INTERNATIONAL CIVIL AVIATION ORGANIZATION

REPORT OF THE THIRD MEETING OF THE SECONDARY SURVEILLANCE RADAR CODES ALLOCATION STUDY GROUP

SSRCA SG/3

(Cairo, Egypt, 18-19 April 2010)

The views expressed in this Report should be taken as those of the SSRCA SG and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

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PART I – HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Third Meeting of the Secondary Surveillance Radar Codes Allocation Study Group (SSRCA SG) was held at the ICAO Middle East Regional Office, Cairo, Egypt, and 18-19 April 2010.

2. OPENING

2.1 The meeting was opened by Mr. Jehad Faqir, ICAO Deputy Regional Director, Middle East Office. In his opening remarks, Mr. Faqir welcomed all delegates to Cairo. He expressed his appreciation at the efforts taken by States, Mr. Faqir highlighted the importance of progress of the Study Group stressing that the Study Group should exhaust all viable solutions to address the problem of allocation of SSR Codes in the MID Region before deciding on the Concept of the Participating Areas (PAs).

3. ATTENDANCE

3.1 The meeting was attended by a total of 15 participants from four (4) States (Egypt, Saudi Arabia, Syria and United Arab Emirates). The list of participants is at **Attachment A** to the Report.

4. OFFICERS AND SECRETARIAT

4.1 The meeting elected Mr. Hassan Mohammed H Karam, Director Air Navigation Services, General Civil Aviation Authority of the United Arab Emirates, as the Rapporteur of the SSRCA Study Group. Mr. Saud Humaid Al-Adhoobi, Regional Officer ATM/SAR was the Secretary of the meeting. Mr. Jehad Faqir, Deputy Regional Director from the ICAO Middle East Office supported the meeting.

5. LANGUAGE

5.1 The discussions were conducted in the English language and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1:	Adoption of the Provisional Agenda and Election of a Rapporteur
Agenda Item 2:	Follow up on MIDANPIRG and other meetings Conclusions and Decisions relevant to SSR Code Allocation
Agenda Item 3:	Review and analyse the SSR Code Allocation requirements data and related information

Agenda Item 4: Review of long term measures for MID SSR Code Allocation

Agenda Item 5: Future Work Program

Agenda Item 6: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups

8. LIST OF CONCLUSIONS AND DECISIONS

DRAFT CONCLUSION 3/1: FDPS SSRCA REQUIRED FUNCTIONALITY

DRAFT CONCLUSION 3/2: MID STRATEGY ON SSR CODE ALLOCATION ISSUES

PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF RAPPORTEUR

1.1 The meeting was presented with the Provisional Agenda, which after review, was adopted as indicated in paragraph 6 of the History of the Meeting.

1.2 The Representative from Egypt nominated Mr. Hassan Mohammed H Karam, Director Air Navigation Services, General Civil Aviation Authority of the United Arab Emirates, as the Rapporteur of the SSRCA Study Group. The other Representatives seconded the nomination. As such, Mr. Hassan Mohammed H. Karam was elected as a Rapporteur of the Secondary Surveillance Radar Code Allocation Study Group.

1.3 In accepting the election, Mr. Hassan Karam thanked the participants for their confidence in him, and assured them that he will do his best to serve the Study Group in order to achieve its mandate.

REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG AND OTHER MEETINGS CONCLUSIONS AND DECISIONS RELEVANT TO SSR CODE ALLOCATION

2.1 The meeting noted the status of relevant MIDANPIRG/11 and ATM/SAR/AIS SG/11 Conclusions and Decisions related to the work programme of the SSRCA SG and the follow-up actions taken by States, the secretariat and other parties concerned as at **Appendix 2A** to the Report on Agenda Item 2.

2.2 The meeting agreed in its deliberation to review the Conclusions and Decisions which are still current under the relevant Agenda Item. The meeting was of a view to amalgamate the conclusions related to the SSRCA SG into one or two conclusions.

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Appendix 2A to the Report on Agenda Item 2

MIDANPIRG/11 and ATM/SAR /AIS SG/11 Conclusions and Decision pertinent to the work of the SSRCA Study Group for consideration by the SSRCA SG/3 meeting

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DEC. 11/24: MID REGION SSR CODE ALLOCATION STUDY GROUP (SSRCA SG) That, the MID Region SSR Code Allocation Study Group revised Terms of Reference are adopted as at **Appendix 5.2H** to the Report on Agenda Item 5.2.	Convene Study Group Meetings and discussions through correspondence	ICAO, SSCASG	Revised MID SSR Code Allocation system	~~May 2009~~ September 2011	SSRCA SG/4 Meeting third quarter 2011
CONC. 11/25: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ASSIGNMENT PROBLEMS That, in order to address those SSR code assignment problems that are not typically the Code Allocation Plan (CAP) system problems: a) MID States are urged to undertake necessary coordination with adjacent States/FIRs to address identified SSR code assignment problems or potential problems with such adjacent FIRs; and b) in cases where identified code assignment conflicts are beyond the ability of States' bilateral or multilateral initiatives to address, the ICAO MID Regional Office be notified as soon as practical, in order to take necessary action.	Implement Conclusion	States	Optimally managed SSR Code assignments	Ongoing	

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/26: ADOPTION OF THE ORIGINATING REGION CODE ASSIGNMENT METHOD (ORCAM) IN THE MID REGION That, in order to improve the MID SSR Code Allocation System: a) the MID Region adopts the Originating Region Code Assignment Method (ORCAM). The MID Region will consider three ORCAM Participating Areas (PA); the number of PAs to be finalised based on studies of Regional traffic patterns and volume data, and coordination with adjacent ICAO Regions; b) the ICAO MID Regional Office take necessary action to obtain data from States and other ICAO Regions for the Study Group to complete its work; and c) in order to facilitate an effective analysis of the traffic statistics required for decision on PAs, MID FIRs provide traffic data in accordance with the format provided by the MID Regional Office.	Follow-up Collection of Data	ICAO, States	Adoption of the MID ORCAM Compilation of Data Study Group Report Electronic Communication Follow-up State Input	~~May 2009~~ ~~Feb. 2009~~ ~~Mar. 2009~~ ~~Feb. 2009~~ Oct. 2010	~~SSRCASG/3 postponed from 1st 3rd quarter 09 due insufficient statistical data~~ Replaced and superseded by Draft Conclusion 3/2

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
CONC. 11/27: SSR CODES SHARING IN THE MID REGION That, in order to increase the availability of SSR codes in the MID SSR code allocation system: a) the MID Region adopt the approach of "code sharing" between FIRs that are geographically adequately disparate and where directional assignment of SSR codes makes "code sharing" practical; b) the "code sharing" be implemented after an amendment of the MID ANP FASID to this effect has been approved, appropriate safety assessments have been carried out, and the concerned FIRs signed the relevant Letters of Agreement (LOA), except where a Regional arrangement obviates such action; and c) the CNS Sub-Group be requested to consider the feasibility of FDPS upgrades in the MID Region to further support SSR code sharing approach	Follow-up on aspects of the Draft Conclusion	States, ICAO	MIDANPIRG/11 Report FASID Amendment CNS SG Reports	~~Feb. 2009~~ ~~May 2009~~ ~~Nov. 2009~~ Oct. 2010	Replaced and superseded by Draft Conclusion 3/2
CONC. 11/28: REDUCTION OF SSR CODE OCCUPANCY TIME That, in order to increase the availability of SSR codes allocated to each MID FIR: a) the SSR code occupancy time be changed from three hours to a maximum of two hours where practicable; b) the time to be applied by each FIR continue to be predicated by safety and be based on the requirement of the FIR as dictated by such factors as the size of the FIR; and c) the Secretariat take appropriate measures to process the amendment of the MID ANP FASID Part V Attachment B.	Follow-up on aspects of the Draft Conclusion	States, ICAO	Adoption of code occupancy time principles FASID Amendment	~~Mar. 2009~~ ~~May 2009~~ Oct. 2010	Replaced and superseded by Draft Conclusion 3/2

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DRAFT CONC. 11/6: FOLLOW UP ACTION ON SSR CODE ALLOCATION IN THE MID REGION That, a) the SSRCASG/3 meeting complete its work programme based on the input from States; b) the SSRCASG/3 meeting propose necessary follow up action on MIDANPIRG/11 Decision and Conclusions related to SSR Code Allocation; and c) the outcome of the SSRCASG/3 meeting be directly reported to MIDANPIRG/12.	Convene the SSRCASG/3 meeting	ICAO	SSRCASG/3 Report	Apr. 2010	Closed

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Report on Agenda Item 3

REPORT ON AGENDA ITEM 3: REVIEW AND ANALYSE THE SSR CODE ALLOCATION REQUIREMENTS DATA AND RELATED INFORMATION

3.1 The meeting noted the outcome of the SSRCASG/2 meeting that when considering the matter of Originating Region Code Assignment Method (ORCAM), agreed in principle on three Participating Areas (PAs) for the MID Region. The meeting however, agreed that more data regarding, inter alia, MID Region traffic patterns and volume, Flight Data Processing Systems' (FDPS) capabilities, and requirements in adjacent ICAO Regions, was necessary in order for the Study Group to reach a decision on the number of the PAs and codes allocated to each PA.

3.2 The meeting recalled that the data and information from other ICAO Regions, especially those of the AFI Region, where no requirements or special issues were to be considered, other than the Region's Code Allocation Plan (CAP) in AFI ANP Doc 7474 FASID Table ATS 3. As for the APAC Region, the SSRCASG/2 meeting noted that in addition to their CAP, the APAC Region faced code shortages as a result of which they implemented code sharing by applying directional assignment approach.

3.3 Another problem experienced in the APAC Region, is that States are not complying with their FASID allocation and issuing codes from another State's allocation. This gives rise to complaints by the receiving States when flights enter on 'incorrect' codes that result, *inter alia*, in duplications in the receiving States surveillance systems.

3.4 The meeting also recalled that Bahrain continued to face problems with respect to some adjacent FIRs that do not use the SSR codes as allocated in the MID SSR CAP. Some problems existed in the code assignment changes involving aircraft from the Baghdad FIR into Jeddah and Kuwait FIRs. Accordingly, the MIDANPIRG/11 meeting agreed to the following Conclusion:

CONCLUSION 11/25: MEASURES TO ADDRESS NON-SYSTEM SSR CODE ASSIGNMENT PROBLEMS

That, in order to address those SSR code assignment problems that are not typically the Code Allocation Plan (CAP) system problems:

a) MID States are urged to undertake necessary coordination with adjacent States/FIRs to address identified SSR code assignment problems or potential problems with such adjacent FIRs; and

b) in cases where identified code assignment conflicts are beyond the ability of States' bilateral or multilateral initiatives to address, the ICAO MID Regional Office be notified as soon as practical, in order to take necessary action.

3.5 The meeting recalled that the MIDANPIRG/11 meeting noted with concern the limited success and the efforts made by the MID Regional Office; in securing the necessary data from States, which had delayed the work of the Study Group. Accordingly the MIDANPIRG/11meeting adopted the three PA code assignments for consideration and agreed to the following Conclusion:

CONCLUSION 11/26: ADOPTION OF THE ORIGINATING REGION CODE ASSIGNMENT METHOD (ORCAM) IN THE MID REGION

That, in order to improve the MID SSR Code Allocation System:

a) the MID Region adopts the Originating Region Code Assignment Method (ORCAM); and consider three ORCAM Participating Areas (PA); the number of PAs to be finalised based on studies of Regional traffic patterns and volume data, and coordination with adjacent ICAO Regions;

b) the ICAO MID Regional Office take necessary action to obtain data from States and other ICAO Regions for the Study Group to complete its work; and

c) in order to facilitate an effective analysis of the traffic statistics required for decision on PAs, MID FIRs provide traffic data in accordance with the format provided by the MID Regional Office.

3.6 The meeting noted that the MIDAPIRG/11 agreed to "code sharing," and reduction of SSR code occupancy time as per the following Conclusions:

CONCLUSION 11/27: SSR CODES SHARING IN THE MID REGION

That, in order to increase the availability of SSR codes in the MID SSR code allocation system:

a) the MID Region adopt the approach of "code sharing" between FIRs that are geographically adequately disparate and where directional assignment of SSR codes makes "code sharing" practical;

b) the "code sharing" be implemented after an amendment of the MID ANP FASID to this effect has been approved, appropriate safety assessments have been carried out, and the concerned FIRs signed the relevant Letters of Agreement (LOA), except where a Regional arrangement obviates such action; and

c) the CNS Sub-Group be requested to consider the feasibility of FDPS upgrades in the MID Region to further support SSR code sharing approach.

CONCLUSION 11/28: REDUCTION OF SSR CODE OCCUPANCY TIME

That, in order to increase the availability of SSR codes allocated to each MID FIR:

a) the SSR code occupancy time be changed from three hours to a maximum of two hours where practicable;

b) the time to be applied by each FIR continue to be predicated by safety and be based on the requirement of the FIR as dictated by such factors as the size of the FIR; and

c) the Secretariat take appropriate measures to process the amendment of the MID ANP FASID Part V Attachment B.

3.7 The meeting noted that MID States did not provide any update on the adoption of "code sharing", "directional assignment" or "occupancy time" as agreed by MIDANPIRG/11 Conclusions 11/27 and 11/28.

3.8 It was noted that Afghanistan's accreditation and Air Navigation Plan (ANP) were transferred to the Asia Pacific Region (APAC) on 15 November 2008. In which all references to Afghanistan are to be removed from the MID ANP and FASID, Doc 9708.

3.9 The meeting noted that ten (10) States replied to the FPDS questionnaire as at **Appendix 3A** to the Report on Agenda Item 3.The initial analysis of the recorded responses demonstrated a large variety of ATS capabilities.

3.10 From the replies received it was evident that FDPS's do not require upgrades to satisfactorily perform the functions according to the PA requirement. However, the use of directional assignment will require the upgrade of FDPS. The meeting also recalled that most FDPS's would require an upgrade due to the implementation of ICAO New flight plan (INFPL). The meeting urged States to upgrade FDPS's to include SSRCA required functionality in conjunction with the INFPL upgrade. Accordingly the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/1: FDPS SSRCA REQUIRED FUNCTIONALITY

That, MID States be urged to upgrade their FDPSs to include the SSRCA required functionality in conjunction with ICAO new Flight Plan (INFPL) upgrade.

3.11 The meeting noted that Khartoum and Tripoli FIR's, are not SSR Radar equipped and do not complying with AFI FASID code allocation assigned to their FIR. As a result, the Cairo FIR is required to assign codes from its Transit allocation codes to flights entering from these FIR's. Egypt requested the meeting to expedite the establishment of PAs in order to increase code allocation to overcome the code shortage.

3.12 The meeting noted that Saudi Arabia has similar code allocation issues with Khartoum as those reported by Egypt.

3.13 Syria informed the meeting that Baghdad and Tel Aviv FIRs are using the Syrian Domestic Codes. This results in code duplications and constitutes a safety hazard.

3.14 It was planned that EUROCONTROL present to the meeting the results of the study of MID Region traffic patterns for the month of June 2009. However, they were unable to attend the meeting due to closure of the EUR airspace. The meeting was unable to conduct full analysis of traffic volume and pattern within the MID Region; hence no decision has been taken on the establishment of PAs within MID Region.

3.15 The meeting noted UAE's desire to avoid any additional PA division to the current ORCAM structure. The UAE invited the meeting to note the risks associated with SSR code changes in areas of high military activity. The UAE further stressed that the Gulf area is an area with considerable military activity, carrier-based aircraft on high seas of a variety of warships with air defence systems. Code change may in stressed situations be construed by air defence units as an indication of hostile intents and increase the risk of military action against civil aircraft

3.16 The meeting was further invited by the UAE to note the flight profile considerations associated with SSR code changes during climb and descent.

3.17 The UAE urged the meeting to identify and address inefficiencies in the current ORCAM structure before adopting an alternate structure in order to overcome the SSR code shortage. The meeting agreed to circulate the SSR Assignment Log for assessing SSR code shortage problems in order to provide a better documented case study to be carried out by States as at **Appendix 3B** to the Report on Agenda Item 3. The user manual is inserted as comments in the header row of the table in **Appendix 3B** and these are reproduced as at **Appendix 3C** to the Report on Agenda Item 3.

3.18 The meeting was invited to review the UAE proposal containing short term measures to address the code shortage issue:

a) Transfer 1200 series Domestic SSR code from the Emirates and Bahrain FIR's to Jeddah FIR; and

b) in coordination with EUROCONTROL consider exchanging the Tel Aviv FIR Transit SSR code series 5100 or 6400 with the SSR "D" 20 or SSR "D" 36 series of Tehran FIR *that are geographically adequately separated.* The released "T" series from Tel Aviv FIR be returned to the ICAO MID Office for re-allocation.

3.19 The meeting agreed that in coordination with EUROCONTROL exchange the Tel Aviv FIR Transit SSR code series 5100 or 6400 for the Domestic 6500 series currently used by Muscat FIR.

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Appendix 3A to the Report on Agenda Item 3

MID FDPS ANALYSIS

	Bahrain	**Egypt**	**Iran**	**Iraq**	**Kuwait**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria**	**UAE**
ATS SYSTEM	**Thales**	**EUROCAT 2000**		**Raytheon Autotrac II**		**Raytheon Autotrac II**		**Thales EUROCAT X**		
Type of code DIF T/D	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Directional Assignment	YES	YES	YES	NO	NO	YES	YES	YES	NO	NO
Multiple Assignment	NO	NO	YES	NO	NO	NO	YES	YES	NO	YES
Time ref assignment	YES	NO	NO	NO	NO	YES	NO	YES	NO	NO
Other method	NO	YES	Six categories off line defined.	YES *Oldest code different code pools*	NO	NO	YES Manual orders and messages reception	YES Manual assignment by Controller	NO	NO
Time of assignment spec	Off line defined time	SSR code is assigned at pre-activation time for departure flights. Pre-activation time is off-line defined	From DEP aerodrome	0 to 60 minutes set for 30 min	Assigned manually regardless	On start - up	Upon manual activation or system parameter before ETD	At creation of FPL	Immediately upon issuing DEP Clearance	Start - up

	Bahrain	**Egypt**	**Iran**	**Iraq**	**Kuwait**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria**	**UAE**
		parameter in the range of 15 to 120 minutes								
DLA/DEP	The system retains the code, or the operator can remove the code, releasing it for future use (after the recycle time has expired)	SSR code is frozen and stored in the table for a period of time. After that period the code is released and could be used on other flights. The flight will be assigned another code when pre-activated again. If pre-activated within the frozen period, the SSR code is retained	It will not use again for the next two hours	Will remain assigned to the delayed flight	The code stays assigned to a particular A/C for 3 hours	Retains the same code	Manually deactivated	Controller has to finish or Cancel the FPL.	After one hour the code will be inactivated	Code not issued for DLA Manual removal for return to gate
Transparency	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES
Code retention	NO	NO	YES	YES	NO	YES	YES	YES	YES	YES
Protection	NO	NO	YES	NO	NO	YES	YES	YES	NO	NO

	Bahrain	**Egypt**	**Iran**	**Iraq**	**Kuwait**	**Oman**	**Qatar**	**Saudi Arabia**	**Syria**	**UAE**
Saturation	An error message is presented to the operator when all codes are used.	Codes shall always be assigned from the appropriate code category. De-assignment shall be performed either at cancellation or when a new code is assigned	Print out	*One code is reserved as a basic code.*	Not Applicable		The system provides indication when parametric percentage of slots (or combination of slots) is not available for assignment	Various capacity thresholds are defined in system		Not Applicable
Recording	Run log which includes received radar tracks (including SSR)	None	Print out	*billing data is automatically collected, has the SSR code listed*	None		Logs and Data Reduction Tools	*Java aided DAF Environment;*	In the Data base of the FDPS, and in the RDP system	FDP logs and RDP recordings are kept
Automation	ABI, ACT, and LAM YES rest NO	ABI, ACT, LAM, PAC AND MAC YES rest NO	ABI, ACT, LAM,AND PAC YES rest NO	ABI, ACT, LAM,AND PAC,MAC YES rest NO	Not Applicable		ABI, ACT, LAM, PAC, MAC, INF, REV and COD YES	ABI, ACT, LAM,AND PAC,COD YES rest NO	NO	ABI, ACT, PAC and LAM YES rest NO

SSR Assignment Log - FIR

Date	ATD/ATO	SSR entry time	Callsign	ADEP	ADES	Next FIR	Next+1 FIR	SSR	Remark
28 Feb 10	13:00	12:50	MSR001	HECA	EGLL			2720	
28 Feb 10	13:13	12:40	MSR402	EDDF	HECA			2719	
28 Feb 10	13:20	13:09	MSR910	HECA	OMDB	OEJD	OBBB	2721	
28 Feb 10	13:40	13:11	SUD224	LGAT	HSSS	HSSS		2722	

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Appendix 3C to the Report on Agenda Item 3

SSR ASSIGNMENT LOG FOR ASSESSING SSR CODE SHORTAGE PROBLEMS

The user manual for the SSR assignment log for assessing SSR shortage problems is inserted as comments in the header row of Appendix 3B on Agenda Item 3 and these are reproduced hereunder:

Column A): Date of ATD or ATO in Column B. Please insert data in one of the standard Excel formats (recognised by Excel);

Column B: Actual Time of Departure (for international departures); or Actual time of Entry into ORCAM region (first waypoint). This is used by ORCAM boundary FIRs for flights entering the MID ORCAM region;

Column C: Time the SSR code was entered into the ATC system. Should be time of start-up for departing flights; and Time first EST/ABI was received for flights entering the ORCAM region;

Column D: Aircraft call sign as in item 7 of flight plan;

Column E: Departure aerodrome (Item 13 of ICAO flight plan);

Column F: Destination aerodrome (Item 16 of ICAO flight plan)

Column G: Next FIR. The (first) FIR after the reporting FIR (the one whose ACC has completed this form)

Column H: Next FIR +1. The second FIR after the one whose ACC has completed this form

Column I: SSR Code. SSR code assigned to flight (should be MID ORCAM code)

Column J: Remarks. Any relevant information about SSR code assignment problems - eg:

Code rejected by ATC system (reason)

Non-standard code assignment

Use of special system, like directional assignment system or super-domestic code

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REPORT ON AGENDA ITEM 4: REVIEW OF LONG TERM MEASURES FOR MID SSR CODE ALLOCATION

4.1 The meeting recalled that the SSRCASG/2 meeting discussed the issues of "code sharing" and of reduction of the current three hour code occupancy time, which had been noted in the (SSRCASG/1) meeting. The Study Group agreed that these two aspects could significantly increase the availability of codes and be part of the long term measures to address the code shortage in the MID Region.

4.2 With regard to code sharing, the SSRCASG/2 meeting agreed to its implementation, after following appropriate procedures, coordination and amendment of the MID ANP FASID. The SSRCASG/2 meeting also agreed that more code sharing is possible when the FDPS capability for direction assignment is utilized.

4.3 The code occupancy time in the MID Cap is currently three hours. The SSRCASG/2 meeting agreed that most States/FIRs in the MID Region could successfully reduce code occupancy time from three to two hours. However, some large FIRs, such as Jeddah and Tehran have to study the effect of reduction more closely. Consequently the meeting agreed on a flexible approach to the reduction of code occupancy from three hours. This approach offers large FIRs the flexibility to effect less reductions or even retention of the three hour procedure.

4.4 It was proposed that as the EUR/NAT Regions move towards *central code management*, the MID Region should consider the same approach. This would significantly increase codes' availability. The meeting agreed that this could be achieved through an Integrated Flight Plan Processing System (IFPS) approach.

4.5 The meeting noted that although Mode S has been implemented for many years in the EUR Region, Mode S has not been used for aircraft identification on a Regional basis.

4.6 The meeting was of the view that mode S and/or ADS – B are the longer term options to address the SSR code shortage issue.

4.7 The meeting recalled that the ATM/SAR/AIS SG/11meeting tasked the SSRCA SG/3 meeting to exhaust all viable solutions to address the problem of allocation of SSR Codes in the MID Region, before deciding on the Concept of the number of Participating Areas (PAs).

4.8 Accordingly, the ATM/SAR/AIS SG/11 meeting agreed that the SSRCA SG shall develop a MID strategy for the allocation of SSR Codes showing clearly the short term and long term solutions.

4.9 Based on the above, the meeting developed a MID strategy for the allocation of SSR codes in the MID Region and agreed to the Draft Conclusion, which is proposed to replace and supersede MIDANPIRG/11 Conclusions 11/26, 11/27 and 11/28;

DRAFT CONCLUSION 3/2: MID STRATEGY ON SSR CODE ALLOCATION ISSUES

That, in order to improve the MID SSR Code Allocation System; that MID States adopt the MID strategy as at ***Appendix 4A*** *to the report on Agenda Item 4.*

4.10 The meeting reviewed delineation of PAs and Code Allocation for the MID Region as at **Appendix 4B** to the Report on Agenda Item 4, and was unable to reach a consensus on any of the following options:

a) Option 1 divides the MID Regions SSR Code allocation in two Participating Areas (PA's) allowing more SSR Codes to the MID Regional ORCAM system. The two (PA's) are in a North/South divisional Areas, having the following States in (PA -1) (Amman, Beirut, Baghdad, Damascus, Tehran and Tel Aviv) and (PA-2) (Bahrain, Cairo, Emirates, Jeddah, Kuwait, Muscat and Sana'a). The meeting may wish to note that the division allows for East/West traffic flow, however this will require coordination procedures to be established between the Emirates, Muscat and Tehran for specific ATS routes namely A791 East bound (IMLOT – JI) and R462 (DENDA – JI) for the retention of SSR Codes by Tehran until traffic passes the (FIR) boundary and enters the Karachi (FIR), this is to avoid loss of traffic Identity and enhance safety and efficiency.

b) Option 2 divides the MID Regions SSR Code allocation in two Participating Areas (PA's) for consideration by the study group. The two (PA's) are in an East /West flow, having the following States in (PA -1) (Bahrain, Baghdad, Emirates, Kuwait, Muscat and Tehran) and (PA-2) (Amman, Beirut, Cairo, Damascus, Jeddah, Sana'a and Tel Aviv). The meeting may wish to note that the division is more favorable for the predominant East/West traffic flow.

c) Option 3 divides the MID Regions SSR Code allocation in three (3) Participating Areas (PA's) allowing more SSR Codes to the MID Regional ORCAM system. The three (PA's) are in an East /West flow, having the following States in (PA -1) (Bahrain, Emirates, Muscat and Tehran), (PA-2) (Amman, Cairo, Jeddah, and Sana'a) and (PA – 3) (Baghdad, Beirut, Damascus, Kuwait and Tel Aviv). The meeting may wish to note that the division is more favorable for the predominant East/West traffic flow.

d) Option 4 divides the MID Regions SSR Code allocation in three Participating Areas (PA's) for consideration by the Study Group. The three (PA's) are in an East /West flow, one (1) is to the North and the other two (2) are to the South having the following States in (PA -1) (Baghdad, Beirut, Damascus, Tehran and Tel Aviv, (PA – 2) (Amman, Cairo, Jeddah and Sana'a) and (PA -3) (Bahrain, Emirates, Kuwait and Muscat). The meeting may wish to note that PA – 1 favored by the EUR/NAT Region however similar actions should be taken as in Option 1 with regard to the Emirates, Oman and Tehran.

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Appendix 4A to the Report on Agenda Item 4

MID STRATEGY FOR SSR CODE ALLOCATION ISSUES

1) Short Term

a) the MID Region adopt the approach of "code sharing" between FIRs that are geographically adequately disparate and where directional assignment of SSR codes makes "code sharing" practical;

b) the MID Region fully implements the Originating Region Code Assignment Method (ORCAM);

c) the SSR code occupancy time be changed from three hours to a maximum of two hours where practicable;

d) States ensure adherence to ORCAM procedures and, where necessary, centralize code assignment;

e) transmission of EST and ABI be deferred until necessary – and no more than 30 minutes prior to ETO for the applicable COP;

f) "Super-domestic" code allocation be introduced through bilateral measures (LOAs) where necessary to make use of Domestic codes to supplement Transit codes;

g) codes be assigned in a manner ensuring earliest availability, hereunder direction-of-flight dependent assignment, rather than using cycling in numerical order; and

h) changes to code allotment in adjacent regions be carefully reviewed by the MID Region for possible operational impact.

2) Medium Term

a) the MID Region consider multiple ORCAM Participating Areas (PA); the number of PAs to be optimized based on studies of Regional traffic patterns and volume data, as well as coordination with adjacent ICAO Regions;

b) the ICAO MID Regional Office take action to obtain necessary data and documentation from States and other ICAO Regions for the Study Group to reach firm conclusions; and

c) in order to facilitate an effective analysis of the traffic statistics required for decision on PAs, MID FIRs provide traffic data in accordance with the format provided by the MID Regional Office.

3) Long Term

a) States implement Mode S surveillance systems making use of the 24-bit address code capability of aircraft transponders;

b) States consider implementation of ADS-B surveillance systems with 24-bit address code capability; and

c) the MID FASID be updated with a view to implement use of 24-bit address codes in ATC systems to the widest extent possible.

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Appendix 4B to the Report on Agenda Item 4

CURRENT ORCAM SYSTEM

Code Clave	AMMAN	BAGHDAD	BAHRAIN	BEIRUT	CAIRO	DAMASCUS	EMIRATES	JEDDAH	~~KABUL~~	KUWAIT	MUSCAT	SANAA	TEHRAN	TELAVIV
0000														
0001-0077														
0100-0177								D	*					
0200-0277								D			*	*		
0300-0377								*			*	*		
0400-0477	D		*	*	*	*	D	*			*	*	*	*
0500-0577	-	-	-	-	-	-	T	-	-	-	-	-	-	-
0600-0677	-	-	-	-	-	-	-	-	-	T	-	-	-	-
0700-0777	T	-	-	-	-	-	-	-	-	-	-	-	-	-
1000-1077	-	T	-	-	-	-	-	-	-	-	-	-	-	-
1101-1107	-	-	-	-	-	-	-	-	-	-	-	-	T	-
1200-1277		*	D		*		D	*		*	*	*	*	
1300-1377			*		*		D	*			*		*	
1400-1477	*	*	*		D		D	*		D			*	*
1500-1577	D	*	*	*		*	*	*	*	*	*		D	*
1600-1677	*	*	D		D		*	*		*	*	*	*	*
1700-1777	-	-	-	-	-	-	T	-	-	-	-	-	-	-
2001-2077		*	*				*		*	*	*		D	
2100-2177	-	-	T	-	-	-	-	-	-	-	-	-	-	-
2200-2277	-	-	T	-	-	-	-	-	-	-	-	-	-	-
2300-2377	-	-	-	-	T	-	-	-	-	-	-	-	-	-
2400-2477	D		*		*		D	*			*		*	
2500-2577	-	-	-	T	-	-	-	-	-	-	-	-	-	-
2600-2677	-	-	T	-	-	-	-	-	-	-	-	-	-	-
2700-2777	-	-	-	-	T	-	-	-	-	-	-	-	-	-
3000-3077	-	-	-	-	-	T	-	-	-	-	-	-	-	-
3100-3177	-	-	-	-	-	-	-	T	-	-	-	-	-	-
3200-3277	*	*	*	*	*	*	*	*	*	*	*	D	D	D
3300-3377	*				D		D	*			*	*		*
3400-3477	*	D	*		*	*	D	*		*	*		*	
3500-3577	-	-	-	-	-	-	-	T	-	-	-	-	-	-
3600-3677		*	*				*		*	*	*		D	
3700-3777	-	-	-	-	-	-	T	-	-	-	-	-	-	-
4000-4077	-	-	-	-	-	-	-	-	-	-	T	-	-	-
4100-4177	-	-	-	-	-	-	-	-	-	-	-	-	T	-
4200-4277	*	*	*	*	*	*	*	*	*	*	*		D	D
4300-4377	*	*	*	D	*	*	*	D		*	*	*		*
4400-4477	*	*	D		D		*	*		*	*	*	*	*
4500-4577	*	*	*		*		*	D			*	*		*

Code Clave	AMMAN	BAGHDAD	BAHRAIN	BEIRUT	CAIRO	DAMASCUS	EMIRATES	JEDDAH	~~KABUL~~	KUWAIT	MUSCAT	SANAA	TEHRAN	TELAVIV
4600-4677	*	*	*	*	*	D	*	D		*	*	*		*
4700-4777	*		*		D		*	*			D	*	*	*
5000-5077								D	*					
5100-5177	-	-	-	-	-	-	-	-	-	-	-	-	-	T
5200-5277	*	*	*		*		*	D			*	*		*
5300-5377		*	D				*	*	~~D~~	*	*	*	*	
5400-5477		*	D				*	*		*	*	*	*	
5500-5577								D						
5600-5677								D						
5700-5777	-	-	-	-	-	T	-	-	-	-	-	-	-	-
6000-6077	-	-	-	-	-	-	T	-	-	-	-	-	-	-
6100-6177	-	-	-	-	-	-	-	T	-	-	-	-	-	-
6200-6277	-	-	-	-	-	-	T	-	-	-	-	-	-	-
6300-6377		*	*				*	D	*	*	*		D	
6400-6477	-	-	-	-	-	-	-	-	-	-	-	-	-	T
6500-6577			*				*	*			D	*	*	
6600-6677	-	-	-	-	-	-	-	-	-	-	T	-	-	-
6700-6777	-	-	-	-	-	-	-	-	-	-	-	-	T	-
7001-7077	-	-	-	-	-	-	-	-	-	-	-	T	-	-
~~7100-7177~~	-	-	-	-	-	-	-	-	~~T~~	-	-	-	-	-
7200-7277									*		*		*	
7300-7377			*				*	*			D	*	*	
7400-7477	*	D	*			*		*		*	*		*	
7500														
7600 XX														
7700														

T Whole series for transit use
- Transit code retained
* Not available for domestic use
D Domestic use
XX 7601-7612 Red Cross/humanitarian

OPTION 1

PA – 1 Code Clave	AMMAN	BAGHDAD	BEIRUT	DAMASCUS	TEHRAN	TELAVIV
0000						
0001-0077						
0100-0177						
0200-0277						
0300-0377						
0400-0477	D		*	*	*	*
0500-0577						
0600-0677						
0700-0777	T	-	-	-	-	-
1000-1077	-	T	-	-	-	-
1101-1107	-	-	-	-	T	-
1200-1277						
1300-1377						
1400-1477						
1500-1577	D	*	*	*	D	*
1600-1677						
1700-1777						
2001-2077		*			D	
2100-2177						
2200-2277						
2300-2377						
2400-2477	D				*	
2500-2577	-	-	T	-	-	-
2600-2677						
2700-2777						
3000-3077	-	-	-	T	-	-
3100-3177						
3200-3277	*	*	*	*	D	D
3300-3377						
3400-3477	*	D		*	*	
3500-3577						
3600-3677		*			D	
3700-3777						
4000-4077						
4100-4177	-	-	-	-	T	-
4200-4277	*	*	*	*	D	D
4300-4377	*	*	D	*		*
4400-4477						
4500-4577						

PA – 2 Code Clave	BAHRAIN	CAIRO	EMIRATES	JEDDAH	KUWAIT	MUSCAT	SANAA
0000							
0001-0077							
0100-0177				D			
0200-0277				D		*	*
0300-0377				*		*	*
0400-0477	*	*	D	*		*	*
0500-0577	-	-	T	-	-	-	-
0600-0677	-	-	-	-	T	-	-
0700-0777	-	-	-	-	-	-	-
1000-1077	-	-	-	-	-	-	-
1101-1107	-	-	-	-	-	-	-
1200-1277	D	*	D	*	*	*	*
1300-1377	*	*	D	*		*	
1400-1477	*	D	D	*	D		
1500-1577	*		*	*	*	*	
1600-1677	D	D	*	*	*	*	*
1700-1777	-	-	T	-	-	-	-
2001-2077	*		*		*	*	
2100-2177	T	-	-	-	-	-	-
2200-2277	T	-	-	-	-	-	-
2300-2377	-	T	-	-	-	-	-
2400-2477	*	*	D	*		*	
2500-2577	-	-	-	-	-	-	-
2600-2677	T	-	-	-	-	-	-
2700-2777	-	T	-	-	-	-	-
3000-3077	-	-	-	-	-	-	-
3100-3177	-	-	-	T	-	-	-
3200-3277	*	*	*	*	*	*	D
3300-3377		D	D	*		*	*
3400-3477	*	*	D	*	*	*	
3500-3577	-	-	-	T	-	-	-
3600-3677	*		*		*	*	
3700-3777	-	-	T	-	-	-	-
4000-4077	-	-	-	-	-	T	-
4100-4177	-	-	-	-	-	-	-
4200-4277	*	*	*	*	*	*	
4300-4377	*	*	*	D	*	*	*
4400-4477	D	D	*	*	*	*	*
4500-4577	*	*	*	D		*	*

PA – 1 Code Clave	AMMAN	BAGHDAD	BEIRUT	DAMASCUS	TEHRAN	TELAVIV
4600-4677	*	*	*	D		*
4700-4777						
5000-5077						
5100-5177	-	-	-	-	-	T
5200-5277						
5300-5377		*			*	
5400-5477						
5500-5577						
5600-5677						
5700-5777	-	-	-	T	-	-
6000-6077						
6100-6177						
6200-6277						
6300-6377		*			D	
6400-6477	-	-	-	-	-	T
6500-6577						
6600-6677						
6700-6777	-	-	-	-	T	-
7001-7077						
~~7100-7177~~	-	-	-	-	-	-
7200-7277						
7300-7377						
7400-7477	*	D		*	*	
7500						
7600 XX						
7700						

PA – 2 Code Clave	BAHRAIN	CAIRO	EMIRATES	JEDDAH	KUWAIT	MUSCAT	SANAA
4600-4677	*	*	*	D	*	*	*
4700-4777	*	D	*	*		D	*
5000-5077				D			
5100-5177	-	-	-	-	-	-	-
5200-5277	*	*	*	D		*	*
5300-5377	D		*	*	*	*	*
5400-5477	D		*	*	*	*	*
5500-5577				D			
5600-5677				D			
5700-5777	-	-	-	-	-	-	-
6000-6077	-	-	T	-	-	-	-
6100-6177	-	-	-	T	-	-	-
6200-6277	-	-	T	-	-	-	-
6300-6377	*		*	D	*	*	
6400-6477	-	-	-	-	-	-	-
6500-6577	*		*	*		D	*
6600-6677	-	-	-	-	-	T	-
6700-6777	-	-	-	-	-	-	-
7001-7077	-	-	-	-	-	-	T
~~7100-7177~~	-	-	-	-	-	-	-
7200-7277						*	
7300-7377	*		*	*		D	*
7400-7477	*			*	*	*	
7500							
7600 XX							
7700							

T Whole series for transit use
\- Transit code retained
* Not available for domestic use
D Domestic use
XX 7601-7612 Red Cross/humanitarian

OPTION 2

PA – 1 Code Clave	BAHRAIN	BAGHDAD	EMIRATES	KUWAIT	MUSCAT	TEHRAN
0000						
0001-0077						
0100-0177				*		
0200-0277				*		
0300-0377						
0400-0477	*	*	D	*	*	*
0500-0577	-	-	T		-	-
0600-0677				T		
0700-0777				-		
1000-1077	-	T	-		-	-
1101-1107	-	-	-		-	T
1200-1277	D	*	D		*	*
1300-1377	*	*	D		*	*
1400-1477	*	*	D	D	*	*
1500-1577	*	*	*	*	*	D
1600-1677	D	*	*	*	*	*
1700-1777	-	-	T		-	-
2001-2077	*	*	*		*	D
2100-2177	T	-	-		-	-
2200-2277	T	-	-		-	-
2300-2377				-		
2400-2477	*	*	D	*	*	*
2500-2577				-		
2600-2677	T	-	-		-	-
2700-2777				-		
3000-3077				-		
3100-3177				-		
3200-3277	*	*	*	*	*	D
3300-3377	*	*	D	*	*	*
3400-3477	*	D	D		*	*
3500-3577				-		
3600-3677	*	*	*		*	D
3700-3777	-	-	T		-	-
4000-4077	-	-	-		T	-
4100-4177	-	-	-		-	T
4200-4277	*	*	*	*	*	D
4300-4377				*		
4400-4477	D	*	*	*	*	*
4500-4577				*		

PA – 2 Code Clave	AMMAN	BEIRUT	CAIRO	DAMASCUS	JEDDAH	SANAA	TELAVIV
0000							
0001-0077							
0100-0177	*	*	*	*	D		*
0200-0277	*	*	*	*	D		*
0300-0377							
0400-0477	D	*	*	*	*	*	*
0500-0577						-	
0600-0677	-	-	-	-	-		-
0700-0777	T	-	-	-	-		-
1000-1077						-	
1101-1107						-	
1200-1277						*	
1300-1377						*	
1400-1477	*	*	D	*	*	*	*
1500-1577	D	*	*	*	*		*
1600-1677	*	*	D	*	*	*	*
1700-1777						-	
2001-2077						*	
2100-2177						-	
2200-2277						-	
2300-2377	-	-	T	-	-		-
2400-2477	D	*	*	*	*	*	*
2500-2577	-	T	-	-	-		-
2600-2677						-	
2700-2777	-	-	T	-	-		-
3000-3077	-	-	-	T	-		-
3100-3177	-	-	-	-	T		-
3200-3277	*	*	*	*	*	D	D
3300-3377	*	*	D	*	*	*	*
3400-3477						*	
3500-3577	-	-	-	-	T		-
3600-3677						*	
3700-3777						-	
4000-4077						-	
4100-4177						-	
4200-4277	*	*	*	*	*	*	D
4300-4377	*	D	*	*	D		*
4400-4477	*	*	D	*	*	*	*
4500-4577	*	*	*	*	D		*

PA – 1 Code Clave	BAHRAIN	BAGHDAD	EMIRATES	KUWAIT	MUSCAT	TEHRAN
4600-4677				*		
4700-4777	*	*	*	*	D	*
5000-5077				*		
5100-5177				-		
5200-5277				*		
5300-5377	D	*	*		*	*
5400-5477	D	*	*		*	*
5500-5577						
5600-5677						
5700-5777				-		
6000-6077	-	-	T		-	-
6100-6177				-		
6200-6277	-	-	T		-	-
6300-6377	*	*	*	*	*	D
6400-6477				-		
6500-6577	*		*		D	*
6600-6677	-	-	-		T	-
6700-6777	-	-	-		-	T
7001-7077	-	-	-		-	-
~~7100-7177~~	-	-	-		-	-
7200-7277						
7300-7377	*		*		D	*
7400-7477	*	D			*	*
7500						
7600 XX						
7700						

PA – 2 Code Clave	AMMAN	BEIRUT	CAIRO	DAMASCUS	JEDDAH	SANAA	TELAVIV
4600-4677	*	*	*	D	D		*
4700-4777	*	*	D	*	*	*	*
5000-5077	*	*	*	*	D		*
5100-5177	-	-	-	-	-		T
5200-5277	*	*	*	*	D		*
5300-5377						*	
5400-5477						*	
5500-5577					D		
5600-5677					D		
5700-5777	-	-	-	T	-		-
6000-6077						-	
6100-6177	-	-	-	-	T		-
6200-6277						-	
6300-6377					D		
6400-6477	-	-	-	-	-		T
6500-6577						*	
6600-6677						-	
6700-6777						-	
7001-7077						T	
~~7100-7177~~						-	
7200-7277							
7300-7377						*	
7400-7477							
7500							
7600 XX							
7700							

T Whole series for transit use
\- Transit code retained
* Not available for domestic use
D Domestic use
XX 7601-7612 Red Cross/humanitarian

OPTION 3

PA – 1 Code Clave	BAHRAIN	EMIRATES	MUSCAT	TEHRAN
0000				
0001-0077				
0100-0177				
0200-0277			*	
0300-0377			*	
0400-0477	*	D	*	*
0500-0577	-	T	-	
0600-0677	-	-	-	
0700-0777	-	-	-	-
1000-1077	-	-	-	-
1101-1107	-	-	-	T
1200-1277	D	D	*	
1300-1377	*	D	*	
1400-1477	*	D		
1500-1577	*	*	*	D
1600-1677	D	*	*	
1700-1777	-	T	-	
2001-2077	*	*	*	D
2100-2177	T	-	-	
2200-2277	T	-	-	
2300-2377	-	-	-	
2400-2477	*	D	*	*
2500-2577	-	-	-	-
2600-2677	T	-	-	
2700-2777	-	-	-	
3000-3077	-	-	-	-
3100-3177	-	-	-	
3200-3277	*	*	*	D
3300-3377		D	*	
3400-3477	*	D	*	*
3500-3577	-	-	-	
3600-3677	*	*	*	D
3700-3777	-	T	-	
4000-4077	-	-	T	
4100-4177	-	-	-	T
4200-4277	*	*	*	D
4300-4377	*	*	*	
4400-4477	D	*	*	
4500-4577	*	*	*	

PA – 2 Code Clave	AMMAN	CAIRO	JEDDAH	SANAA
0000				
0001-0077				
0100-0177			D	
0200-0277			D	*
0300-0377			*	*
0400-0477	D	*	*	*
0500-0577			-	-
0600-0677		-	-	-
0700-0777	T	-	-	-
1000-1077	-		-	-
1101-1107	-		-	-
1200-1277			*	*
1300-1377			*	
1400-1477		D	*	
1500-1577	D		*	
1600-1677		D	*	*
1700-1777			-	-
2001-2077				
2100-2177			-	-
2200-2277			-	-
2300-2377		T	-	-
2400-2477	D	*	*	
2500-2577	-	-	-	-
2600-2677			-	-
2700-2777		T	-	-
3000-3077	-	-	-	-
3100-3177		-	T	-
3200-3277	*	*	*	D
3300-3377		D	*	*
3400-3477	*		*	
3500-3577		-	T	-
3600-3677				
3700-3777			-	-
4000-4077			-	-
4100-4177	-		-	-
4200-4277	*	*	*	
4300-4377	*	*	D	*
4400-4477		D	*	*
4500-4577		*	D	*

PA – 3 Code Clave	BAGHDAD	BEIRUT	DAMASCUS	KUWAIT	TELAVIV
0000					
0001-0077					
0100-0177					
0200-0277					
0300-0377					
0400-0477		*	*		*
0500-0577				-	
0600-0677				T	
0700-0777	-	-	-	-	-
1000-1077	T	-	-	-	-
1101-1107	-	-	-	-	-
1200-1277				*	
1300-1377					
1400-1477				D	
1500-1577	*	*	*	*	*
1600-1677				*	
1700-1777				-	
2001-2077	*			*	
2100-2177				-	
2200-2277				-	
2300-2377				-	
2400-2477					
2500-2577	-	T	-	-	-
2600-2677				-	
2700-2777				-	
3000-3077	-	-	T	-	-
3100-3177				-	
3200-3277	*	*	*	*	D
3300-3377					
3400-3477	D		*	*	
3500-3577				-	
3600-3677	*			*	
3700-3777				-	
4000-4077				-	
4100-4177	-	-	-	-	-
4200-4277	*	*	*	*	D
4300-4377	*	D	*	*	*
4400-4477				*	
4500-4577					

PA – 1 Code Clave	BAHRAIN	EMIRATES	MUSCAT	TEHRAN
4600-4677				
4700-4777	*	*	D	*
5000-5077				
5100-5177				
5200-5277	*	*	*	
5300-5377	D	*	*	*
5400-5477	D	*	*	
5500-5577				
5600-5677				
5700-5777				
6000-6077	-	T	-	-
6100-6177				
6200-6277	-	T	-	-
6300-6377	*	*	*	D
6400-6477				
6500-6577	*	*	D	
6600-6677	-	-	T	-
6700-6777	-	-	-	T
7001-7077			-	
~~7100-7177~~	-	-	-	-
7200-7277			*	
7300-7377	*	*	D	
7400-7477				
7500				
7600 XX				
7700				

PA – 2 Code Clave	AMMAN	CAIRO	JEDDAH	SANAA
4600-4677	*	*	D	*
4700-4777		D	*	*
5000-5077			D	
5100-5177	-	-	-	-
5200-5277		*	D	*
5300-5377			*	*
5400-5477			*	*
5500-5577			D	
5600-5677			D	
5700-5777				
6000-6077				
6100-6177	-	-	T	-
6200-6277				
6300-6377			D	
6400-6477				
6500-6577				
6600-6677				
6700-6777				
7001-7077		-	-	T
~~7100-7177~~				
7200-7277				
7300-7377				
7400-7477				
7500				
7600 XX		T		
7700				

PA – 3 Code Clave	BAGHDAD	BEIRUT	DAMASCUS	KUWAIT	TELAVIV
4600-4677	*	*	D	*	*
4700-4777					
5000-5077					
5100-5177	-	-	-	-	T
5200-5277					
5300-5377					
5400-5477					
5500-5577					
5600-5677					
5700-5777	-	-	T	-	-
6000-6077					
6100-6177					
6200-6277					
6300-6377					
6400-6477	-	-	-	-	T
6500-6577					
6600-6677					
6700-6777					
7001-7077					
~~7100-7177~~					
7200-7277					
7300-7377					
7400-7477	D				
7500					
7600 XX					
7700					

T Whole series for transit use
\- Transit code retained
* Not available for domestic use
D Domestic use
XX 7601-7612 Cross/humanitarian

OPTION 4

PA – 1 Code Clave	BAGHDAD	BEIRUT	DAMASCUS	TEHRAN	TELAVIV
0000					
0001-0077					
0100-0177					
0200-0277					
0300-0377					
0400-0477		*	*	*	*
0500-0577					
0600-0677					
0700-0777	-	-	-	-	-
1000-1077	T	-	-	-	-
1101-1107	-	-	-	T	-
1200-1277					
1300-1377					
1400-1477					
1500-1577	*	*	*	D	*
1600-1677					
1700-1777					
2001-2077	*			D	
2100-2177					
2200-2277					
2300-2377					
2400-2477				*	
2500-2577	-	T	-	-	-
2600-2677					
2700-2777					
3000-3077	-	-	T	-	-
3100-3177					
3200-3277	*	*	*	D	D
3300-3377					
3400-3477	D		*	*	
3500-3577					
3600-3677	*			D	
3700-3777					
4000-4077					
4100-4177	-	-	-	T	-
4200-4277	*	*	*	D	D
4300-4377	*	D	*		*
4400-4477					
4500-4577					

PA – 2 Code Clave	AMMAN	CAIRO	JEDDAH	SANAA
0000				
0001-0077				
0100-0177			D	
0200-0277			D	*
0300-0377			*	*
0400-0477	D	*	*	*
0500-0577			-	-
0600-0677		-	-	-
0700-0777	T	-	-	-
1000-1077	-		-	-
1101-1107	-		-	-
1200-1277			*	*
1300-1377			*	
1400-1477		D	*	
1500-1577	D		*	
1600-1677		D	*	*
1700-1777			-	-
2001-2077				
2100-2177			-	-
2200-2277			-	-
2300-2377		T	-	-
2400-2477	D	*	*	
2500-2577	-	-	-	-
2600-2677			-	-
2700-2777		T	-	-
3000-3077	-	-	-	-
3100-3177		-	T	-
3200-3277	*	*	*	D
3300-3377		D	*	*
3400-3477	*		*	
3500-3577		-	T	-
3600-3677				
3700-3777			-	-
4000-4077			-	-
4100-4177	-		-	-
4200-4277	*	*	*	
4300-4377	*	*	D	*
4400-4477		D	*	*
4500-4577		*	D	*

PA – 3 Code Clave	BAHRAIN	EMIRATES	KUWAIT	MUSCAT
0000				
0001-0077				
0100-0177				
0200-0277				*
0300-0377				*
0400-0477	*	D		*
0500-0577	-	T	-	-
0600-0677	-	-	T	-
0700-0777	-	-	-	-
1000-1077	-	-	-	-
1101-1107	-	-	-	-
1200-1277	D	D	*	*
1300-1377	*	D		*
1400-1477	*	D	D	
1500-1577	*	*	*	*
1600-1677	D	*	*	*
1700-1777	-	T	-	-
2001-2077	*	*	*	*
2100-2177	T	-	-	-
2200-2277	T	-	-	-
2300-2377	-	-	-	-
2400-2477	*	D		*
2500-2577	-	-	-	-
2600-2677	T	-	-	-
2700-2777	-	-	-	-
3000-3077	-	-	-	-
3100-3177	-	-	-	-
3200-3277	*	*	*	*
3300-3377		D		*
3400-3477	*	D	*	*
3500-3577	-	-	-	-
3600-3677	*	*	*	*
3700-3777	-	T	-	-
4000-4077	-	-	-	T
4100-4177	-	-	-	-
4200-4277	*	*	*	*
4300-4377	*	*	*	*
4400-4477	D	*	*	*
4500-4577	*	*		*

PA – 1 Code Clave	BAGHDAD	BEIRUT	DAMASCUS	TEHRAN	TELAVIV
4600-4677	*	*	D		*
4700-4777				*	
5000-5077					
5100-5177	-	-	-		T
5200-5277					
5300-5377				*	
5400-5477					
5500-5577					
5600-5677					
5700-5777	-	-	T		-
6000-6077				-	
6100-6177					
6200-6277				-	
6300-6377				D	
6400-6477	-	-	-		T
6500-6577					
6600-6677				-	
6700-6777				T	
7001-7077					
~~7100-7177~~				-	
7200-7277					
7300-7377					
7400-7477	D				
7500					
7600 XX					
7700					

PA – 2 Code Clave	AMMAN	CAIRO	JEDDAH	SANAA
4600-4677	*	*	D	*
4700-4777		D	*	*
5000-5077			D	
5100-5177	-	-	-	-
5200-5277		*	D	*
5300-5377			*	*
5400-5477			*	*
5500-5577			D	
5600-5677			D	
5700-5777				
6000-6077				
6100-6177	-	-	T	-
6200-6277				
6300-6377			D	
6400-6477				
6500-6577				
6600-6677				
6700-6777				
7001-7077		-	-	T
~~7100-7177~~				
7200-7277				
7300-7377				
7400-7477				
7500				
7600 XX		T		
7700				

PA – 3 Code Clave	BAHRAIN	EMIRATES	KUWAIT	MUSCAT
4600-4677			*	
4700-4777	*	*		D
5000-5077				
5100-5177			-	
5200-5277	*	*		*
5300-5377	D	*		*
5400-5477	D	*		*
5500-5577				
5600-5677				
5700-5777			-	
6000-6077	-	T		-
6100-6177				
6200-6277	-	T		-
6300-6377	*	*		*
6400-6477			-	
6500-6577	*	*		D
6600-6677	-	-		T
6700-6777	-	-		-
7001-7077				-
~~7100-7177~~	-	-		-
7200-7277				*
7300-7377	*	*		D
7400-7477				
7500				
7600 XX				
7700				

T Whole series for transit use
\- Transit code retained
* Not available for domestic use
D Domestic use
XX 7601-7612 Cross/humanitarian

REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.1 The meeting recalled that in accordance with the ICAO Business plan and the requirements for performance monitoring, the Study Group has to develop a follow-up action plan on the results of the meeting. Accordingly, the meeting developed the action plan as at **Appendix 5A** to the Report on Agenda Item 5.

5.2 The meeting agreed that, in accordance with the MIDANPIRG Procedural Handbook, and based on Terms of Reference (TOR) and Action Plan of the Study Group, the SSRCASG/4 meeting could be tentatively scheduled for the third quarter of 2011. The actual dates however, would depend on MID Regional Office workload/activities and would thus be confirmed in due course. The duration would be two (2) working days. The venue would be Cairo, unless a State indicates an interest in hosting the meeting.

5.3 The meeting agreed to the Provisional Agenda for the SSRCASG/4 meeting, as in **Appendix 5B** to the Report on Agenda Item 5.

SSRCA SG/3
Appendix 5A to the Report on Agenda Item 5

FOLLOW-UP ACTION PLAN ON SSRCASG/3 CONCLUSIONS AND DECISIONS

CONCLUSIONS AND DECISIONS	FOLLOW-UP	TO BE INITIATED BY	DELIVERABLE	TARGET DATE	REMARKS
DRAFT CONC. 3/1: FDPS SSRCA REQUIRED FUNCTIONALITY That, MID States be urged to upgrade their FDPSs to include the SSRCA required functionality in conjunction with ICAO New Flight Plan (INFPL) upgrade.	States Upgrade FDPS's	States	New Functions	2012	
DRAFT CONC. 3/2: MID STRATEGY ON SSR CODE ALLOCATION ISSUES That, in order to improve the MID SSR Code Allocation System; that MID States adopt the MID strategy as at Appendix 4A to the report on Agenda Item 4.	Implement the Conclusion	States	Implementation of Short term Strategy	September 2011	

SSRCA SG/3
Appendix 5B to the Report on Agenda Item 5

FOURTH MEETING OF SECONDARY SURVEILLANCE RADAR CODES ALLOCATION STUDY GROUP

(SSRCA SG/4)

PROVISIONAL AGENDA

STRATEGIC OBJECTIVES	AGENDA ITEM #	SUBJECT
D	1	Adoption of the Provisional Agenda
A and D	2	Follow up on MIDANPIRG and other meetings Conclusions and Decisions relevant to SSR Code Allocation
A and D	3	Review the MID Region SSR Code allocation requirements
D	4	Future Work Programme
	5	Any other business

REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 Nothing has been discussed under this Agenda Item.

SSRCA SG/3
Attachment A to the Report

NAME	TITLE & ADDRESS
STATES **EGYPT**	
Mr. Fouad Kamal Hamouda	Senior ATC Supervisor Cairo Air Navigation Center Control Tower Cairo Airport-Village Road Cairo-EGYPT Fax: (202) 2265 7868 Tel: (202) 22677179/22691205 Mobile: (2010) 5458104 Email: fouady24@yahoo.com
Ms. Gehan Mokhtar Mohamed	Senior Computer Engineer Cairo Air Navigation Center Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo International Airport Road Cairo - EGYPT Fax: (202) 2268 0627 Tel: (202) 2265 7849/22671056 Mobile: (2010) 5834379 Email: gkaremy@yahoo.com
Mr. Khaled Mohamed Hegazy	Head of Technical Office for Eng. Sector Cairo Air Navigation Center Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo International Airport Road Cairo - EGYPT Fax: (202) 2268 0627 Tel: (202) 2265 7849/22671056 Mobile: (2010) 6013782 Email: khaled-hgz@yahoo.com
Mr. Mohamed Ahmed Soliman	Director Training Standard (ACC) Cairo Air Navigation Center Control Tower Cairo Airport-Village Road Cairo-EGYPT Tel: (202) 2265 7814 Mobile: (2010) 6013043 Email: memesoly@yahoo.com

NAME	TITLE & ADDRESS
Mr. Mohsen Lotfi Mohamed El Agaty	Director General of Research and Development Ministry of Civil Aviation Egyptian Civil Aviation Authority Cairo International Airport Road Cairo - EGYPT Fax: (202) 2268 0627 Tel: (202) 2265 7849/22671056 Mobile: (2010)1162 3922 Email: mohsen.elagaty@nansceg.org mohsen_elagaty@yahoo.com
Mr. Hisham Mohamed El Gammal	Head of Airspace and Information Department Civil Aviation Authority Cairo Airport Road Cairo-EGYPT Fax: (202) 2267 8537 Tel: (202) 2268 8372 Ext 1449 Mobile: (2012) 395 2814 Email: hisham.elgammal@hotmail.com
Mr. Micheal Youssef Finan	Air Traffic Controller Senior ATS Inspector Egyptian Civil Aviation Authority Cairo Airport Road Cairo - EGYPT Fax: (202) 2267 8537 Tel: (202) 2267 8537 Mobile: (2010) 109 6295
SAUDI ARABIA	
Mr. Abdullah Al-Turkistani	ATC Controller General Authority of Civil Aviation King Abdul Aziz International P.O.Box 929 Jeddah 21442 - SAUDI ARABIA Fax: (966-2) 640 1477 Tel: (966-2) 685 5000 Ext 4267 Mobile: (966) 570 7672 Email: at44943@yahoo.com

NAME	TITLE & ADDRESS
Mr. Mahmoud M. Nass	ATCU Radar Supervisor General Authority of Civil Aviation King Abdul Aziz International Airport P.O.Box 6326 Jeddah 21442 - SAUDI ARABIA Fax: (966-2) 685 4011 Tel: (966-2) 685 5006/7 Mobile: (966-56) 141 4663 Email: mah5a@yahoo.com
SYRIA Mr. Abdul Sattar AlKhatib	Chief of Radar Section Syrian Civil Aviation Authority Damascus Airport Damascus - Syria Tel: (963-11) 6460035 Mobile: (963) 9325 55339 Email: abdulsattar.alkhatib@hotmail.com
Mr. Abul Kader Zaklouleh	Air Traffic Controller Syrian Civil Aviation Authority Damascus Airport Damascus - Syria Fax: (963-11) 5400 312 Tel: (963-11) 5400 312 Mobile: (963) 933909295
Mr. Imad Al Masri	Chief of Radar Development Division Syrian Civil Aviation Authority Damascus Airport Damascus - Syria Fax: (963-11) 5400 571 Tel: (963-11) 6460 035 Mobile: (963) 944797084 Email: engemad.masri@yahoo.com
Eng. Ziad Al Okla	Chief of Radar Operation & Maintenance Division Syrian Civil Aviation Authority 1, Al Najmeh Square P.O.Box 6257 Damascus - SYRIA Fax: (963-11) 5400 571 Tel: (963-11) 5400 312 Mobile: (963) 933900684 Email: eng.zias@scaasy.com

NAME	TITLE & ADDRESS
UNITED ARAB EMIRATES	
Mr. Hassan Karam	Director Air Navigation Services General Civil Aviation Authority P.O. Box 666 Abu Dhabi UNITED ARAB EMIRATES Fax: (971-2) 599 6883 Tel: (971-2) 599 6885 Mobile: (971-50) 818 7492 Email: hkaram@szc.gcaa.ae
Mr. Riis Johansen	ANS Advisor General Civil Aviation Authority P.O.Box 666 Abu Dhabi UNITED ARAB EMIRATES Fax: (971-2) 599 6883 Tel: (971-2) 599 6887 Mobile: (971-50) 617 5319 Email: rjohansen@szc.gcaa.ae

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