



# Advisory Circular AC 91-2

Revision 1

## Assignment of Mode S Address

04 February 2016

### General

Civil Aviation Authority Advisory Circulars contain information about standards, practices, and procedures that the Director has found to be an **Acceptable Means of Compliance** (AMC) with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate Advisory Circular.

An Advisory Circular may also include **guidance material (GM)** to facilitate compliance with the rule requirements. Guidance material must not be regarded as an acceptable means of compliance.

### Purpose

This Advisory Circular provides methods acceptable to the Director for showing compliance with the operation of an aircraft equipped with Mode S transponder equipment. The Advisory Circular also documents the management of Mode S codes for non-aircraft use.

### Related Rules

This Advisory Circular relates specifically to Civil Aviation Rule Part 91.247(b)

### Change Notice

Subject to "Memorandum for Technical Cooperation" between the CAA of Mongolia and New Zealand on mutual cooperation in implementation of the International Civil Aviation Organization Resolution of Global Rule Harmonization, which urges States to promote global harmonization of national rules, dated 6<sup>th</sup> of May, 1999, Mongolian Civil Aviation Safety Regulation has been reconciled to the Civil Aviation Regulation of New Zealand.

Amendment 164 of Annex 1 to the Chicago Convention on International Civil Aviation urges flight crew members, ATC personnel and aircraft maintenance engineers to comply with the language proficiency requirements; and

Under Article 14 of the Civil Aviation Law of Mongolia 1999, "Use of foreign language in civil aviation" the AC has been released in English version only, in order to prevent any mistranslation and misuse of the aviation safety related documents

This AC91-2 was developed based on NZ AC91-2 revision 1, dated on 17 July 2008.

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## Introduction

Aircraft are required to be equipped with, and operate, Mode S transponder equipment in certain segments of airspace within the USA. This is also a requirement within the European Airspace as of 1 January 1999 and will be extended to other airspace over time. Automatic Dependent Surveillance – Broadcast (ADS-B) will also use the Mode S transponder in aircraft. As ADS-B is implemented in airspace, the requirement for aircraft to be fitted with Mode S transponders will increase. Prior to operating in such airspace the Mode S transponder equipment must be assigned a unique address code by the aircraft's State of Registry, which, for Mongolia, is done by the Director.

## Requirement for Mode S

ICAO Annex 10 requires that selective surveillance and data link communications with a Secondary Surveillance Radar (SSR) Mode S equipped aircraft is established through the use of an SSR Mode S aircraft address composed of a unique combination of 24 bits.

Rule 91.247(b) requires that aircraft with Mode S transponder equipment installed must have a unique Mode S address code assigned by the Director.

## Allocation of Address Code

The fundamental concept of SSR Mode S operations requires that each aircraft is assigned a unique 24 bit address by the State of Registry. Mongolian registered aircraft are assigned SSR Mode S address codes by the Director.

Addresses are assigned in accordance with the following principles—

- at any one time, no address will be assigned to more than one aircraft
- only one address shall be assigned to an aircraft, irrespective of the number of transponders on board
- the address shall not be changed, except under an exceptional circumstance, and shall not be changed in flight
- when an aircraft changes State of Registry, the previously assigned address shall be relinquished and a new address shall be assigned by the new registering authority
- the address serves only a technical role and is not to be used to convey other information such as aircraft performance or other operating characteristics

Under Annex 10 Volume 1, ICAO allocates blocks of SSR Mode S addresses to each State of Registry. The first bits of the address comprise the national identification code followed by the individual address code; the length of the national identification code varies from State to State but the complete address is always 24 bits.

For Mongolia the national code is **JU**, like register code. The remaining 4 bits provide the individual aircraft address codes, which, for Mongolian registered aircraft, comprise the binary form of the aircraft identification number in the CAA database. An example of a complete address is JU 1010

To make the Mode S code easier to read and interpret, it is often expressed as a six character hexadecimal (hex) format word. In hex format, Mongolian Mode S addresses will always be in the range C80000 to C87FFF. For the code example above, in hex format the code is C80E65.

## **Mode S Transponder Equipment**

Mode S transponder equipment must meet the requirements of FAA TSO-C112 and be capable of replying to—

- Mode 3/A interrogations with the code specified by ATC
- Intermode
- Mode S interrogations

## **Military Aircraft Mode S Codes**

Mongolian military aircraft that operate in Mode S airspace are also required to carry a Mongolian Mode S code. Issue of the Mode S code will be managed by the Directorate of Aeronautical Engineering, RNZAF Headquarters. To enable the RNZAF to manage their own Mode S codes, the codes in the range C87F00 through C87FFF are reserved for military use.

## **Other Mode S Uses**

With the introduction of Multi-Lateration surface surveillance to support low visibility operations at major airports, some vehicles at these airports will require Mode S transponders to be fitted to enter the manoeuvring area. These vehicles will need Mode S codes to ensure compatibility with the system. The Mode S codes in the range C87E00 through C87EFF are reserved for ground vehicle use.

When an airport operator requires codes for vehicle use, they will request the CAA to allocate a block of address codes suitable for the number of vehicles that need transponders. Once a block of codes has been issued to an airport operator, the operator will be responsible for the management and issue of codes for all vehicles at that airport.

## **Application for Allocation of Mode S Code**

An application for a Mode S transponder code should normally be submitted by letter, email or facsimile to:

Mongolian Civil Aviation Authority

Safety and Regulations Department  
Buyant-Ukhaa 10-r khoroo, Khan-Uul District,  
Ulaanbaatar, 17120, Mongolia

Facsimile: 976-70049825

Email: [srd@mcaa.gov.mn](mailto:srd@mcaa.gov.mn)

The following aircraft information must be supplied by the applicant—

- Make
- Model
- Serial number
- For an aircraft already on the Mongolian Register of Aircraft, the aircraft registration mark
- For aircraft not on the Mongolian Register of Aircraft, the expected date of registration

Aircraft that are not Mongolian registered aircraft, or not intended to be Mongolian registered aircraft, cannot be allocated a Mode S code by the Director. Applicants must forward their request to the appropriate authority in the aircraft's State of Registry.

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