

TEL/FX: (597) 462352 or 499561
AFS: SMJPYNYX / SMPBYNYX
ADRES: DOEKHIEWEG OOST # 1
PARAMARIBO
SURINAME
P.O.BOX: 2956
E-MAIL: aispengel@gmail.com
ais@cadsur.sr



MINISTRY OF TRANSPORT, COMMUNICATION
AND TOURISM
CIVIL AVIATION DEPARTMENT
AERONAUTICAL INFORMATION SERVICES
P.O.BOX 2956
PARAMARIBO
REPUBLIC OF SURINAME

**AIC
SERIES A
07/23
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IMPLEMENTATION OF SECONDARY SURVEILLANCE RADAR (SSR) AND AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) WITHIN THE PARAMARIBO FIR

1. INTRODUCTION

- 1.1 The modernization of Air Traffic Services (ATS) and the upgrading of the ATM system within the Paramaribo Flight Information Region (FIR) is in progress. As part of the modernization and upgrading project, the Civil Aviation Department of Suriname (CADSUR) plans to introduce Secondary Surveillance Radar (SSR) and Automatic Dependent Surveillance Broadcast (ADS-B) Air Traffic Surveillance services, within the Paramaribo FIR (SMPM) over the next twelve (12) months after the publication date of this Aeronautical Information Circular (AIC).
- 1.2 CADSUR intends to have a phased implementation as described in part 3 of this AIC.
- 1.3 The purpose of this AIC is to inform aircraft operators, users of the Surinamese airspace and other stakeholders on the implementation and provision of the SSR and ADS-B Air Traffic Surveillance services within the Paramaribo FIR, so all manned aircraft can be equipped in time for the implementation.
- 1.4 Related to the introduction of surveillance services it is important to state that all manned aircraft operating within the Paramaribo FIR shall be obliged, by CARS Part 7.4.1.2, to be equipped with an SSR or ADS-B transponder.

2. INTRODUCTION OF SSR AND ADS-B

2.1 Secondary Surveillance Radar (SSR), is a radar system used in Air Traffic Control (ATC). Unlike primary radar systems that measure the bearing and distance of targets using the detected reflections of radio signals, SSR relies on targets equipped with a radar transponder, that reply to each interrogation signal by transmitting encoded data such as an identity code (Mode A), the aircraft's altitude (Mode C) and further information depending on its chosen mode. Monopulse Secondary Surveillance Radar (MSSR), Mode S, TCAS and ADS-B are similar modern methods of surveillance.

2.2 **ADS-B stands for Automatic Dependent Surveillance-Broadcast. Basically, ADS-B is a device that uses GPS satellite signals to send your aircraft's information to Air Traffic Controllers as well as other equipped aircraft. This includes a very accurate display of the aircraft's tail number, location, speed, and altitude.**

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2.3 The International Civil Aviation Organization (ICAO) standard for ADS-B is known as **1090 MHz** or more usually 1090ES (Extended Squitter). This shall be the frequency used to transmit ADS-B information and will be used ultimately for the provision of Air Traffic Services within the Paramaribo FIR and TMA.

2.4 The SSR and/or ADS-B implementation is aimed to improve the quality of Air Traffic Control Service provided by CADSUR, which is currently covered by Air Traffic Control Procedural Service. The use of surveillance systems in the provision of Air Traffic Control Services will be introduced in a phased manner.

2.5 The operational date of the implementation of SSR/ADS-B within the SMPM FIR will be notified by NOTAM/AIC.

3. PHASED IMPLEMENTATION OF SSR AND ADS-B BASED AIRSPACE SURVEILLANCE

3.1 The plan for airspace surveillance specifically for using SSR and ADS-B will be implemented through the following phases:

3.1.1 PHASE 1. Situational awareness, test and training purposes

- From August 10th 2023, SSR and/ or ADS-B data will be used for situational awareness.
- From Sept 1st 2023, Paramaribo Control and Pengel Approach will start trials for test and training purposes using ADS-B and/or SSR for any civil aircraft flying within the Paramaribo FIR with SSR transponders capable of operating on Modes A and C or Mode S or ADS-B installed and identified. Paramaribo Control and Pengel Approach are likely to ask equipped users for specific position reports, distance measurements at strategic points in the airspace, or even the use of the various functionalities of the ADS-B transmitter and the SSR (ident, emergency codes, identifier modification etc.).

3.1.2 PHASE 2: Implementation in the Upper Control Area, FL245 and above

- With effect from the date of this Circular and its corresponding NOTAM, there shall be a compulsory requirement for all aircraft to carry serviceable SSR Transponders with Mode A and Mode C capabilities, within the upper airspace of Paramaribo FIR i.e., from FL245 up to and including FL600.
- With effect from the date of this Circular and its corresponding NOTAM, SSR (Mode A and C) will be officially implemented as the principal means for provision of en-route surveillance services within the upper airspace of the Paramaribo FIR i.e., from

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FL245 up to and including FL600. SSR Mode S and ADS-B may also be used for surveillance of aircraft so equipped.

3.1.3 PHASE 3: Implementation in the Lower Control Area, below FL245 including the TMA

- With effect from the date of this Circular and its corresponding NOTAM, there shall be a compulsory requirement for all aircraft to carry serviceable SSR Transponders with Mode A and Mode C capabilities, within the lower airspace of Paramaribo FIR i.e. below FL245 including the TMA.
- With effect from the date of this Circular and its corresponding NOTAM, SSR (Mode A and C) will be officially implemented as the principal means for provision of en-route surveillance services within the lower airspace of the Paramaribo FIR i.e. below FL245 including the TMA. SSR Mode S and ADS-B may also be used for surveillance of aircraft so equipped.
- There shall be an Exclusion Zone where for the time being, aircraft not meeting the minimum equipage requirements above, will be allowed to operate. The exclusion Zone shall encompass the portion of airspace within the Pengel TMA from surface up to 2500 feet, and outside of the Pengel TMA from surface up to FL55. Aircraft flying in the Exclusion Zone shall where possible and practicable be provided with a Primary Radar Surveillance Service.
- **NOTE:** This Exclusion Zone shall be a temporary arrangement to allow certain aircraft to continue to operate while giving a reasonable period of time for retrofitting to be completed. It is expected that full compliance with the equipage requirements above for aircraft in all portions of the airspace shall be implemented by 01 October 2024.

3.1.4 The use of SSR and ADS-B to enhance and improve the provision of surveillance and separation of aircraft will only be carried out after the quality of data, probability of detection, accuracy, integrity, availability and coverage area including communications has been determined. This will be reinforced subsequent AIP Supplement.

4. AIRCRAFT OPERATOR APPROVAL

4.1 The SSR and/or ADS-B equipment must be in accordance with CARS Part 7.4.1.2 and of an approved type, meeting the specifications of ICAO Annex 10 (Volume IV) or Aircraft operators must have the relevant operational approval from the State of Registry.

4.2 The ADS-B equipment must be of an approved type meeting the specifications of ICAO Annex 10 (Volume IV), or Aircraft operators must have the relevant operational approval from the State of Registry, and the equipment must meet the performance standards described in paragraph 11.

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5. FLIGHT PLANNING REQUIREMENTS

5.1 SSR MODE A AND C

5.1.1 An appropriate SSR designator shall be entered in item 10 of the ICAO flight plan

- a. A Transponder — Mode A only (4 digits — 4 096 codes) (**acceptable in Exclusion Zone only**)
- b. C Transponder — Mode A (4 digits — 4 096 codes) and Mode C

5.2 SSR MODE S/ADS-B

5.2.1 An appropriate SSR Mode S or ADS-B designator shall be entered in item 10 of the ICAO flight plan:

- a. E – Transponder — Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability, or
- b. H – Transponder — Mode S including aircraft identification, pressure-altitude and enhanced surveillance capability, or
- c. L – Transponder — Mode S, including aircraft identification, pressure-altitude extended squitter (ADS-B) and enhanced surveillance capability

Or:

- d. B1 - ADS-B with dedicated 1090 MHz ADS-B “out “capability
- e. B2 - ADS-B with dedicated 1090 MHz ADS-B “out “and “in” capability (optional)

5.2.2 The aircraft address (24 Bit Code) in hexadecimal format shall be entered in item 18 of the ICAO flight plan as per the following example:

- a. CODE/3A456B

5.2.3 The aircraft identification (ACID), not exceeding 7 characters must be accurately indicated in item 7 of ICAO flight plan and replicated exactly when set in the aircraft avionics for transmission as Flight ID as follows:

- a. The three-letter ICAO designator of the aircraft operator followed by flight identification number (e.g., ABC123, DEF456) when in radiotelephony the callsign used consists of the associated ICAO telephony designator for the aircraft operator followed by the flight number (e.g., ECHO ONE TWO THREE, ALPHA ONE TWO THREE) or

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- b. The registration marking of the aircraft (e.g., PZNBO, PH9IU) when the radiotelephony call sign consists of the aircraft registration.

Note: No zeros, dashes or spaces are to be added when aircraft identification is less than 7 characters. This AIC is issued for the advance notification and compliance of aircraft operators.

6. THE APPLICATION OF AIR TRAFFIC CONTROL SURVEILLANCE SERVICE

6.1 Area Control Surveillance Service

6.1.1 All aircraft operators planning to use the airspace within the Paramaribo Flight Information Region (SMPM FIR) shall comply with the following requirements.

All aircraft shall carry serviceable SSR Transponders with Mode A and C or Mode S capability or otherwise aircraft must be ADS-B equipped.

For ADS-B surveillance service to be provided, the aircraft shall carry serviceable 1090 MHz squitter (1090ES) ADS-B transmitting equipment that has been certificated as meeting:

- a. European Aviation Safety Agency – Certification Consideration for the Enhanced ATS in Non-Radar using ADS-B Surveillance (ADS-B-NRA) Application via 1090 MHz Extended Squitter (AMC 20-24), or
- b. European Aviation Safety Agency – Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance Subpart D – Surveillance (SUR) (CS-ACNS.D.ADS-B), or
- c. Federal Aviation Administration – Advisory Circular No: 20-165A (or later versions) Airworthiness Approval of Automatic Dependent Surveillance – Broadcast (ADS-B) Out Systems, or
- d. The equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

An aircraft carrying 1090 MHz extended squitter (1090ES) ADS-B Equipment shall disable ADS-B transmission unless:

- a. The aircraft emits position information of an accuracy and integrity consistent with the transmitted value of the position quality indicator; or
- b. The aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUCp, NIC, NACp or SIL); or

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c. The operator has received an exemption granted by the appropriate ATS authority.

6.1.2 Surveillance Identification shall be achieved according to the provisions specified by ICAO Doc. 4444 Chapter 8.

6.1.3 Area Control surveillance service shall be provided within the Paramaribo FIR. This service includes:

a) Separation between flights transiting, flights taking off from, flights landing within and flights operating within the FIR

b) provide ATS surveillance services as necessary in order to improve airspace utilization, reduce delays, provide, for direct routings and more optimum flight profiles, as well as to enhance safety;

c) provide vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level;

d) provide vectoring to aircraft for the purpose of resolving potential conflicts;

e) provide vectoring to arriving aircraft for the purpose of establishing an expeditious and efficient approach sequence;

f) provide vectoring to assist pilots in their navigation, e.g. to or from a radio navigation aid, away from or around areas of adverse weather;

g) provide separation and maintain normal traffic flow when an aircraft experiences communication failure within the area of coverage;

h) maintain flight path monitoring of air traffic;

i) when applicable, maintain a watch on the progress of air traffic, in order to provide a procedural controller with:

i) improved position information regarding aircraft under control;

ii) supplementary information regarding other traffic; and

iii) information regarding any significant deviations by aircraft from the terms of their respective air traffic control clearances, including their cleared routes as well as levels, when appropriate;

j) assistance to aircraft in emergency;

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k) warnings and position information on other aircraft considered to constitute a hazard;

6.1.4 The minimum horizontal separation with surveillance within the Paramaribo FIR shall be ≥ 10 NM. This minimum shall be applicable between SSR aircraft, between ADS-B aircraft and between SSR and ADS-B aircraft. Levels assigned by the area control surveillance controller to pilots will provide a minimum terrain clearance. Vectoring and speed restrictions may be necessary to establish and maintain surveillance separation.

6.2 Approach Control Surveillance Service

6.2.1 All aircraft operators planning to use the airspace within the Paramaribo Terminal Control Area (SMPMTMA) shall comply with the following requirements.

All aircraft shall carry serviceable SSR Transponders with Mode A and C or Mode S capability or otherwise aircraft must be ADS-B equipped.

For ADS-B surveillance service to be provided, the aircraft shall carry serviceable 1090 MHz squitter (1090ES) ADS-B transmitting equipment that has been certificated as meeting:

- e.** European Aviation Safety Agency – Certification Consideration for the Enhanced ATS in Non-Radar using ADS-B Surveillance (ADS-B-NRA) Application via 1090 MHz Extended Squitter (AMC 20-24), or
- f.** European Aviation Safety Agency – Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance Subpart D – Surveillance (SUR) (CS-ACNS.D.ADS-B), or
- g.** Federal Aviation Administration – Advisory Circular No: 20-165A (or later versions) Airworthiness Approval of Automatic Dependent Surveillance – Broadcast (ADS-B) Out Systems, or
- h.** The equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

An aircraft carrying 1090 MHz extended squitter (1090ES) ADS-B Equipment shall disable ADS-B transmission unless:

- d.** The aircraft emits position information of an accuracy and integrity consistent with the transmitted value of the position quality indicator; or
- e.** The aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUCp, NIC, NACp or SIL); or
- f.** The operator has received an exemption granted by the appropriate ATS authority.

6.2.2 Surveillance Identification shall be achieved according to the provisions specified by ICAO Doc. 4444 Chapter 8.

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6.2.3 Approach control surveillance service shall be provided within the Pengel TMA. This service shall in addition to the items contained in 6.1.3 include:

- a) separation of arriving and departing traffic;
- b) vectoring of aircraft to the final approach track or to a point from which a visual approach can be conducted;

6.2.4 The minimum horizontal separation with surveillance within the Pengel TMA shall be ≥ 5 NM and outside the Pengel TMA the minimum horizontal separation with surveillance shall be ≥ 10 NM. This minimum shall be applicable between SSR aircraft, between ADS-B aircraft and between SSR and ADS-B aircraft. Levels assigned by the approach control surveillance controller to pilots will provide a minimum terrain clearance according to the phase of flight based on the minimum safe altitudes provided on the published approach plates. Vectoring and speed restrictions may be necessary to establish and maintain surveillance separation.

7. SSR/ADS-B AND AIR-GROUND COMMUNICATION / FAILURE PROCEDURES

Phraseology as prescribed in the latest amendments to PANS ATM, Doc 4444 shall be applied for ATC-Pilot communication.

a. ATS Surveillance service failure

In the event of surveillance failure or loss of identification, instructions will be issued to restore procedural separation.

An aircraft which has been informed that it is provided with surveillance service shall be informed immediately when, for any reason, approach control surveillance service is interrupted or terminated.

b. Air-ground communication failure

The surveillance controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the surveillance controller will continue to provide surveillance services to aircraft.

If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If ADS-B identification has already been established, the surveillance controller will vector other identified aircraft clear of its track until such time as the aircraft leaves ATS surveillance service coverage.

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8. MVA CHART OF ATS SURVEILLANCE COVERAGE

To be developed. During the trial surveillance service, the Minimum Safe Altitude (MSA) shall be used according to the published approach plates for arriving and departing aircraft.

9. EMERGENCY PROCEDURES

a) Emergency procedures

Pilots shall operate transponders in accordance with ATC instructions and must acknowledge by reading back the code setting instructions.

Pilots must not operate the “IDENT” feature unless instructed by ATC.

Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Pengel TMA, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

In all other circumstances, the transponder shall be to Mode C and Code 7700. Notwithstanding the procedure mentioned above, a pilot may select Mode C and Code 7700 whenever the nature of the emergency is such that this appears to be most suitable course of action.

Note: Continuous monitoring of responses on Mode C and Code 7700 is provided.

b) Radio communication failure and unlawful interference procedures

- **Radio communication failure procedure**

In the event of an aircraft radio receiver failure, a pilot shall select Mode C and Code 7600 and follow radio communication failure procedures of Annex 10 Volume II. Subsequent control of the aircraft will be based on those procedures.

- **Unlawful interference procedures**

Pilots of an aircraft in flight subjected to unlawful interference shall endeavor to set the transponder to Mode C and Code 7500 to make the situation known, unless circumstances warrant the use of Mode C and Code 7700

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10. SYSTEM OF SSR CODE ASSIGNMENT

The following functional codes shall be assigned by Paramaribo Radar:

For International flights; codes between 5600-5677 and 7300-7377

For Domestic flights: codes between 1600-1677

Emergency: code 7700

Radio communication failure: code 7600

Unlawful interference: code 7500.

11. COMPLIANCE EFFECT

This AIC will be reviewed and re-issued as new AIC whenever changes are desirable and necessary.

This AIC or changes thereto shall remain in force until its information is incorporated in the AIP of Suriname.

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ADDITIONAL INFO:

ICAO requires all internationally operating commercial airplanes and helicopters to be equipped with:

a) SSR transponders:

ICAO Annex 6, Operation of Aircraft, Part I, International Commercial Air Transport, Aeroplanes [3] 6.20.1 All aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.

ICAO Annex 6, Operation of Aircraft, Part I, International Operations, Helicopters [4] 4.13 Except as may be otherwise authorized by the appropriate authority, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV.

b) large airplanes to be equipped with ACAS:

ICAO Annex 6, Operation of Aircraft, Part I, International Commercial Air Transport, Aeroplanes [3] 6.19.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

Air traffic density is constantly increasing and due to specific airspace classification, controlled IFR traffic can be mixed up with VFR traffic. A large number of General Aviation (GA) aircraft are not equipped with SSR transponders. Furthermore, GA pilots flying under VFR sometimes infringe restricted controlled airspace. Aircraft equipped with Airborne Collision Avoidance System (ACAS) and receiving air traffic control services will not be able to detect VFR traffic without an operating transponder.

To increase ACAS effectiveness and minimize the risk of a mid-air collision between unknown VFR traffic and controlled commercial air transport, Suriname should take measures to expand the mandatory use of transponders.

In a TMZ, an operational pressure-altitude reporting transponder is mandatory for all aircraft that wish to enter or to fly within the defined area. The airspace classification of the area is not changed by the introduction of a TMZ, and the pilot's responsibility to "see and avoid" during a flight remains also unchanged.

AIC A06/23, dated 22 September 2023 is hereby cancelled.