



International Civil Aviation Organization
Eastern and Southern African Office

**Thirteenth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/13)
(Nairobi, Kenya, 16 - 19 September 2013)**

Agenda Item 3: Review and update of the AFI SSR Code Allotment Plan

REVIEW AND UPDATE OF THE AFI SSR CODE ALLOTMENT PLAN

(Presented by the Secretariat)

SUMMARY
This paper presents the SSR code allotment plan following the implementation of ACAS II in the AFI Region as of January 2000, and proposes review and update of the plan.
Action by the meeting is at paragraph 3 .
REFERENCES
– APIRG/12 & 13 Reports
This Working Paper is related to Strategic Objectives: A

1. INTRODUCTION

1.1 The meeting will recall that APIRG/13 in June 2001, during its deliberations, noted that the mandatory carriage and operation of pressure-altitude reporting SSR transponders and ACAS II had become effective as of 1 January 2000 in the AFI Region, pursuant to APIRG/12 Decision 12/1 and AFI/7 Recommendation 5/23.

1.2 The APIRG/14 meeting in June 2003 adopted Conclusion 14/25 regarding inclusion of the updated SSR Code Allotment Plan as follows:

Conclusion 14/25 Development of Chart ATM 1 (Part v- ATM of the AFI FASID)

That the SSR code allotment plan (Chart ATM 1 for Part V – ATM FASID) as contained in Appendix G to this report be published in the AFI FASID.

1.3 The current AFI SSR Code Allotment Plan as contained in Doc 7474 is reflected at **Appendix A** to this working paper.

2. DISCUSSION

2.1 The APIRG/13 Meeting had noted that an implementation strategy had been developed, taking into account the difficulties experienced by the AFI States in meeting the effective date of 1 January 2000, in order to meet the deadline of 1 January 2003, so as to conform with the provision of Annex 6, Part 1, paragraph 6.18.1.

2.2 Many States in the AFI Region have or are in the process of introducing radar services as part of their strategy to enhance air traffic services and their surveillance obligations to match the level of surveillance required within designated airspaces (terminal and/or en-route) where PBN has been introduced. It may be noted that SSR codes were allocated to AFI FIRs and not to AFI States as reflected in Table ATS 3 of the FASID AFI ANP. In some instances, an FIR may be composed of airspaces from a group of States.

2.3 In the case of bi-lateral and sub-regional agreements between States, in many instances, the State delegating its upper airspace to another State or entity would normally retain the responsibility for managing the lower airspace and terminal areas within its territory. With the gradual introduction of radar services in some AFI States, in both the lower and upper airspaces, there has been an increase in the number of requests for SSR code allocation from individual States/ANSPs to effectively support this development in the Region.

2.4 In order to continue to meet the Regional requirements for SSR code allocation and cater for future requirements of individual States/FIRs, the Sub-Group may wish to consider the establishment of a Working Group to review and make proposals to amend the Table ATS 3 of the FASID AFI Air Navigation Plan (AFI FASID ANP) in order to meet the demand for allocation of SSR codes for States in the AFI Region. Accordingly, the Sub-Group may wish to agree on the following draft Decision:

Draft Decision 13/XX: Establishment of the AFI SSR Code Allocation and Assignment Working Group

*That, the AFI SSR Code Allocation and Assignment Working Group (ASCAA WG) is established with the terms of reference as at **Appendix B** to this working paper, to review and update the AFI SSR Code Allotment Plan and code assignment principles.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this working paper; and
- b) agree to the action and Draft Decision in paragraph 2.4 of this working paper.