minimum safe crossing altitudes, and determine whether modifications to sector capacity or airspace design/structures are required.
7. Member States shall ensure that 25 to 8,33 kHz conversions are operated for a trial period of minimum four weeks, during which time safe operation is verified, prior to coordination in the Table COM2 of ICAO Doc 7754.
8. Member States shall ensure that 25 to 8,33 kHz conversions are made respecting the ICAO frequency planning criteria described in Part II — "VHF Air-Ground Communications Frequency Assignment Planning Criteria" of the EUR Frequency Management Manual — ICAO EUR Doc 011 (2005).

### **ANNEX III**

#### **PART A**

##### **REQUIREMENTS FOR THE ASSESSMENT OF THE CONFORMITY OR SUITABILITY FOR USE OF CONSTITUENTS REFERRED TO IN ARTICLE 7**

1. The verification activities shall demonstrate the conformity of constituents with the performance requirements of this Regulation, or their suitability for use whilst these constituents are in operation in the test environment.
2. The application by the manufacturer of the module described in Part B shall be considered as an appropriate conformity assessment procedure to ensure and declare the compliance of constituents. Equivalent or more stringent procedures are also authorised.

#### **PART B**

##### **INTERNAL PRODUCTION CONTROL MODULE**

1. This module describes the procedure whereby the manufacturer or his authorised representative established within the Community who carries out the obligations laid down in paragraph 2, ensures, and declares that the constituents concerned satisfy the requirements of this Regulation. The manufacturer or his authorised representative established within the Community must draw up a written declaration of conformity or suitability for use in accordance with Annex III of Regulation (EC) No 552/2004.
2. The manufacturer must establish the technical documentation described in paragraph 4 and he or his authorised representative established within the

Community must keep it for a period ending at least 10 years after the last constituents has been manufactured at the disposal of the relevant national supervisory authorities for inspection purposes and at the disposal of the air navigation service providers that integrate these constituents in their systems. The manufacturer or its authorised representative established within the Community shall inform the Member States where and how the above technical documentation can be made available.

3. Where the manufacturer is not established within the Community, he shall designate the person(s) who place(s) the constituents on the Community market. These person(s) shall inform the Member States where and how the technical documentation can be made available.

4. Technical documentation must enable the conformity of the constituents with the requirements of this Regulation to be assessed. It must, as far as relevant for such assessment, cover the design, manufacture and operation of the constituents.

5. The manufacturer or his authorised representative must keep a copy of the declaration of conformity or suitability for use with the technical documentation.

## **PART C**

### **REQUIREMENTS FOR THE VERIFICATION OF SYSTEMS REFERRED TO IN ARTICLE 8(1)**

1. The verification of systems identified in Article 1(2) shall demonstrate the conformity of these systems with the interoperability, performance and safety requirements of this Regulation in an assessment environment that reflects the operational context of these systems.

In particular:

- the verification of systems for air-to-ground communications shall demonstrate that 8,33 kHz channel spacing is in use for the VHF air-ground voice communications in accordance with Article 3(3) and that the performance of the 8,33 kHz voice communication systems complies with Article 3(7),

- the verification of systems for flight data processing shall demonstrate that the functionality described in Article 3(12) is properly implemented.

2. The verification of systems identified in Article 1(2) shall be conducted in accordance with appropriate and recognised testing practices.

3. Test tools used for the verification of systems identified in Article

1(2) shall have appropriate functionalities.

4. The verification of systems identified in Article 1(2) shall produce the elements of the technical file required by Annex IV (3) to Regulation (EC) No 552/2004 including the following elements:

- description of the implementation; - the report of inspections and tests achieved before putting the system into service.

5. The air navigation service provider shall manage the verification activities and shall in particular:

- determine the appropriate operational and technical assessment environment reflecting the operational environment;
- verify that the test plan describes the integration of systems identified in Article 1(2)
- verify that the test plan provides full coverage of the applicable interoperability, performance and safety requirements of this Regulation,
- ensure the consistency and quality of the technical documentation and the test plan;
- plan the test organisation, staff, installation and configuration of the test platform,
- perform the inspections and tests as specified in the test plan,
- write the report presenting the results of inspections and tests.

6. The air navigation service provider shall ensure that the systems identified in Article 1(2) operated in an operational assessment environment meet the interoperability, performance and safety requirements of this Regulation.

7. Upon satisfying completion of verification of compliance, air navigation service providers shall draw up the EC declaration of verification of system and submit it to the national supervisory authority together with the technical file as required by Article 6 of Regulation (EC) No 552/2004

## **PART D**

### **REQUIREMENTS FOR THE VERIFICATION OF SYSTEMS REFERRED TO IN ARTICLE 8(2)**

1. The verification of systems identified in Article 1(2) shall demonstrate the conformity of these systems with the interoperability, performance and safety requirements of this Regulation in an assessment environment that reflects the operational context of these systems.

In particular:

- the verification of systems for air-to-ground communications shall demonstrate that 8,33 kHz channel spacing is in use for the VHF air-ground voice communications in accordance with Article 3(3) and that the performance of the 8,33 kHz voice communication systems complies with Article 3(7) to this Regulation;
- the verification of systems for flight data processing shall demonstrate that the functionality described in Article 3(12) is properly implemented.

2. The verification of systems identified in Article 1(2) shall be conducted in accordance with appropriate and recognised testing practices.

3. Test tools used for the verification of systems identified in Article 1(2) shall have appropriate functionalities.

4. The verification of systems identified in Article 1(2) shall produce the elements of the technical file required by Annex IV (3) to Regulation (EC) No 552/2004 including the following elements:

- description of the implementation, - - the report of inspections and tests achieved before putting the system into service.

5. The air navigation service provider shall determine the appropriate operational and technical assessment environment reflecting the operational environment and shall have verification activities performed by a notified body.

6. The notified body shall manage the verification activities and shall in particular:

- verify that the test plan describes the integration of systems identified in Article 1(2) in an operational and technical assessment environment,

- verify that the test plan provides full coverage of the applicable interoperability, performance and safety requirements of this Regulation,

- ensure the consistency and quality of the technical documentation and the test plan,

- plan the test organisation, staff, installation and configuration of the test platform,

- perform the inspections and tests as specified in the test plan,

- write the report presenting the results of inspections and tests.

7. The notified body shall ensure that the systems identified in Article 1(2) operated in an operational assessment environment meet the interoperability, performance and safety requirements of this Regulation.

8. Upon satisfying completion of verification tasks, the notified body shall draw up a certificate of conformity in relation to the tasks it carried out.

9. Then, the air navigation service provider shall draw up the EC declaration of verification of system and submit it to the national supervisory authority together with the technical file as required by Article 6 of Regulation (EC) No 552/2004.

## **ANNEX IV**

### **Conditions referred to in Article 8**

1. The air navigation service provider must have in place reporting methods within the organisation which ensure and demonstrate impartiality and independence of judgement in relation to the verification activities.

2. The air navigation service provider must ensure that the personnel involved in verification processes, carry out the checks with the greatest possible professional integrity and the greatest possible technical competence and are free of any pressure and incentive, in particular of a financial

type, which could affect their judgement or the results of their checks, in particular from persons or groups of persons affected by the results of the checks.

3. The air navigation service provider must ensure that the personnel involved in verification processes, have access to the equipment that enables them to properly perform the required checks.

4. The air navigation service provider must ensure that the personnel involved in verification processes, have sound technical and vocational training, satisfactory knowledge of the requirements of the verifications they have to carry out, adequate experience of such operations, and the ability required to draw up the declarations, records and reports to demonstrate that the verifications have been carried out.

5. The air navigation service provider must ensure that the personnel involved in verification processes, are able to perform their checks with impartiality. Their remuneration shall not depend on the number of checks carried out, or on the results of such checks.