



**Joint Meeting of the APIRG Sub-Groups for Aerodrome Operations Planning (AOP/SG)  
and Air Traffic Management/Aeronautical Information Management/Search and Rescue  
(ATM/AIM/SAR/SG)  
(Nairobi, Kenya, 5 - 8 July 2016)**

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**Agenda Item 4: Review and update of APIRG Projects**

**AFI SSR CODE ALLOCATION**

(Presented by Kenya Civil Aviation Authority)

**SUMMARY**

This paper provides information on intended use of SSR codes by the East African Community Partner States as a block of airspace so as to facilitate the process of implementing seamless operations in the Sub Region in order to enhance safety and ATM performance improvement by reducing Controller/Controller and Controller/Pilot workload related to frequent SSR Code reallocation and change of SSR Codes in the affected FIRs.

Action by the meeting is outlined in paragraph 3

**REFERENCE**

APIRG/19 and APIRG/20 Reports

**1. Introduction**

1.1 At the 19<sup>th</sup> APIRG meeting held in October 2013 the following decision with regard to SSR Code allocation was made, “DECISION 19/14: ESTABLISHMENT OF THE AFI SSR CODE ALLOCATION AND ASSIGNMENT WORKING GROUP That, the AFI SSR Code Allocation and Assignment Working Group (ASCAA WG) be established with the terms of reference as at Appendix 3.2B to this report, to review and update the AFI SSR Code Allotment Plan and code assignment principles”.

1.2 Following the reorganization of APIRG, the Working Group model was done away with and was instead replaced with Projects and Teams therefore effectively abolishing the ASCAA WG.

1.3 The 20<sup>th</sup> APIRG meeting held in November 2015 subsequently adopted the AFI SSR Code Allocation and Assignment Review (ASCAAR).

1.4 To date no progress has been made in as far as the APIRG Decision 19/14 as reviewed at APIRG/20 is concerned yet States continue to invest in new surveillance systems so as to enhance safety, increase efficiency and capacity in given airspaces as they target to achieve ASBU requirements.

1.5 In order to meet the users' demands, safety enhancement, increase efficiency and airspace capacity is now tending towards collaboration among States through regional integration.

## **2. Discussion**

### **2.1. EAST AFRICAN COMMUNITY REGIONAL INTERGRATION**

2.1.1 The East African Community Partner States, through the requirements of the EAC Treaty (Article 92, Section 3e) initiated the process of establishing a Unified Upper Area Control System where it is expected to provide seamless operations within the upper airspace of Partner States.

2.1.2 A study on establishment of a Unified Upper Area Control System was conducted and finalized through a report in January 2016.

2.1.3 Following the outcome of the study, the EAC Partner States resolved to create a Single Block of airspace over the EAC Partner States FIRs (FL 245 and above).

2.1.4 The Single Block of airspace will be achieved through sharing of resources in a cooperative manner by use of available CNS/ATM systems in an interoperable mode so as to create seamlessness and with time reduce investment costs.

2.1.5 As part of interoperable ATM systems to be put in place, the EAC Partner States are working towards having a Sub Regional SSR Code allocation scheme with the intention of reducing Controller/Controller coordination and Controller/Pilot workload so as to facilitate the two entities concentrate on core issues (Safety).

2.1.6 The Sub Regional SSR Code allocation scheme can only be achieved following conclusion of decisions made during the APIRG 19 meeting (APIRG Decision 19/14) as reviewed at APIRG/20.

## **3. Action by the Meeting**

3.1 The meeting is invited to:

- a) Prioritize the ASCAAR Project,
- b) Urge ICAO to convene the ASCAAR Project Team as soon as possible, noting that this is one of the meetings scheduled in the ESAF list of meetings,
- c) Take note that Kenya which leads the EAC ATM experts in the EAC UFIR implementation is available to participate in the ASCAAR.