

**Flimsy/01 – Proposal on Consolidation of Draft Conclusions from DAPS WG/4**

1) Consolidation of Draft Conclusions from **DAPS WG/4/1-3**

Revised

<b>Draft Conclusion SURICG/6/1 - Interrogator Code (IC) Planning and Coordination</b>	
<p>What: That,</p> <p>With the need to extend the Use of Surveillance Identifier (SI) in Interrogator Code (IC) on top of Interrogator Identifier (II), the relevant APANPIRG Conclusions are updated as follows:-</p> <p><b>Conclusion 19/40 - Coordination for SSR Mode S Interrogator Identifier Code</b></p> <p>a) in view of the low increasing density of SSR interrogator installations in the region, <del>only Interrogator Identifier (and not Surveillance Identifiers) codes be used for SSRs Mode S in the areas of overlapping coverage</del> and that States have varying readiness to extend from Interrogator Identifier (II) to both Interrogator Identifier and Surveillance Identifiers (SI) codes, there will be a period whereby both II and SI will be used.</p> <p>b) while implementing SSR Mode S, States should take into account following issues while assigning <del>II IC</del> for these installations:</p> <ul style="list-style-type: none"> <li>• for planning the implementation of SSR Mode S interrogators, administrations should ensure that the interrogators with overlapping coverage are not operating with the same <del>II IC</del>.</li> <li>• where, the coverage of the interrogator extends beyond the boundaries of the State, The <del>II IC and PRF</del> should be worked out in coordination with the ICAO Asia and Pacific Office and the neighboring States, and</li> <li>• administrations should inform the ICAO Asia and Pacific Office about the assigned <del>II IC and PRF</del> for these installations.</li> </ul> <p><b>Conclusion 20/56- Coordination for SSR MODE S II Codes</b></p> <p><del>the Table on SSR Mode S Interrogator Identifier Codes as provided in Appendix T on Agenda Item 3.4 to the Report be adopted; and</del></p> <p>States be advised to provide the <del>required</del> following information <del>as specified in the Table</del> on SSR Mode S Interrogator <del>Identifier</del> Code to the ICAO Asia/Pacific Office for coordination and registration.</p> <ol style="list-style-type: none"> <li>a) <del>Name of country/territory and location of facility;</del></li> <li>b) <del>Antenna Coordinates (Latitude and Longitude);</del></li> <li>c) <del>Elevation of antenna above the Mean Sea Level (MSL) in meters;</del></li> <li>d) <del>Maximum Coverage of SSR Mode S Interrogator in nautical mile;</del></li> <li>e) <del>II Code (1 to 15) or SI Code (1 to 63); and</del></li> <li>f) <del>Remarks (special configuration such as radar clustering, lockout override, II/SI mode capability)</del></li> </ol> <p><b>Conclusion 20/57 - Planning Criteria for SSR Mode S II Code Assignment</b></p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>

<p>The planning criteria for SSR Mode S <del>H-code</del> IC coordination and assignment as provided in <del>Appendix U to the Report on Agenda Item 3.4 Appendix J of Doc 9924 (Third Edition, 2020)</del> be adopted for use in the Asia/Pacific Region.</p>	
<p>Why: Due to higher density of radars, some states are facing a shortage of II codes. It has to be solved by transiting from II to SI code. It is noted that state may use a mixture of II and SI codes before complete migration to SI code.</p> <p>The assignment of interrogator codes (IC), where necessary in areas of overlapping coverage, across international boundaries of flight information regions, shall be the subject of regional air navigation agreements.</p> <p>States still have to coordinate with ICAO APAC Regional Office on the allocation of II codes and SI codes.</p>	<p>Follow-up:  <input checked="" type="checkbox"/> Required from States</p>
<p>When: 27-Aug-21</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/>Sub groups <input type="checkbox"/>APAC States <input type="checkbox"/>ICAO APAC RO <input type="checkbox"/>ICAO HQ <input checked="" type="checkbox"/>Other: SURICG</p>	

Original

<p><b>Draft Conclusion SURICG/6/XX (DAPs WG/4/1) - Coordination Process for SSR Mode S Interrogator Code (IC)</b></p>	
<p>What: That,</p> <p>c) in view of the <del>low</del> increasing density of SSR interrogator installations in the region, <del>only Interrogator Identifier (and not Surveillance Identifiers) codes be used for SSRs Mode S in the areas of overlapping coverage</del> and that States have varying readiness to extend from Interrogator Identifier (II) to both Interrogator Identifier and Surveillance Identifiers (SI) codes, there will be a period whereby both II and SI will be used.</p> <p>d) while implementing SSR Mode S, States should take into account following issues while assigning <del>H IC</del> for these installations:</p> <ul style="list-style-type: none"> <li>• for planning the implementation of SSR Mode S interrogators, administrations should ensure that the interrogators with overlapping coverage are not operating with the same <del>H IC</del>.</li> <li>• where, the coverage of the interrogator extends beyond the boundaries of the State, The <del>H IC and PRF</del> should be worked out in coordination with the ICAO Asia and Pacific Office and the neighboring States, and</li> <li>• administrations should inform the ICAO Asia and Pacific Office about the assigned <del>H IC and PRF</del> for these installations.</li> </ul>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: Due to higher density of radars, some states are facing a shortage of II codes. It has to be solved by transiting from II to SI code. It is noted that state may use a mixture of II and SI codes before complete migration to SI code. However, States</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

still have to coordinate with ICAO APAC Regional Office on the allocation of II codes and SI codes.	
When: 27-Aug-21	Status: To be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

**Draft Conclusion SURICG/6/XX (DAPs WG/4/2) - Coordination requirements for SSR Mode S Interrogator Code (IC)**

<p>What: That,</p> <p><del>the Table on SSR Mode S Interrogator Identifier Codes as provided in Appendix T on Agenda Item 3.4 to the Report be adopted; and</del></p> <p>States be advised to provide the <b>required</b> following information <del>as specified in the Table</del> on SSR Mode S Interrogator <del>Identifier</del> Code to the ICAO Asia/Pacific Office for coordination and registration.</p> <ul style="list-style-type: none"> <li>g) Name of country/territory and location of facility;</li> <li>h) Antenna Coordinates (Latitude and Longitude);</li> <li>i) Elevation of antenna above the Mean Sea Level (MSL) in meters;</li> <li>j) Maximum Coverage of SSR Mode S Interrogator in nautical mile;</li> <li>k) II Code (1 to 15) or SI Code (1 to 63); and</li> <li>l) Remarks (special configuration such as radar clustering, lockout override, II/SI mode capability)</li> </ul>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
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<p>Why: The assignment of interrogator codes (IC), where necessary in areas of overlapping coverage, across international boundaries of flight information regions, shall be the subject of regional air navigation agreements. States have to coordinate with ICAO APAC Regional Office on the allocation of IC codes (II codes and SI codes).</p>	<p>Follow-up: <input checked="" type="checkbox"/>Required from States</p>
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When: 27-Aug-21	Status: To be adopted by PIRG
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

**Draft Conclusion SURICG/6/XX (DAPs WG/4/3) - Planning Criteria for SSR Mode S Interrogator Code (IC) Assignment**

<p>What: That,</p> <p>The planning criteria for SSR Mode S <del>II code</del> IC coordination and assignment as provided in <del>Appendix U to the Report on Agenda Item 3.4 Appendix J of Doc 9924 (Third Edition, 2020)</del> be adopted for use in the Asia/Pacific Region.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
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<p>Why: The planning criteria for SSR Mode S IC coordination and assignment has been revised.</p>	<p>Follow-up: <input type="checkbox"/>Required from States</p>
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When: 27-Aug-21	Status: To be adopted by PIRG
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

## 2) Consolidation of Draft Conclusions from **DAPS WG/4/7-8**

### Revised

<b>Draft Conclusion SURICG/6/5</b> - Revision of the Regional Supplement to ASTERIX Interface Control Document (ICD)	
<p>What: ICAO APAC Regional Office to:-</p> <p>a) update EUROCONTROL with the latest SAC allocation within Asia Pacific; and</p> <p>b) to coordinate the allocation of SAC within Asia Pacific and not the SIC.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why:</p> <p>a) EUROCONTROL published the SAC for all the regions except Asia Pacific. It be believed that the publication will be beneficial to the developers of future message protocol and surveillance related applications.</p> <p>b) SIC is managed by State and there is little value for ICAO APAC to manage the SIC. Considering the workload to manage the SIC and the negligible benefits, it is proposed that ICAO APAC not to manage SIC.</p>	<p>Follow-up:</p> <p><input type="checkbox"/> Required from States</p>
When: 22-Oct-2021	Status: Draft to be adopted by Sub-Group
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

### Original

<b>Draft Conclusion SURICG/6/7 (DAPs WG/4/7)</b> - Updating EUROCONTROL on SAC allocation	
<p>What: ICAO APAC Regional Office to update EUROCONTROL with the latest SAC allocation within Asia Pacific.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: EUROCONTROL published the SAC for all the regions except Asia Pacific. It be believed that the publication will be beneficial to the developers of future message protocol and surveillance related applications.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
When: 22-Oct-2021	Status: Draft to be adopted by Sub-Group
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

<b>Draft Decision SURICG/6/8 (DAPs WG/4/8)</b> - Removal of the need for ICAO APAC to keep track of SIC allocation	
<p>What: ICAO APAC Regional Office to coordinate the allocation of SAC within Asia Pacific and not the SIC.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p>

	<input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: SIC is managed by State and there is little value for ICAO APAC to manage the SIC. Considering the workload to manage the SIC and the negligible benefits, it is proposed that ICAO APAC not to manage SIC.	Follow-up: <input type="checkbox"/> Required from States
When: 22-Oct-2021	Status: Draft to be adopted by Sub-Group
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	