



ICAO

*International Civil Aviation Organization*

**THE THIRD MEETING OF MODE S DOWNLINKED  
AIRCRAFT PARAMETERS WORKING GROUP  
(MODE S DAPs WG/3)**

Web-conference, 12 – 15 May 2020

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**Agenda Item 7:** Review Guidance Material of implementation of Mode S DAPs

**UPDATES TO THE MODE S DAPs IMPLEMENTATION AND OPERATION  
GUIDANCE DOCUMENT**

(Presented by China, New Zealand and Singapore)

**SUMMARY**

This paper presents a Request for update based on Edition 1.0 of the Mode S DAPs Implementation and Operation Guidance Document.

**1. INTRODUCTION**

1.1 The edition 1.0 of the Mode S DAPs IGD has been adopted to provide guidance material for the implementation and operational application of the Mode S DAPs in the Asia and Pacific Regions.

1.2 China modified the IGD and sent the edition 1.1 of it to members of the Mode S DAPs WG. Singapore and New Zealand gave their comments and added some amendments. The main amendments to this edition include: add introduction of Mode S DAPs data source, supplement benefits to ATC operation brought by Mode S DAPs, revise procedure of DAPs extraction, refine the regulations and procedures related to the use of ICAO 24-bit Aircraft Address/Aircraft Identification and add one specific example of Mode S DAPs application.

**2. DISCUSSION**

Add introduction of Mode S DAPs data source

2.1 At the Mode S DAPs WG/2, China discussed the preliminary study of DAPs data sources. Appendix 4 has been added to the Mode S DAPs IGD to introduce more about Mode S DAPs data source based on previous research. Some related expression in section 1.2.1 and two related reference documents in section 3 have been added.

Supplement benefits to ATC Operation brought by Mode S DAPs

2.2 Supplement benefits to ATC operation brought by Mode S ELS in section 4.1 and benefits to ATC operation brought by Mode S EHS in section 4.2.

Revise Procedure of DAPs Extraction

2.3 To be more precise, revise the every scan to tracking phase in the figure7-2, and revise some contents in section 7.3.4.

One specific example on Mode S DAPs application

2.4 As there is only the application of selected altitude in section 9.1, the use of ACAS RA as a specific example on Mode S DAPs application has been added in section 9.2.

Discuss the regulation and procedure on ATC automation system

2.5 Refine the regulations and procedures related to the use of ICAO 24-bit Aircraft Address/Aircraft Identification. Carry out discussion on the regulation and procedure on ATC automation system related to the use of other parameters, especially the parameters not listed in section 7.4.

Main amendments to the guidance document

2.6 The table below indicates the sections with main amendments. For detailed information please refer to the **Appendix A**, which is the Mode S DAPs Implementation and Operation Guidance Document edition 1.1 modified base on the edition 1.0.

Section	Contents
1.2.1	Mode S and DAPs
3	Reference
4.1	Mode S ELS
4.2	Mode S EHS
7.3.4	Interrogate Comm-B Data
7.4.1	Elementary Surveillance
9.2	Use of ACAS RA
Appendix 4	A Brief Introduction of Mode S DAPs Data Source

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to
- a) review and comment on the proposed changes; and
  - b) discuss any relevant matters as appropriate.

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