

19-20 October 2021

# Mode S Interrogator Code Allocation Webinar













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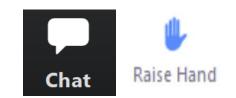




# **Meeting Notes**









Keep Mic muted

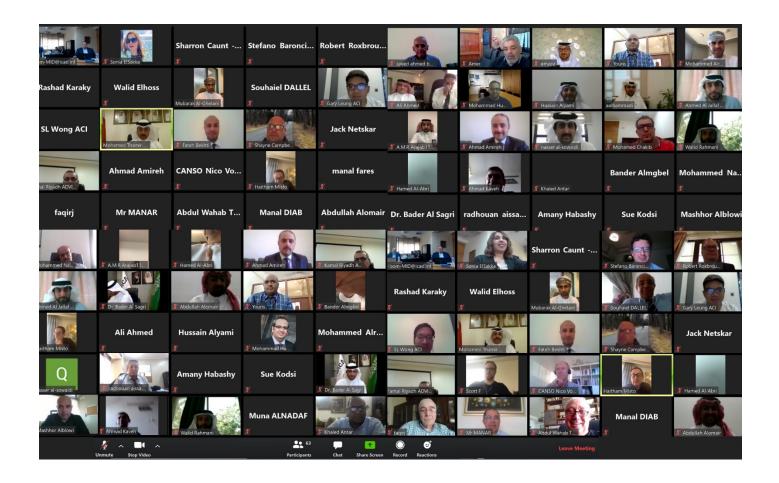
Unmute your mic only when invited to speak Switch off camera if the quality of Internet is not good use "Raise hand" or chat box if you wish address question or comment

#### Meeting is recorded













Day 1: 19 October 2021		
Time (UTC)	Торіс	Duration
11:00 - 11:05	Welcome & Introduction	5 mins
11:05 - 11:15	Introductory presentation on IC Code Allocation in the MID Region	10 mins
11:15 – 12:20	PPT1: Mode S Surveillance Principles	65 mins
12:20 - 12:30	Break 200	10 mins
12:30 - 13:00	PPT2: Required Interrogator Code Allocation Coordination	30 mins
13:00 - 14:00	PPT3: Operation on II & SI Codes	60 mins





Day 2: 20 October 2021			
Time (UTC)	Торіс	Duration	
11:00 - 11:30	PPT4: Interrogator Code Conflict	30 mins	
11:30 - 12:20	PPT5: MICA Website Presentation	50 mins	
12:20 - 12:30	Break	10 mins	
12:30 - 13:45	PPT6: Mode S Interrogator Code Allocation Status Cycle 35	75 mins	
13:45 - 14:00	Wrap-up & Closing	15 mins	





## **Background on MICA**

- The introduction of Mode S Interrogators in the MID Region has identified the need for a coordinated approach to the allocation and implementation of the limited number of Interrogators Codes.
- In 2011, the ICAO MID Office requested EUROCONTROL to formally provide support for MICA in the ICAO MID Region.
- The MSG/6 meeting, through Conclusion 6/32, agreed that a Surveillance/MICA Workshop needs to be organised. The Surveillance/MICA Workshop was convened from 26-28 February 2019.

The workshop supported by EUROCONTROL. <u>https://www.icao.int/MID/Pages/2019/MICA.ASPX.aspx</u>





## RECOMMENDATIONS

- States shall request coordinated IC code(s) and coverage map(s) (Surveillance and lockout) before start of operation, preferably one year in advance.
- States to plan carefully using active MLAT in order not to generate excess 1030/1090MHz FRUIT; and not to over occupy the Transponder (due to selective interrogations).
- States to monitor, if possible, the transmission on 1030/1090MHz to make sure that Aircraft are not over-interrogated (ICAO annex 10, Vol VI, section 3.1.2.10.3.7.3 & section 3.1.1.7.9.1).
- States to program radar to extract needed BDS register Data and not to extract unused ones.
- For the safety of the air traffic surveillance system, the coverage of two Mode S radars using the same IC shall not overlap.





## RECOMMENDATIONS

- Target disappearance is a safety related issue, fall-back procedure should be in place including lockout override.
- ICAO MID to coordinate with IATA to get statistics on the percentage of SI equipped aircraft in the MID Region.
- Regulators and Radar Operators are encouraged to register to MICA website.
- ICAO MID to consider addressing the impact of vehicles equipped ADS-B (ex. sUAS, gladder, airports vehicles, etc.) on 1090MHz RF environment in future relevant Workshops.
- CNS SG/9 to consider requiring that Mode S Radars support the use of II/SI code operation. MID Region to consider allocating II code and matching SI for Military





#### **MIDANPIRG Conclusions**

#### MIDANPIRG CONCLUSION 17/35: MID REGION PROCESS FOR MODE S IC CODES ALLOCATION

That, the Eurocontrol Document "Requirements process for the coordinated allocation and use of Mode S Interrogator Codes in the ICAO Middle East Region" (Edition 1.03 dated March 2019) is endorsed and be posted on the ICAO MID website, in order to be used for the allocation of Mode S IC Codes in the MID Region.





### **MIDANPIRG Conclusions**

#### MIDANPIRG CONCLUSION 17/34: PFA TO THE MID ANP VOLUME II- CNS SPECIFIC REGIONAL REQUIREMENTS

That, a Proposal for Amendment to the MID ANP Volume II – CNS Specific Regional Requirements be processed in accordance with the standard procedure to add the following requirement: "States should ensure that all Mode S Radars support SI/II code operation".





ICAO MID