

**Report of the Surveillance Panel Representative**

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**SUMMARY**

*Report on the Surveillance Panel. Financial resources (or lack of) prevented the attendance to meetings. The future is probably that attendance to very technical panels like this one will be intermittent.*

**1. INTRODUCTION**

- 1.1. Among the ICAO panels where IFATCA has a presence, there is a Surveillance Panel which deals with everything related to surveillance systems: radar, ADS-B, multilateration, etc.

**2. DISCUSSION**

- 2.1. The Surveillance Panel has several working groups with different levels of interest for IFATCA. The two main groups are the Aeronautical Surveillance Working Group (ASWG) and the Airborne Surveillance Working Group (AIRB WG). There are also some subgroups like the Technical Sub-Group (TSG), Performance-Based Surveillance Sub-Group (PBSSG) or, more recently, the TSG Surveillance Spectrum Focus Team (SSFT).
- 2.2. Much of the scope of these groups is of a highly technical nature being the AIRB the group with an activity closest to the operations. Traditionally, IFATCA has kept an eye in both ASWG and AIRB.
- 2.3. Subjects in ASWG are of great interest for the industry and for sure they have an impact in the way our surveillance systems work but they are far away of operations. As an example, here are some of the items included in working papers presented in the latest ASWG meeting:
  - Proposals to reduce the congestion in 1090 MHz frequency.
  - LDACS\* impact on transponders.

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\* LDACS: L-band Digital Aeronautical Communications System, L-Band is the range of frequencies between 1 and 2 GHz. The aeronautical L-band ranges from 960 to 1,215 Mhz and includes the 1030-1090 MHz frequencies, fundamental for surveillance applications.

- Rise Time and Decay Time of the Mode-S Interrogation Pulse.

2.4. AIRB is closer to operations because it includes all the possible applications of ADS-B IN. The latest years the most important subject has been IM (Interval Management). This concept is being developed and tested by the FAA.

2.5. During the latest years IFATCA has focused mainly in AIRB in view that the financial resources did not allow to participate in two working groups and AIRB was the obvious choice within the panel. But IFATCA presence in ICAO is ever growing and attendance to the different panels need to be prioritized. It was then considered that attendance to every meeting of panels less related to operations was not required. As a consequence, the last year I assisted to no meeting while a decision is taken about the panels and meetings that will be attended next year.

### **3. CONCLUSIONS**

3.1. The Surveillance Panel is a highly technical one. The only group within the panel related to operations at present is AIRB.

3.2. The attendance to panels had to be prioritized due to lack of financial resources. The Surveillance Panel was in low priority due to the highly technical nature.

3.3. A decision by the EB will have to be made for next year about attendance. Unless new resources are available, assistance to this panel will probably be intermittent for some time.

### **4. RECOMMENDATIONS**

4.1. It is recommended that this report be accepted as information paper.

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