



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

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CNS Committee (CNS/COMM/6)

Santo Domingo, Dominican Republic, 30 June to 4 July 2008

CNS/COMM/6-WP/12

13/05/08

Agenda Item 3: Development of Surveillance Systems

3.4 Regional standardised registration of aircraft with Mode S transponders

GUIDELINES AND CONSIDERATIONS FOR STANDARDISED REGISTRATION OF AIRCRAFT WITH MODE S TRANSPONDERS

(Presented by the Secretariat)

Summary	
This working paper presents a procedure to be followed by States for the assignment and registry of 24-bit addresses, as well as some guidelines and considerations for their standardised registry.	
References:	
<ul style="list-style-type: none">• Report of the GREPECAS 14 meeting (San José, Costa Rica, 16-20 April 2007); and• Annex 10, Vol III	
Strategic Objectives:	<i>This working paper is related to Strategic Objectives A and D.</i>

1. Introduction

1.1 The guidelines on the preliminary elements for a consolidated regional strategy for the implementation of surveillance systems, agreed at the GREPECAS/14 meeting held in San José, Costa Rica on 16-20 April 2007, stipulate that:

- a) ground implementation of secondary surveillance radars (SSRs) in Mode S should be given priority in terminal and en route areas with high traffic density and that each State/Territory/International Organisation should evaluate both the existing traffic density in their respective terminal and en route areas and that foreseen for the next ten years, as well as the useful life of SSRs currently installed in terminal areas.
- b) monopulse secondary surveillance radars adaptable to mode S would be used in terminal and en route areas with medium traffic density and mode S would be implemented when warranted by traffic volume.

1.2 In this connection, GREPECAS/14 noted that with respect to the mode S transponder capability of aircraft operating in the CAR/SAM Regions, States, Territories and International Organisations should apply the procedure established by ICAO for aircraft identification (Assignment of 24-bit aircraft addresses as stipulated in Annex 10, Volume III, part I, Appendix to Chapter 9 [*Global Plan for the allocation, assignment and application of aircraft addresses*]), considering that it would be beneficial to implement national data bases containing standardised information on aircraft with assigned 24-bit addresses, which would give surveillance service providers updated aircraft identification information, especially for radar processing systems.

1.3 In this regard, GREPECAS/14 agreed that the CNS Committee would work on this matter in order to help CAR/SAM States, Territories and International Organisations standardise 24-bit address assignment registration information for the identification of aircraft with Mode S transponders.

2. **Guidelines and considerations for standardised registration of aircraft with Mode S transponders**

Concept of the 24-bit address

2.1 ICAO 24-bit address: Each aircraft will be identified unequivocally through an invariable 24-bit identifier assigned by the manufacturer in accordance with standards established by ICAO for Mode S transponders. Mode S transponders with their 24-bit addresses are oriented towards the application of ACAS, ELT, SSR Mode S, and ATN with VDL, AMSS, and other functions.

2.2 The aircraft address will be one of the 16'777,214 24-bit aircraft addresses allocated by ICAO to the State of Registry or the common mark registering authority and assigned as indicated in the procedure detailed in Annex 10, Volume III, Part I, Chapter 9. The 24-bit aircraft addresses should be assigned and applied in accordance with the guidelines contained in this procedure.

Procedure for assigning 24-bit aircraft addresses (Ref.: Annex 10, Volume III, Part I, Chapter 9)

2.3 Global plan for the allocation, assignment and application of aircraft addresses: The use of global communications, navigation and surveillance systems will be based on the assignment of exclusive 24-bit aircraft addresses. In no case will an aircraft address be assigned to more than one aircraft.

2.4 **Appendix A** to this paper lists the consecutive address blocks available to States for assignment to aircraft. Each block is defined on the basis of a fixed pattern of the first 4, 6, 9, 12 or 14 bits of the 24-bit address. Accordingly, blocks can be of different sizes (1 048 576, 262 144, 32 768, 4 096 and 1 024 consecutive addresses, respectively).

2.5 ICAO will manage the plan in order to maintain appropriate international distribution of aircraft addresses.

2.6 Allocation of aircraft addresses:

- a) ICAO will allocate blocks of aircraft addresses to the State of Registry or to the common mark registering authority. Addresses will be allocated to States in the way stipulated in the appendix to this paper.
- b) The State of Registry or the common mark registering authority will notify ICAO when it needs a new block of addresses for assignment to aircraft.

c) In the future management of the plan, advantage should be taken of unallocated aircraft address blocks. The following blocks are reserved for the CAR/SAM Regions:

- Addresses beginning with the bit combination 00101: SAM Region
- Addresses beginning with the bit combination 111011: CAR Region

In addition, aircraft addresses beginning with the bit combinations 1011, 1101 and 1111 have been reserved for future use.

- d) Any future need for more aircraft addresses will have to be met through coordination between ICAO and the relevant State of Registry or common mark registering authority. Registering authorities should request new addresses only when at least 75% of the addresses allocated to them have already been assigned to aircraft.
- e) ICAO will allocate blocks of aircraft addresses to non-contracting States that request them.

2.7 Assignment of aircraft addresses:

State:

- a) The State of Registry or common mark registering authority will assign exclusive aircraft addresses within each block to aircraft when required for use by duly equipped aircraft listed in a national or international registry.
- b) Aircraft addresses will be assigned in keeping with the following principles:
- at no time shall the same address be assigned to more than one aircraft;
 - a single address shall be assigned to each aircraft regardless of the composition of its airborne equipment;
 - no address shall be modified except in special circumstances nor will they be modified during flight;
 - when an aircraft changes its State of Registry, the previously assigned address shall be relinquished and the new registering authority shall assign it a new address;
 - the address shall be used exclusively for the technical function of aircraft addressing and identification and not for transmitting any specific information; and
 - no address consisting of 24 zeros or 24 ones shall be assigned to aircraft.

Insofar as the assignment of exclusive 24-bit aircraft addresses to military aircraft in one State, it should be noted that, considering that ACAS operation depends upon 24-bit addresses and that if military aircraft fly together with and occupy the same airspace as civilian aircraft traffic, it would be advisable to consider making the necessary arrangements to assign 24-bit addresses to military aircraft also, in order to contribute to air traffic safety.

ICAO:

Temporary addresses will be assigned to aircraft in special circumstances when operators have been unable to obtain an address from their States of Registry or private common mark registering authorities on a timely basis. ICAO will assign temporary addresses from the ICAO block shown in the appendix to this paper, in accordance with the following considerations:

- The aircraft operator will provide ICAO with the following: the aircraft identification, the aircraft type and model, the name and address of the operator and an explanation of the reason for the request.
- Once aircraft operators have been issued a temporary address, ICAO will inform the State of Registry about the issue of the temporary address, the reason for it and its duration.
- The aircraft operator must inform the State of Registry about the temporary assignment and will reiterate its request for a permanent address, and will also inform the airframe manufacturer.
- Once the operator obtains a permanent aircraft address from the State of Registry, it will: a) promptly inform ICAO about it, b) relinquish its temporary address; and c) arrange for the coding of the exclusive address that will be valid, within a period of 180 calendar days.
- If unable to obtain a permanent address within a period of one year, the aircraft operator will again request a temporary address. In no case may an aircraft operator use a temporary aircraft address for a period of more than one year.

3. **Standardised address registration for aircraft with Mode S transponders**

3.1 Below are several considerations and recommendations for the standardised registration of 24-bit addresses:

3.2 As explained in detail in the procedure, the relevant State of Registry or common mark registering authority will assign aircraft unique addresses within each block when required for use by duly equipped aircraft registered in a national or international registry. That assigned address will be a part of the aircraft registry and should not represent another, different registry, and, for purposes of its use by surveillance service providers, this updated aircraft identification information should come from this registry or be directly associated with it to avoid duplication of information or use of information that is out of date.

3.3 Address assignment may be sequential within the corresponding range or based on the use of a particular criterion by the State or authority responsible for the registry, the important fact being that only one 24-bit address will be assigned to each aircraft. Special care must be taken when an address is released for reassignment.

3.4 At least the following fields should be associated with each address assigned within the aircraft registry:

Aircraft data:

- 1) Nationality
- 2) Brand/manufacturer
- 3) Model
- 4) Registration
- 5) Aircraft serial number

Address assignment:

The 24-bit address assigned, expressed in binary/octal/hexadecimal format

Control and follow-up data:

- 1) Date of registry (date on which the 24-bit address was assigned)
- 2) Date of de-registry (date on which the assigned address ceased to be used)

These data in the Aircraft Registry can be associated with other information like: aircraft owner, contact data of the owner, Mode S transponder data (manufacturer, model, serial number, part number), type of authorised operations, control data (party applying, party assigning, date of application, etc.).

3.5 As an assignment control and verification measure, it would be advisable for these addresses to be verified periodically, either through field monitoring or by using ramp tests. These verifications should also be made following a major maintenance check or when an aircraft has changed its registry, to ensure that the new addresses assigned have been properly configured.

3.6 It should be noted that there are occasions when aircraft show an incorrect 24-bit address due to its installation or internal lay within the aircraft itself. This can occur not only during the first installation of a Mode S transponder, but also when a major modification is made to the Mode S equipment, followed by a change in registry. Incorrect installation, such as the setting of the address to all zeros or an inadvertent duplication of an address can represent a flight safety risk. The ACAS II system, in particular, operates on the assumption that each aircraft has a single unique 24-bit address. An incorrect or duplicated aircraft address can seriously degrade ACAS II performance and in some cases even disable it, as well as degrade the efficiency of Mode S radar-based surveillance services.

3.7 States and Territories should notify their users through appropriate publications about the criteria and considerations for the assignment, registry and reporting of these addresses. **Appendix B** to this working paper offers a model AIC in this regard.

3.8 This information on the assignment of 24-bit addresses should be available to users and contained in the aircraft registry database maintained by the State or the respective authority.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) take note of the information provided in this paper;
- b) assess and consider recommending that States/Territories review the procedure they are using to assign 24-bit addresses to take account of the considerations set forth in section 2 and in Appendix A, as well as the guidelines for standardising such registries indicated in section 3 of this paper;
- c) examine the model publication shown in Appendix B and its application; and
- d) suggest any other action that may be appropriate.

Table 9-1. Allocation of aircraft addresses to States

Note.— The left-hand column of the 24-bit address patterns represents the most significant bit (MSB) of the address.

State	Number of addresses in block					Allocation of blocks of addresses (a dash represents a bit value equal to 0 or 1)					
	1 024	4 096	32 768	262 144	1 048 576						
Afghanistan		*				0111	00	000	000	--	-----
Albania	*					0101	00	000	001	00	-----
Algeria			*			0000	10	100	---	--	-----
Angola		*				0000	10	010	000	--	-----
Antigua and Barbuda	*					0000	11	001	010	00	-----
Argentina				*		1110	00	---	---	--	-----
Armenia	*					0110	00	000	000	00	-----
Australia				*		0111	11	---	---	--	-----
Austria			*			0100	01	000	---	--	-----
Azerbaijan	*					0110	00	000	000	10	-----
Bahamas		*				0000	10	101	000	--	-----
Bahrain		*				1000	10	010	100	--	-----
Bangladesh		*				0111	00	000	010	--	-----
Barbados	*					0000	10	101	010	00	-----
Belarus	*					0101	00	010	000	00	-----
Belgium			*			0100	01	001	---	--	-----
Belize	*					0000	10	101	011	00	-----
Benin	*					0000	10	010	100	00	-----
Bhutan	*					0110	10	000	000	00	-----
Bolivia		*				1110	10	010	100	--	-----
Bosnia and Herzegovina	*					0101	00	010	011	00	-----
Botswana	*					0000	00	110	000	00	-----
Brazil				*		1110	01	---	---	--	-----
Brunei Darussalam	*					1000	10	010	101	00	-----
Bulgaria			*			0100	01	010	---	--	-----
Burkina Faso		*				0000	10	011	100	--	-----
Burundi		*				0000	00	110	010	--	-----
Cambodia		*				0111	00	001	110	--	-----
Cameroon		*				0000	00	110	100	--	-----
Canada				*		1100	00	---	---	--	-----
Cape Verde	*					0000	10	010	110	00	-----
Central African Republic		*				0000	01	101	100	--	-----
Chad		*				0000	10	000	100	--	-----
Chile		*				1110	10	000	000	--	-----
China				*		0111	10	---	---	--	-----
Colombia		*				0000	10	101	100	--	-----
Comoros	*					0000	00	110	101	00	-----
Congo		*				0000	00	110	110	--	-----
Cook Islands	*					1001	00	000	001	00	-----
Costa Rica		*				0000	10	101	110	--	-----
Côte d'Ivoire		*				0000	00	111	000	--	-----
Croatia	*					0101	00	000	001	11	-----
Cuba		*				0000	10	110	000	--	-----
Cyprus	*					0100	11	001	000	00	-----
Czech Republic			*			0100	10	011	---	--	-----

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State	Number of addresses in block					Allocation of blocks of addresses (a dash represents a bit value equal to 0 or 1)					
	1 024	4 096	32 768	262 144	1 048 576						
Democratic People's Republic of Korea			*			0 1 1 1	0 0	1 0 0	---	--	-----
Democratic Republic of the Congo		*				0 0 0 0	1 0	0 0 1	1 0 0	--	-----
Denmark			*			0 1 0 0	0 1	0 1 1	---	--	-----
Djibouti	*					0 0 0 0	1 0	0 1 1	0 0 0	0 0	-----
Dominican Republic		*				0 0 0 0	1 1	0 0 0	1 0 0	--	-----
Ecuador		*				1 1 1 0	1 0	0 0 0	1 0 0	--	-----
Egypt			*			0 0 0 0	0 0	0 1 0	---	--	-----
El Salvador		*				0 0 0 0	1 0	1 1 0	0 1 0	--	-----
Equatorial Guinea		*				0 0 0 0	0 1	0 0 0	0 1 0	--	-----
Eritrea	*					0 0 1 0	0 0	0 0 0	0 1 0	0 0	-----
Estonia	*					0 1 0 1	0 0	0 1 0	0 0 1	0 0	-----
Ethiopia		*				0 0 0 0	0 1	0 0 0	0 0 0	--	-----
Fiji		*				1 1 0 0	1 0	0 0 1	0 0 0	--	-----
Finland			*			0 1 0 0	0 1	1 0 0	---	--	-----
France				*		0 0 1 1	1 0	---	---	--	-----
Gabon		*				0 0 0 0	0 0	1 1 1	1 1 0	--	-----
Gambia		*				0 0 0 0	1 0	0 1 1	0 1 0	--	-----
Georgia	*					0 1 0 1	0 0	0 1 0	1 0 0	0 0	-----
Germany				*		0 0 1 1	1 1	---	---	--	-----
Ghana		*				0 0 0 0	0 1	0 0 0	1 0 0	--	-----
Greece			*			0 1 0 0	0 1	1 0 1	---	--	-----
Grenada	*					0 0 0 0	1 1	0 0 1	1 0 0	0 0	-----
Guatemala		*				0 0 0 0	1 0	1 1 0	1 0 0	--	-----
Guinea		*				0 0 0 0	0 1	0 0 0	1 1 0	--	-----
Guinea-Bissau	*					0 0 0 0	0 1	0 0 1	0 0 0	0 0	-----
Guyana		*				0 0 0 0	1 0	1 1 0	1 1 0	--	-----
Haiti		*				0 0 0 0	1 0	1 1 1	0 0 0	--	-----
Honduras		*				0 0 0 0	1 0	1 1 1	0 1 0	--	-----
Hungary			*			0 1 0 0	0 1	1 1 0	---	--	-----
Iceland		*				0 1 0 0	1 1	0 0 1	1 0 0	--	-----
India				*		1 0 0 0	0 0	---	---	--	-----
Indonesia			*			1 0 0 0	1 0	1 0 0	---	--	-----
Iran, Islamic Republic of			*			0 1 1 1	0 0	1 1 0	---	--	-----
Iraq			*			0 1 1 1	0 0	1 0 1	---	--	-----
Ireland		*				0 1 0 0	1 1	0 0 1	0 1 0	--	-----
Israel			*			0 1 1 1	0 0	1 1 1	---	--	-----
Italy				*		0 0 1 1	0 0	---	---	--	-----
Jamaica		*				0 0 0 0	1 0	1 1 1	1 1 0	--	-----
Japan				*		1 0 0 0	0 1	---	---	--	-----
Jordan			*			0 1 1 1	0 1	0 0 0	---	--	-----
Kazakhstan	*					0 1 1 0	1 0	0 0 0	0 1 1	0 0	-----
Kenya		*				0 0 0 0	0 1	0 0 1	1 0 0	--	-----
Kiribati	*					1 1 0 0	1 0	0 0 1	1 1 0	0 0	-----
Kuwait		*				0 1 1 1	0 0	0 0 0	1 1 0	--	-----
Kyrgyzstan	*					0 1 1 0	0 0	0 0 0	0 0 1	0 0	-----
Lao People's Democratic Republic		*				0 1 1 1	0 0	0 0 1	0 0 0	--	-----
Latvia	*					0 1 0 1	0 0	0 0 0	0 1 0	1 1	-----

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	1 024	4 096	32 768	262 144	1 048 576						
Lebanon			*			0111	01	001	---	--	-----
Lesotho	*					0000	01	001	010	00	-----
Liberia		*				0000	01	010	000	--	-----
Libyan Arab Jamahiriya			*			0000	00	011	---	--	-----
Lithuania	*					0101	00	000	011	11	-----
Luxembourg	*					0100	11	010	000	00	-----
Madagascar		*				0000	01	010	100	--	-----
Malawi		*				0000	01	011	000	--	-----
Malaysia			*			0111	01	010	---	--	-----
Maldives	*					0000	01	011	010	00	-----
Mali		*				0000	01	011	100	--	-----
Malta	*					0100	11	010	010	00	-----
Marshall Islands	*					1001	00	000	000	00	-----
Mauritania	*					0000	01	011	110	00	-----
Mauritius	*					0000	01	100	000	00	-----
Mexico			*			0000	11	010	---	--	-----
Micronesia, Federated States of	*					0110	10	000	001	00	-----
Monaco	*					0100	11	010	100	00	-----
Mongolia	*					0110	10	000	010	00	-----
Morocco			*			0000	00	100	---	--	-----
Mozambique		*				0000	00	000	110	--	-----
Myanmar		*				0111	00	000	100	--	-----
Namibia	*					0010	00	000	001	00	-----
Nauru	*					1100	10	001	010	00	-----
Nepal		*				0111	00	001	010	--	-----
Netherlands, Kingdom of the			*			0100	10	000	---	--	-----
New Zealand			*			1100	10	000	---	--	-----
Nicaragua		*				0000	11	000	000	--	-----
Niger		*				0000	01	100	010	--	-----
Nigeria		*				0000	01	100	100	--	-----
Norway			*			0100	01	111	---	--	-----
Oman	*					0111	00	001	100	00	-----
Pakistan			*			0111	01	100	---	--	-----
Palau	*					0110	10	000	100	00	-----
Panama		*				0000	11	000	010	--	-----
Papua New Guinea		*				1000	10	011	000	--	-----
Paraguay		*				1110	10	001	000	--	-----
Peru		*				1110	10	001	100	--	-----
Philippines			*			0111	01	011	---	--	-----
Poland			*			0100	10	001	---	--	-----
Portugal			*			0100	10	010	---	--	-----
Qatar	*					0000	01	101	010	00	-----
Republic of Korea			*			0111	00	011	---	--	-----
Republic of Moldova	*					0101	00	000	100	11	-----
Romania			*			0100	10	100	---	--	-----
Russian Federation					*	0001	--	---	---	--	-----
Rwanda		*				0000	01	101	110	--	-----
Saint Lucia	*					1100	10	001	100	00	-----

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	1 024	4 096	32 768	262 144	1 048 576						
Saint Vincent and the Grenadines	*					0000	10	111	100	00	-----
Samoa	*					1001	00	000	010	00	-----
San Marino	*					0101	00	000	000	00	-----
Sao Tome and Principe	*					0000	10	011	110	00	-----
Saudi Arabia			*			0111	00	010	---	--	-----
Senegal		*				0000	01	110	000	--	-----
Seychelles	*					0000	01	110	100	00	-----
Sierra Leone	*					0000	01	110	110	00	-----
Singapore			*			0111	01	101	---	--	-----
Slovakia	*					0101	00	000	101	11	-----
Slovenia	*					0101	00	000	110	11	-----
Solomon Islands	*					1000	10	010	111	00	-----
Somalia		*				0000	01	111	000	--	-----
South Africa			*			0000	00	001	---	--	-----
Spain				*		0011	01	---	---	--	-----
Sri Lanka			*			0111	01	110	---	--	-----
Sudan		*				0000	01	111	100	--	-----
Suriname		*				0000	11	001	000	--	-----
Swaziland	*					0000	01	111	010	00	-----
Sweden			*			0100	10	101	---	--	-----
Switzerland			*			0100	10	110	---	--	-----
Syrian Arab Republic			*			0111	01	111	---	--	-----
Tajikistan	*					0101	00	010	101	00	-----
Thailand			*			1000	10	000	---	--	-----
The former Yugoslav Republic of Macedonia	*					0101	00	010	010	00	-----
Togo		*				0000	10	001	000	--	-----
Tonga	*					1100	10	001	101	00	-----
Trinidad and Tobago		*				0000	11	000	110	--	-----
Tunisia			*			0000	00	101	---	--	-----
Turkey			*			0100	10	111	---	--	-----
Turkmenistan	*					0110	00	000	001	10	-----
Uganda		*				0000	01	101	000	--	-----
Ukraine			*			0101	00	001	---	--	-----
United Arab Emirates		*				1000	10	010	110	--	-----
United Kingdom				*		0100	00	---	---	--	-----
United Republic of Tanzania		*				0000	10	000	000	--	-----
United States					*	1010	--	---	---	--	-----
Uruguay		*				1110	10	010	000	--	-----
Uzbekistan	*					0101	00	000	111	11	-----
Vanuatu	*					1100	10	010	000	00	-----
Venezuela			*			0000	11	011	---	--	-----
Viet Nam			*			1000	10	001	---	--	-----
Yemen		*				1000	10	010	000	--	-----
Yugoslavia			*			0100	11	000	---	--	-----
Zambia		*				0000	10	001	010	--	-----
Zimbabwe	*					0000	00	000	100	00	-----

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State	Number of addresses in block					Allocation of blocks of addresses (a dash represents a bit value equal to 0 or 1)					
	1 024	4 096	32 768	262 144	1 048 576						
Other allocations											
ICAO ¹			*			1 1 1 1	0 0	0 0 0	---	--	-----
ICAO ²	*					1 0 0 0	1 0	0 1 1	0 0 1	0 0	-----
ICAO ²	*					1 1 1 1	0 0	0 0 1	0 0 1	0 0	-----

^{1.} ICAO administers this block for assigning temporary aircraft addresses as described in section 7.

^{2.} Block allocated for special use in the interest of flight safety.

APPENDIX B

SAMPLE AERONAUTICAL INFORMATION CIRCULAR (AIC)
RECOMMENDED TEXT OF STATE AIC

Notes	ICAO 24-Bit Aircraft Addresses and Aircraft Identification Reporting
1. State to insert date and reference of last circular issued for Mode S Surveillance, if applicable.	<p>1 INTRODUCTION</p> <p>1.1 The provision of air traffic services (ATS) using SSR Mode S will rely on a unique ICAO 24-bit aircraft address for selective interrogation of individual aircraft. The 24-bit aircraft address is also an essential element of the airborne collision and avoidance system, ACAS II. In addition, Mode S surveillance requires the reporting of aircraft identification as stated in previous circulars concerning Mode S airborne equipment requirements. (note 1).</p> <p>1.2 The aircraft address shall be one of 16 777 214 twenty-four-bit aircraft addresses allocated by ICAO to the State of Registry or common mark registering authority and assigned as prescribed in the Appendix to Chapter 9, Part I, Volume III, ICAO Annex 10.</p> <p>1.3 All Mode S equipped aircraft engaged in international civil aviation are required to have an aircraft identification feature as prescribed in ICAO Annex 10, Volume IV, Chapter 2, 2.1.5.2.</p> <p>1.4 This circular provides guidance to ensure consistency regarding 24-bit aircraft addresses and the reporting of aircraft identification relevant to the operational introduction of Mode S Elementary and Enhanced Surveillance. In particular:</p> <ul style="list-style-type: none"> a) Adherence to the world-wide scheme for assignment of ICAO 24-bit Aircraft Addresses. b) Correct setting of Aircraft Identification by flight crew.
2. Insert name of State and title of applicable organisation responsible for 24-bit aircraft address assignment	<p>2 THE ICAO 24-BIT AIRCRAFT ADDRESS</p> <p>2.1 Instances occur of incorrect 24-bit aircraft addresses being installed/hard-wired on individual aircraft. This has happened not only on first installation of a Mode S transponder but also when a major modification has been made to the Mode S equipment, and following a change of State of Registration. Incorrect installation, such as setting the address to all zeros, or, inadvertent duplication of an address can pose a severe risk to flight safety. In particular, the airborne collision avoidance system, ACAS II, performs on the assumption that only a single, unique 24-bit aircraft address per airframe exists. The performance of ACAS II can be seriously degraded and in some instances <u>disabled</u> if an incorrect or duplicate address is installed on an aircraft.</p> <p>2.2 Incorrect or duplicated 24-bit aircraft addresses will also undermine the effectiveness of surveillance services based on SSR Mode S.</p> <p>2.3 It is essential that aircraft operators comply with the aircraft address assignment procedures of the State regulatory authority to which blocks of addresses have been allocated by ICAO (note 2).</p> <p>2.4 The world-wide addressing scheme has been designed so that, at any one time, no address is assigned to more than one aircraft. Only one address can be assigned to an aircraft and it cannot be changed except under exceptional circumstances authorised by the State regulatory authority concerned.</p>
	2.5 When an aircraft changes its State of Registry, the previously assigned address is to be relinquished and a new address assigned by the new registering

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	<p>authority.</p> <p>2.6 It is essential that the aircraft address is periodically verified using ramp tests. Such checks must also be conducted when a major maintenance check has taken place and when the aircraft has changed registration, to ensure that a newly assigned address has been properly set.</p>
	<p>3 CORRECT SETTING OF AIRCRAFT IDENTIFICATION</p> <p>3.1 To comply with European airborne equipment requirements, Mode S transponder equipped aircraft must incorporate an Aircraft Identification Feature. Correct setting of aircraft identification is essential for the correlation of radar tracks with flight plan data in the ATM and Airport Operator ground systems. Initial operational trials using SSR Mode S have shown that many aircraft are transmitting incorrect aircraft identification, e.g. BC_1234 instead of ABC1234. Such erroneous settings of aircraft identification prohibit automatic flight plan correlation and, if perpetuated, will severely limit the effectiveness of Mode S to relieve the shortage of SSR codes.</p> <p>3.2 In accordance with ICAO Doc 8168 [<i>PANS-OPS</i>] Vol. I, Part VIII, 1.3, flight crew of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder. This setting shall correspond to the aircraft identification specified in item 7 of the ICAO flight plan, or, if no flight plan has been filed, the aircraft registration.</p> <p>3.3 Aircraft Identification, not exceeding 7 characters is to be entered in item 7 of the flight plan and set in the aircraft as follows:</p> <p>Either,</p> <p>a) The ICAO three-letter designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, BAW213, JTR25), when:</p> <p style="padding-left: 40px;">in radiotelephony the callsign used consists of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM 511, SPEEDBIRD 213, HERBIE 25).</p> <p>Or,</p> <p>b) The registration marking of the aircraft (e.g. EIAKO, 4XBCD, OOTEK), when:</p> <p style="padding-left: 40px;">1) in radiotelephony the callsign used consists of the registration marking alone (e.g. EIAKO), or preceded by the ICAO telephony designator for the operating agency (e.g. SVENAIR EIAKO),</p> <p style="padding-left: 40px;">2) the aircraft is not equipped with radio.</p> <p><u>Note 1</u> No zeros, dashes or spaces are to be added when the Aircraft Identification consists of less than 7 characters.</p> <p><u>Note 2</u> Appendix 2 to ICAO Doc 4444 [<i>PANS-ATM</i>], refers. ICAO designators and telephony designators for aircraft operating agencies are contained in ICAO Doc 8585.</p>
<p>3. State to insert local points of contact</p>	<p>4 FURTHER INFORMATION</p> <p>Further information or guidance may be obtained from: DGAC contact information or Website</p>