

STATUTORY INSTRUMENTS SUPPLEMENT

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S T A T U T O R Y I N S T R U M E N T S

2024 No. 97

**The Civil Aviation (Aeronautical Communication Systems)
(Amendment) Regulations, 2024**

*(Under sections 36(2) and 70 of the Uganda Civil Aviation Authority
Act, Cap. 348)*

IN EXERCISE of the powers conferred on the Minister by sections 36 (2) and 70 of the Uganda Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 5th day of November, 2024.

1. Citation

These Regulations may be cited as the Civil Aviation (Aeronautical Communication Systems) (Amendment) Regulations, 2024.

2. Amendment of S.I No. 70 of 2022

The Civil Aviation (Aeronautical Communication Systems) Regulations, 2022, in these Regulations referred to as the principal Regulations, are amended in Schedule 3 by substituting for tables 3-24 and table 3-25 the following—

“Table 3-24. Register Number Assignments

Transponder register No.	Assignment
00 ₁₆	Not valid

01 ₁₆	Unassigned
02 ₁₆	Linked Comm-B, segment 2
03 ₁₆	Linked Comm-B, segment 3
04 ₁₆	Linked Comm-B, segment 4
05 ₁₆	Extended squitter airborne position
06 ₁₆	Extended squitter surface position
07 ₁₆	Extended squitter status
08 ₁₆	Extended squitter identification and type
09 ₁₆	Extended squitter airborne velocity
OA ₁₆	Extended squitter event-driven information
OB ₁₆	Air/air information 1 (aircraft state)
OC ₁₆	Air/air information 2 (aircraft intent)
OD ₁₆ —OE ₁₆	Reserved for air / air state information
OF ₁₆	Reserved for ACAS
10 ₁₆	Data link capability report
11 ₁₆ —16 ₁₆	Reserved for extension to data link capability reports
17 ₁₆	Common usage GICB capability report
18 ₁₆ —1F ₁₆	Mode S specific services capability reports
20 ₁₆	Aircraft identification
21 ₁₆	Aircraft and airline registration markings
22 ₁₆	Antenna positions
23 ₁₆	Reserved for antenna position
24 ₁₆	Reserved for aircraft parameters
25 ₁₆	Aircraft type
26 ₁₆ —2F ₁₆	Unassigned
30 ₁₆	ACAS active resolution advisory
31 ₁₆ —3F ₁₆	Unassigned
40 ₁₆	Selected vertical intention
41 ₁₆	Next waypoint identifier
42 ₁₆	Next waypoint position
43 ₁₆	Next waypoint information
44 ₁₆	Meteorological routine air report

45 ₁₆	Meteorological hazard report
46 ₁₆	Reserved for flight management system Mode 1
47 ₁₆	Reserved for flight management system Mode 2
48 ₁₆	VHF channel report
49 ₁₆ —4F ₁₆	Unassigned
50 ₁₆	Track and turn report
51 ₁₆	Position report coarse
52 ₁₆	Position report fine
53 ₁₆	Air-referenced state vector
54 ₁₆	Waypoint 1
5516	Waypoint 2
5616	Waypoint 3
57 ₁₆ —5E ₁₆	Unassigned
5F ₁₆	Quasi-static parameter monitoring
60 ₁₆	Heading and speed report
61 ₁₆	Extended squitter emergency/ priority status
62 ₁₆	Reserved for target state and status information
63 ₁₆	Reserved for extended squitter
64 ₁₆	Reserved for extended squitter
65 ₁₆	Aircraft operational status
66 ₁₆ —6F ₁₆	Reserved for extended squitter
70 ₁₆ —75 ₁₆	Reserved for future aircraft downlink parameters
76 ₁₆ —E0 ₁₆	Unassigned
E1 ₁₆ —E2 ₁₆	Reserved for Mode S BITE
E3 ₁₆	Transponder type/part number
E4 ₁₆	Transponder software revision number
E5 ₁₆	ACAS unit part number
E6 ₁₆	ACAS unit software revision number
E7 ₁₆ —F0 ₁₆	Unassigned
Fl ₁₆ —FF ₁₆	Unassigned

”.

3. Amendment of Schedule 12 of principal Regulations

The principal Regulations are amended in Schedule 12—

(a) by substituting for paragraph (2) the following—

“(2) Description of scheme

Table 12 provides for blocks of consecutive addresses available to States for assignment to aircraft. Each block is defined by a fixed pattern of the first 4, 6, 9, 12 or 13 bits of the 24-bit address. Thus, blocks of different sizes (1 048 576, 262 144, 32 768, 8 192, 4 096 and 2 048 consecutive addresses, respectively are made available.”;

(b) by deleting subparagraph 3 (3);
(c) in paragraph (4) by inserting immediately after the words “The Authority shall” the words “during the registration process”;
(d) by substituting for paragraph 5(b) the following—

“(b) only one address shall be assigned to an aircraft, irrespective of the composition of equipment on board. Where a removable transponder is shared by several light aviation aircraft such as balloons or gliders, it shall be possible to assign a unique address to the removable transponder. The registers 08_{16} , and 20_{16} , of the removable transponder shall be correctly updated each time the removable transponder is installed in any aircraft;”;

(e) in paragraph 7(1) by substituting for note 1 and 2 the following—

“Note 1: Examples of such applications are the aeronautical telecommunication network (ATN), SSR Mode SADS-B, emergency locator transmitter (ELT) and airborne collision avoidance system (ACAS).

“Note 2: This requirement does not preclude assigning the aircraft addresses for special applications associated with the general applications defined therein. An example of such a special application is the fixed Mode S transponders (reporting the on theground status as specified in the Civil Aviation (Surveillance and Collision Avoidance Systems) (Regulations), 2019 to monitor the Mode S ground station operation. Address assignments for special applications are to be carried out in conformance with the procedure established by the Authority to manage the 24-bit address assignments to aircraft.”;

(f) by inserting immediately after paragraph 8, the following—

“9. Administration of aircraft address assignments

(1) The authority shall administer the allocated block of aircraft addresses so that appropriate assignment of aircraft addresses within its allocated block can be maintained.

Note: The aircraft address is an essential element that needs to be correctly configured in an aircraft to support the operation of systems and functions, such as SSR Mode S, ADS-B, datalink, collision avoidance and emergency location.

(2) The Authority shall establish and publish an administrative procedure for requesting and assigning aircraft addresses.

Note: An example of an effective administrative procedure including the indication of the aircraft address in the certificate of registration, which can be used by the State of registry or common mark registering authority can be found in the Aeronautical Surveillance Manual (Doc 9924).

(3) The Authority shall put in place measures to ensure that aircraft registered under their responsibility are flying with a correct aircraft address.

Note: Examples of such measures can be found in Aeronautical surveillance Manual (Doc 9924), 2.17 of Appendix O.”;

(g) in Table 12 by deleting the following words “Table 9-1 Allocation or aircraft addresses to States”.

GEN. EDWARD KATUMBA-WAMALA (MP),
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