



ICAO

International Civil Aviation Organization

**SIXTH MEETING OF MODE S AND DOWNLINKED
AIRCRAFT PARAMETERS WORKING GROUP
(MODE S AND DAPS WG/6)**

Bangkok, Thailand, 28 – 30 March 2023

Agenda Item 9: Review the ToR and Action Items

ESTABLISH POINT OF CONTACT LIST FOR MODE S AND DAPS MATTERS

(Presented by Secretariat)

SUMMARY

This paper presents a proposal for establishing Point of Contact list on Mode S and DAPs related matters.

1. INTRODUCTION

1.1 The need for coordination on Mode S and DAPs related matters between the ICAO APAC Regional Office and APAC States/Administrations was discussed and identified in SURICG/7 meeting. As such, this paper proposes the establishment of such point of contact (POC) list for efficiency and effectiveness of the coordination.

2. DISCUSSION

2.1. The SURICG/7 meeting noted the discussion during CNS SG/25 on points of contact for CNS from States/Administrations who would respond in a timely, effective, and efficient manner was important in addressing CNS-related operational deficiencies notified to the Regional Office. The ICAO Secretariat raised the further need for setting up the list of Points of Contact for Mode S matters, such that issues related to Mode S could be coordinated efficiently and effectively, such as the Mode S II/SI code coordination matters. The SURICG/7 meeting was supportive to this action item as deemed to be beneficial for easing the coordination, and the action was taken to this Meeting to establish such list of points of contact.

2.2. The current process of coordination on various CNS matters has been effective and served the APAC community well over the years and is expected to do so for the foreseeable future. It is based on a minimum bureaucracy when performing the frequency coordination and registration. Coordinating via specific POCs on relevant matters of States, it served the status equivalent to issuance of State Letters but it saved the administrative overheads of doing so.

2.3. APANPIRG adopted the following Conclusions APANPIRG/32/8: *Interrogator Code (IC) Planning and Coordination* in December 2021

Conclusion APANPIRG/32/8 (CNS SG/25/07) - Interrogator Code (IC) Planning and Coordination	
<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 were updated as follows:</p> <p>Coordination Process for SSR Mode S Interrogator Code (IC) (formerly Conclusion 19/40)</p> <p>a) in view of the increasing density of SSR interrogator installations in the region, 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 IC for these installations:</p> <ul style="list-style-type: none"> • for planning the implementation of SSR Mode S interrogators, administrations should ensure that the interrogators with overlapping coverage are not operating with the same IC. • where, the coverage of the interrogator extends beyond the boundaries of the State, The IC should be worked out in coordination with the ICAO Asia and Pacific Office and the neighbouring States concerned, and • administrations should inform the ICAO Asia and Pacific Office about the assigned IC for these installations. <p>Coordination Requirements for SSR Mode S Interrogator Codes (IC) (formerly Conclusion 20/56)</p> <p>States be advised to provide the following information on SSR Mode S Interrogator Code to the ICAO Asia/Pacific Office for coordination and registration.</p> <ol style="list-style-type: none"> a) Name of country/territory and location of facility; b) Antenna Coordinates (Latitude and Longitude); c) Elevation of antenna above the Mean Sea Level (MSL) in meters; d) Maximum Coverage of SSR Mode S Interrogator in nautical mile; e) II Code (1 to 15) or SI Code (1 to 63); and f) Remarks (special configuration such as radar clustering, lockout override, II/SI mode capability) <p>Planning Criteria for SSR Mode S Interrogator Code (IC) Assignment (formerly Conclusion 20/57)</p> <p>The planning criteria for SSR Mode S IC coordination and assignment as provided in Appendix J of Doc 9924 (Third Edition, 2020) 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>
<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>Follow-up:</p> <p><input checked="" type="checkbox"/> Required from States</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. States still have to coordinate with ICAO APAC Regional Office on the allocation of II codes and SI codes.	
When: 03-Dec-2021	Status: Adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

2.4. MODE S DAPs WG/5 discussed the practice of reserving Interrogator Identification (II) 14 for test, research, and development of Mode S Radar and II 15 for military deployable and shipborne radar, the meeting agreed that not all current Mode S radars which are operated on II 14 and II 15 can be re-allocated to other codes in the range 1-13.

2.5. The ICAO APAC Office has received no assignment or coordination on II 14 or II 15 from States since MODE S DAPS WG/5, and the Office also reminded concerned States to coordinate all new II code use for fixed installations, including request to CAA by military users.

2.6. The POC list for Mode S and DAPs coordination matters will significantly improve the process abovementioned. A template of POC list is provided in **Appendix A** to this paper. It is suggested to nominate one main POC plus one to two associate POCs for one State/Administration, to ensure the effective communication between Regional Office and the State/Administration.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) provide information of POCs to **Appendix A** and return to the ICAO Secretariat;
and
- c) discuss any relevant matters as appropriate.

DAPs WG/6
Appendix A to WP/04

**TEMPLATE OF
ICAO APAC POINT OF CONTACT ON MODE S AND DAPS MATTERS**

	STATE/NAME		TITLE/ORGANIZATION	TEL/FAX/E-MAIL
1.	AUSTRALIA			
	1.	Name of Main POC	Title Section Organization	Tel: Fax: E-mail:
	2.	Name of 1 st Associate POC	Title Section Organization	Tel: Fax: E-mail:
	3.	Name of 2 nd Associate POC	Title Section Organization	Tel: Fax: E-mail: