

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**TWENTY-SIXTH EASTERN CARIBBEAN INFORMAL WORKING GROUP MEETING
(26TH E/CAR IWG)**

(Barbados, 3 to 7 June 2002)

Agenda Item 2: **ATM Developments**

2.1 Review of SSR Code Allocation Plan in the Eastern Caribbean

(Working Paper presented by the Secretariat)

SUMMARY	
This working paper reviews the SSR Code Allocation Plan in the Eastern Caribbean in order to keep it updated. Appropriate application of CAR/SAM Regions SSR Code Procedures will allow to rationalize the use of SSR Codes in the Eastern Caribbean and adjacent airspaces.	
REFERENCES	
• • •	Report of Twenty Second Informal Eastern Caribbean Working Group Meeting, (Barbados, 18-21 August 1998)
	Report of the Third Caribbean/South American Regional Air Navigation Meeting (Buenos Aires, Argentina, 5-15 October 1999)
	FASID CAR/SAM Table ATS 1

1 Introduction

1.1 The Twenty Second Eastern Caribbean Informal Working Group Meeting (1998) took note of the SSR Code Allocation Plan developed by GREPECAS that replaced Table ATS 1 of the CAR/SAM Air Navigation Plan (Doc. 8733/14) and developed an allocation table of SSR Codes within the Piarco FIR. Refer to Conclusion 22/1 and Appendix A to Agenda Item 1 of the Report of the 22nd E/CAR IWG.

1.2 The Third Caribbean/South American Regional Air Navigation Meeting (1999) updated the SSR Code Allocation Plan of CAR/SAM Regions (*Recommendation 5/19* refers) that is included as a Table in the Facilities and Services Implementation Document (FASID) of the Air Navigation Plan CAR/SAM regions (Doc8733).

2. Discussion

2.1 The 22nd E/CAR IWG meeting developed a SSR code allocation Plan for Piarco FIR based in the SSR code allocation Plan of the CAR/SAM regions as prepared by GREPECAS. This SSR code allocation plan within Piarco FIR is included as **Appendix A** to this working paper.

2.2 The Table ATS 1 of the CAR/SAM Air Navigation Plan approved by RAN CAR/SAM/3 (**Appendix B** of this working paper refers) was included in the FASID CAR/SAM.

2.3 Based on the latest developments of radar services within Piarco FIR it is desirable that the meeting reviews the SSR code allocation plan for Piarco FIR in order to verify if the distribution of SSR codes made in 1998 is still valid or if is necessary to make appropriate adjustments based on the current traffic situation. The following ATS units provide Radar services within Piarco FIR: Piarco ACC (Piarco FIR), Adams APP (Adams TMA), V.C. Bird APP (V.C. Bird TMA), Fort-de-France APP (Fort de France TMA) and Le Raizet APP (Pointe à Pitre TMA).

2.4 During different missions within the CAR Region, the Secretariat has noticed that some procedures of the CAR/SAM SSR Code Allocation Plan are not put into practice: i.e. that the first ACC in the CAR region needs to change the SSR Code of the aircraft if the same is coming with a SSR code allocated outside of the CAR/SAM regions, other practice is to maintain the same SSR code beyond the FIR, but no formal agreement has been made with adjacent facilities, etc.

2.5 In order to solve some of these identified problems mentioned in para. 2.4 above, it is important that the controllers apply the procedures of the CAR/SAM SSR Code Allocation Plan correctly (Appendix B of this working paper refers) and to observe *Recommendation 5/21* of the RAN CAR/SAM/3 Meeting:

RECOMMENDATION 5/21 - OPERATIONAL AGREEMENTS TO MAINTAIN THE SSR CODE OVER SEVERAL FIRs

That States enter into operational agreements so that aircraft can maintain the assigned SSR code beyond the Participating area, particularly in regions with high traffic density.

3. Suggested action

3.1 The Meeting is invited to take note of the information presented in this working paper and:

- a) review and update, if applicable, the SSR Code Allocation Plan within Piarco FIR;
- b) apply adequately the CAR/SAM SSR Code allocation procedures; and
- c) make operational agreements between adjacent ATS units in order to maintain SSR Codes over several FIRs

APPENDIX A

SSR CODE ALLOCATION PLAN WITHIN PIARCO FIR

<i>ATS Unit</i>	<i>International</i>	<i>Domestic</i>	<i>Local</i>
V.C. Bird APP	6300 - 6337	14	21
Adams APP	2700	17	10
Point-a-Pitre APP	6500	15	31
Fort-de-France APP	6400	11	40
Saint Lucia APP	6340 - 6377	12	46
Piarco ACC	30,60,72	42,44	50
Reserved Codes		13,16	03, 04

1. Definitions

International Flight: Flight originating from an Aerodrome inside Piarco FIR and going to a destination outside its boundary and vice versa.

Domestic Flight: Flight originating from an Aerodrome inside Piarco FIR and flying to another TMA inside Piarco FIR.

Local Flight: Flight taking place totally inside one TMA/CTR.

2. The following guidelines are agreed:

1. The ORCAM method is adopted inside the Piarco FIR:
2. Each flight will receive at its entry or take off a SSR code that shall be kept during the duration of its flight within Piarco FIR.
3. Any particular agreement that respect the “Principles” can be adopted between two units after coordinating with Trinidad and Tobago and ICAO.
4. The distribution of SSR Codes within PIARCO FIR has been made in accordance to the CAR/SAM Air Navigation Plan (Doc. 8733), Table ATS1 and its associated procedures.

APPENDIX B

(Table ATS 1 and SSR Procedures of FASID CAR/SAM)