



ICAO

International Civil Aviation Organization

**Ninth Meeting of the Surveillance Implementation
Coordination Group (SURICG/9)**

Bangkok, Thailand, 7 – 10 May 2024

Agenda Item 7: Update on surveillance activities and explore potential cooperation opportunity

**CHANGE PROPOSAL TO MANUAL ON TESTING OF RADIO NAVIGATION AIDS (DOC
8071) VOLUME III – TESTING OF SURVEILLANCE RADAR SYSTEMS**

(Presented by Co-chair)

SUMMARY

The fifth meeting of the Surveillance Panel took place in September 2023 and endorsed change proposal to Manual on testing of radio navigation aids (Doc 8071) Vol III – testing of surveillance radar systems. The change proposal addresses the inconsistency in the requirement for radar flight checks.

1. INTRODUCTION

1.1 The Surveillance Panel (SP) was tasked by the Air Navigation Commission to undertake specific studies and to develop technical and operational ICAO provisions for aeronautical surveillance systems, collision avoidance systems and their applications as outlined in the Global Air Navigation Plan.

1.2 This paper highlights the changes to the Doc 8071 Vol III that are of interest to the SURICG.

2. DISCUSSION

2.1 It was recognised that there are conflicting provisions on the required frequency of flight inspections in the Vol III Manual on testing of Radio Navigation Aids (Doc 8071) Testing of Surveillance Radar Systems.

2.2 While Appendix A of Doc 8071 Vol III stated that flight checks are to be conducted only upon commissioning and may be conducted upon major overhauls, Appendix B of Doc 8071 Vol III stated that flight checks must be conducted every 120 days. Because of these conflicting provisions, some State ANSPs may be required by their regulator to ‘follow the more stringent requirement’.

2.3 After consulting with several ANSPs, it was concluded that the provisions included in Appendix A were implemented by most of the ANSPs; therefore, modifications to Appendix B of Doc 8071 Volume III are being proposed.

2.4 The fifth meeting of the SP endorsed the change proposal as attached in **Annex A**.

Acknowledgements

2.5 The author acknowledges the efforts of the members of the Surveillance Panel for the materials in this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the contents in this paper.

INITIAL PROPOSAL 1

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Appendix B

SECONDARY SURVEILLANCE RADAR (SSR)

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2. FLIGHT INSPECTION PROCEDURES FOR SSR

Summary of requirements

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~~2.5 — Routine flight inspections are conducted to determine that the facility performance continues to meet specifications and satisfies operational requirements. The recommended frequency for routine flight inspection is 120-day intervals, plus or minus 30 days, from the initial or annual inspection. In cases where there is a satisfactory record of performance of an equipment, an administration may extend the interval up to as much as 365 days. On the other hand, routine inspections at lesser intervals than 120 days may be needed if there are doubts about equipment performance at a given site.~~

2.65 Special flight inspections ~~are~~ may be conducted as part of a measurement campaign after major equipment modifications or for specific problem investigation for reported or suspected mal functions, after an aircraft accident to determine if facility performance could have been a contributing factor to the accident and for other reasons. Usually a routine flight inspection is sufficient to restore a facility to operation after modification; however, engineering personnel should request checks in excess of routine requirements if additional performance data is required.

Editorial Note. —Renumber subsequent paragraphs from 2.7 to 2.48.

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[Subsequent paragraphs to be renumbered.]

<i>Origin</i>	Rationale for Initial Proposal 1
SP5 (CP8071/03)	The CP aims to resolve the conflicting provisions in Appendix A and Appendix B of the Doc 8071 Volume III.