CIVIL AVIATION AUTHORITY OF FIJI

ADOPTION OF AMENDMENT 92 TO ANNEX 10, VOL IV

Document Affected: SD-ATELCOM, Edition 1.0, Nov 2026

Date of the Proposed Amendment: 13 April 2026

Effective Date of the Proposed Amendment: 03 Aug 2026

Applicable Date of the Proposed Amendment: 26 November 2026

Purpose of the Proposed Amendment:

Amendment 92 arises from the recommendations developed by the fifth meeting of the Surveillance Panel (SP/5).

Details of the Proposed Amendment:

The amendments are intended to support the continued evolution, safety, and efficiency of surveillance systems by enabling the use of enhanced transponder and automatic dependent surveillance — broadcast (ADS-B) capabilities. This includes provisions on ADS-B Version 3, which provides additional capabilities beyond those supported by earlier versions, such as aircraft tracking support, broadcasting of aircraft-based weather data, indication of lost C2 Link state for Remotely Piloted Aircraft Systems (RPAS) and features to support commercial space and hypersonic aircraft operations. It should be noted that ADS-B Version 3 also includes several optional avionics functions such as phase overlay, which is an optional "supporting" capability that lays the groundwork for future ADS-B improvements. The amendments accommodate emerging technologies and enhance airspace efficiency and safety through improved traffic awareness, while also allowing flexibility for manufacturers, operators, and service providers through largely optional equipage and phased implementation for new equipment.

The amendments also introduce several other technical provisions, including an interference tolerance criterion provision for 1 030 MHz and 1 090 MHz systems and provisions of SSR II/SI code operation. These provisions improve predictability, compatibility, and robustness in increasingly congested radio frequency environments while providing a forward-looking framework that enhances safety, reliability, and global interoperability of surveillance systems with minimal cost impact.

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SUMMARY OF AMENDMENTS -

Amendment 92 to Annex 10, Vol IV

SECTION: General Content

Reference Location	Text of Amendment	Date	Reason or Rationale
Page:ii	Date applicable: Initial Issue - 2026~~5~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table A. Amendments to SD-ATELCOM, Volume IV

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: iv	Subject(s): This edition incorporates the transposed ICAO Annex 10, including amendments up to Amendment 92~~1~~ to Annex 10, Volume IV.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: iv	Adopted/approved Effective Applicable: ~~27 Nov 2025~~25 Mar 2026	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: iv	Adopted/approved Effective Applicable: ~~27 Nov 2025~~03 Aug 2026	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: iv	Adopted/approved Effective Applicable: ~~27 Nov 2025~~26 Nov 2026	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 6	*Runway Transition Zone.* A zone of a rectangular box exactly enclosing a runway in the horizontal direction and extending to 100 feet altitude above ground level	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 6	*Secondary surveillance radar (SSR).* A surveillance radar system which uses transmitters/receivers (interrogators) and transponders.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: SECONDARY SURVEILLANCE RADAR (SSR)

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 7	SECONDARY SURVEILLANCE RADAR (SSR)		ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Interrogation modes (ground-to-air)

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 7 **Ref: a)**	~~*Mode A/C/S all-call:* to elicit replies for surveillance of Mode A/C transponders and for the acquisition of Mode S transponders.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 7	*Mode A/C-only all-call:* to elicit replies for surveillance of Mode A/C transponders. Mode S transponders do not reply.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 7 **Ref: Recommendation**	Recommendation.— *Administrations should coordinate with appropriate national and international authorities those implementation aspects of the SSR system which will permit its optimum use.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 9 **Ref: NOTE 1.—**	*Note 1.— Requirements for the Mode A and C interrogator are specified in 3.1.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 9 **Ref: NOTE 2.—**	*Note 2.— This requirement may be satisfied by intermode interrogations which elicit Mode A and Mode C replies from Mode A/C transponders.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 9 **Ref: 2.1.2.2.1**	*Interrogators commissioned on or after 1 January 2030 shall also comply with the Mode A and C interrogator requirements specified in 3.1.1.5.2.2 and 3.1.1.8.2.2.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 9	*Note. — This requirement may be satisfied by intermode interrogations which elicit Mode A and Mode C replies from Mode A/C transponders.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 9	*Note.— Aircraft identification reporting through the Mode S data link provides unambiguous identification of aircraft suitably equipped.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 9 **Ref: 2.1.2.4.1**	Side-lobe suppression shall be provided in accordance with the provisions of 3.1.1.4 and 3.1.1.5 on all Mode A, and Mode C ~~and intermode~~ interrogations.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Mode A reply codes (information pulses)

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 11 **Ref: 2.1.4.2.3**	Code 7500 to provide recognition of an aircraft which is being subjected to unlawful interference.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 11 **Ref: 2.1.4.2.4**	Code 7400 to provide recognition of a remotely piloted aircraft system (RPAS) in a lost C2 Link state.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 12	Note.— *Details on a lost C2 Link state can be found in Annex 10 — Aeronautical Telecommunications, Volume VI – Communication Systems and Procedures relating to Remotely Piloted Aircraft Systems C2 Link.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Mode S airborne equipment capability

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 13 **Ref: 2.1.5.1**	Transponder levels. All Mode S transponders shall conform to one of the following five levels:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 13	*Note.— The transponder used for a Mode S site monitor may differ from the requirements defined for a normal Mode S transponder. For example, it may be necessary to reply to all-call interrogations the effective air/ground state is "on-the-ground".~~when on the ground~~. For more details see the* Aeronautical Surveillance Manual *(Doc 9924) Appendix D.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: 2.1.5.1.1**	Level 1 *transponders* —	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: 2.1.5.1.1.1**	Level 1 transponders shall have the capabilities prescribed for:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: e)**	basic data protocols except both data link capability reporting (3.1.2.6.10.2.2) and basic dataflash protocol (3.1.2.6.10.3)~~; and~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: f)**	air-air service and squitter transactions (3.1.2.8); and	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: g)**	~~.~~ system characteristics of the SSR Mode S transponder (3.1.2.10) as applicable to the transponder level.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13	*Note1.— Level 1 transponders permit~~s~~ SSR surveillance based on pressure-altitude reporting and the Mode A identity code. In an SSR Mode S environment, technical performance relative to a Mode A/C transponder is improved due to Mode S selective aircraft interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13	Level 2 transponders —	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: 2.1.5.1.2			
Page: 13 **Ref: 2.1.5.1.2.1**	Level 2 transponders shall have the capabilities of 2.1.5.1.1 and also those prescribed for:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: a)**	standard length communications (~~Comm-A and~~ Comm-B) (~~3.1.2.6.2, 3.1.2.6.4,~~ 3.1.2.6.6, 3.1.2.6.8 ~~and,~~ 3.1.2.6.11 and and 3.1.2.6.11.4);	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 13 **Ref: d)**	SI code capability and operation (3.1.2.3.2.1.4, 3.1.2.5.2.1, 3.1.2.6.1.3, 3.1.2.6.1.4.1, 3.1.2.6.9.1.1 and 3.1.2.6.9.2).~~data parity with overlay control (3.1.2.6.11.2.5) for equipment certified on or after 1 January 2020~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 14	~~*Note.— Level 2 permits aircraft identification reporting and other standard length data link communications from ground to air and air to ground. The aircraft identification reporting capability requires an interface and appropriate input device.*~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 14 **Ref: 2.1.5.1.2.2**	*Level 2 transponders with Comm-A capability.* Level 2 transponders with Comm-A capability shall have the capabilities of 2.1.5.1.2.1 and those prescribed for Comm-A standard length communication described in 3.1.2.6.2, 3.1.2.6.4 and 3.1.2.6.11.1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 14 **Ref: 2.1.5.1.3**	Level 3 —	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 14 **Ref: 2.1.5.1.3.1**	Level 3 transponders shall have the capabilities of 2.1.5.1.2.1, 2.1.5.1.2.2, 2.1.5.1.2.3 ~~2.1.5.1.2~~ and ~~also~~ those prescribed for ground- to-air extended length message (ELM) communications (3.1.2.7.1 to 3.1.2.7.5).	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 14 **Ref: 2.1.5.1.4**	Level 4 transponders —	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 14 **Ref: 2.1.5.1.4.1**	Level 4 transponders shall have the capabilities of 2.1.5.1.3 and also those prescribed for air-to- ground extended length message (ELM) communications (3.1.2.7.7 and 3.1.2.7.8).	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15 **Ref: 2.1.5.1.5**	Level 5 transponders —	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15 **Ref: 2.1.5.1.5.1**	Level 5 transponders shall have the capabilities of 2.1.5.1.4 and also those prescribed for enhanced Comm-B and extended length message (ELM) communications (3.1.2.6.11.3.4, 3.1.2.7.6 and 3.1.2.7.9).	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15	*Note.— For example, a ~~level~~ Level 4 2 transponder with extended squitter capability would be designated "~~level~~ Level 4~~e~~2e".*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15 **Ref: 2.1.4.1.1**	~~*SI capability* — Transponders with the ability to process SI codes shall have the capabilities of 2.1.5.1.1, 2.1.5.1.2, 2.1.5.1.3, 2.1.5.1.4 or 2.1.5.1.5 and also those prescribed for SI code operation (3.1.2.3.2.1.4, 3.1.2.5.2.1, 3.1.2.6.1.3, 3.1.2.6.1.4.1, 3.1.2.6.9.1.1 and 3.1.2.6.9.2). Transponders with this capability shall be designated with a suffix "s".~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15 **Ref: 2.1.5.2**	Mode S transponder minimum capability	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15 **Ref: 2.1.5.2.1**	All Mode S transponders used by international civil air traffic shall conform, at least, to the requirements of Level 2 transponders prescribed in 2.1.5.1.2.1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 15 **Ref: 2.1.5.2.2**	Recommendation. — *States should ensure that Level 1 transponders are not used in areas where SI codes are used.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 15 **Ref: NOTE 1.—**	*Note ~~1~~.— Level 1 transponders do not report SI code capability. They remain unlocked in areas where SI codes are used; therefore, they affect the usage of 1 090 MHz frequency and contribute to 1 090 MHz RF pollution. ~~Level 1 may be admitted for use within an individual State or within the terms of a regional air navigation agreement. The Mode S Level 1 transponder comprises the minimum set of features for compatible operation of Mode S transponders with SSR Mode S interrogators. It is defined to prevent a proliferation of transponder types below Level 2 which would be incompatible with SSR Mode S interrogators~~.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 16 **Ref: NOTE 2.—**	*~~Note 2.— The intent of the requirement for a Level 2 capability is to ensure the widespread use of an ICAO standard transponder capability to allow worldwide planning of Mode S ground facilities and services. The requirement also discourages an initial installation with Level 1 transponders that would be rendered obsolete by later requirements in certain airspace for mandatory carriage of transponders having Level 2 capabilities.~~*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 16 **Ref: 2.1.5.2.3**	*All Mode S transponders shall maintain the alert condition if the Mode A identity code is changed to one of the Mode A codes of set 1 defined in 3.1.2.6.10.1.1.1, a).*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 16 **Ref: 2.1.5.3**	Mode S transponders installed on aircraft with gross mass in excess of 5 700 kg or a maximum cruising true airspeed capability in excess of 463 km/h (250 kt) shall operate with antenna diversity as prescribed in 3.1.1.7.18 and 3.1.2.10.4 if:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 17 **Ref: 2.1.5.4**	TRANSPONDER CAPABILITY REQUIRED AT SPECIFIC DATES~~REPORTING IN MODE S SQUITTERS~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17	*Note. — The capabilities defined in this section allow a smooth implementation of new features and improvements of SSR Mode S transponders. The requirements on transponders are ensured through the certification process. Requirements on installation are ensured by the State in charge of the aircraft installation approval. Mode S transponder minimum capabilities are listed in 2.1.5.2.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.1**	2.1.5.4.1 All Mode S transponders certified on or after 1 January 1999 shall recover sensitivity to within 3 dB of minimum triggering level (MTL) no later than 45 microseconds after receipt of the sync phase reversal following a Mode S interrogation that is not accepted (3.1.2.4.1.2) or that is accepted but requires no reply.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.2**	2.1.5.4.2 Transponder designs first certified on or after 1 January 2011 shall have the spurious Mode A/C reply protection capability as specified in 3.1.1.7.8.5.2.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.3**	2.1.5.4.3 Mode S Level 2 transponders certified on or after 1 January 2020 shall have data parity with overlay control as specified in 3.1.2.6.11.2.5.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.4**	2.1.5.4.4 All Mode S transponders certified on or after 1 January 2020 shall not reply to Mode A/C/S all-call interrogations defined in 3.1.2.1.5.1.1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17	*Note 1.— If those transponders receive a Mode A/C/S all-call interrogation, it will be recognized as a Mode A/C-only all-call interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: NOTE 1.—			
Page: 17 **Ref: NOTE 2.—**	*Note 2.— The replies to Mode A/C/S all-call interrogations are no longer supported by equipment certified on or after 1 January 2020 in order to reduce the RF pollution generated by the replies triggered by the false detection of Mode A/C/S all-call interrogations within other types of interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.5**	2.1.5.4.5 Mode S transponders certified on or after 1 January 2030 shall not accept the type control subfield (TCS), rate control subfield (RCS), or surface antenna subfield (SAS) commands received when DI = 2.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17	*Note.— TCS, RCS and SAS were previously defined in 3.1.2.6.1.4.1, DI = 2.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.6**	2.1.5.4.6 Mode S transponders certified on or after 1 January 2030 shall maintain the alert condition if the Mode A identity code is changed to one of the codes of set 2 defined in 3.1.2.6.10.1.1.1, b).	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17	*Note.— Set 2 allows the reporting of a Mode A code of 7400 to indicate a lost C2 Link state for remotely piloted aircraft systems (RPAS).*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.7**	2.1.5.4.7 Mode S transponders certified on or after 1 January 2030 shall not set to zero in bit 33 of the data link capability report when aircraft identification cannot be updated within 8 seconds (see 3.1.2.6.10.2.2.3).	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 17 **Ref: 2.1.5.4.8**	*2.1.5.4.8 Mode S transponders certified on or after 1 January 2030 shall not set to zero for the aircraft identification upon the loss of the interface providing aircraft identification (see 3.1.2.9.1.4).*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 17 **Ref: 2.1.5.4.9**	*2.1.5.4.9 Transponders certified on or after 1 January 2030 shall have their RF output power as specified in 3.1.1.7.17.2 and 3.1.2.10.2.1.2.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 18 **Ref: 2.1.5.4.10**	*2.1.5.4.10 Recommendation.— Transmitters used to replace defective obsolete transmitters in transponders should meet the requirement defined in 3.1.1.7.17.2.1 and 3.1.2.10.2.1.2.1.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 18 **Ref: 2.1.5.4.11**	*2.1.5.4.11 Transponders certified on or after 1 January 2030 shall have an improved dead time as specified in 3.1.1.7.3.2 and 3.1.2.10.3.2.2.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 18 **Ref: 2.1.5.4**	*2.1.5.4.12 Mode S transponders certified on or after 1 January 2030 shall have a Mode S reply rate limiting of type 1 as specified in 3.1.2.10.3.6.1.2.* ~~Capability reporting in Mode S acquisition squitters (unsolicited downlink transmissions) shall be provided in accordance with the provisions of 3.1.2.8.5.1 for all Mode S transponders installed on or after 1 January 1995.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Transponder occupancy

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 18 **Ref: 2.1.8**	*2.1.8 1 090 MHz receiver*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 18 **Ref: 2.1.9**	2.1.9 Mode S interrogator capability	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 18 **Ref: 2.1.9.1**	2.1.9.1 Mode S interrogators shall comply with the requirements defined in 3.1.1 and 3.1.2.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 18 **Ref: 2.1.9.2**	2.1.9.2 Mode S interrogators shall not use Mode A/C/S all-call interrogations.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19	*Note. — The use of Mode A/C/S all-call interrogations does not allow the use of stochastic lockout override and therefore might not ensure a sufficient probability of acquisition in areas of high density of flights or when other interrogators lockout transponder on II = 0 for supplementary acquisition.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: 2.1.9.3**	2.1.9.3 II/SI code operation	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: 2.1.9.3.1**	2.1.9.3.1 Mode S ground station using an SI code shall:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: NOTE 1.—**	Note 1.— *A table of matching II/SI codes can be found in Doc 9924, Appendix H.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: NOTE 2**	*Note 2. — Mode S II/SI capable transponders support both II and SI codes. Only locking out Mode S II/SI capable transponders means the legacy Mode S II-only transponders are not in a lockout condition and can be acquired by other Mode S ground stations using the matching II code. The suppression of lockout for Mode S II-only transponder is only used when there is overlapping coverage with a ground station using a matching II or SI code, as it is important to use lockout to reduce RF transmissions.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 19 **Ref: 2.1.9.3.2**	2.1.9.3.2 Recommendation. — *Mode S II/SI capable interrogator using an II code should be configurable to only lockout Mode S II/SI capable transponders.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: NOTE 1**	Note 1. — *This mode of operation is used when matching SI codes are used by overlapping interrogators.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: NOTE 2**	Note 2. — *A matching SI code is an SI code whose binary format in the IC field is the same as the binary format in the IC field of the II code. Each Mode S II code has four "matching" SI codes. A table of matching II/SI codes can be found in Doc 9924, Appendix H.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: NOTE 3**	Note 3. — *This recommendation is to make possible the assignment of matching II codes to Mode S interrogators in areas in which not all transponders are SI code capable and where a matching SI code is assigned.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 19 **Ref: NOTE 4**	Note 4. — *This recommendation is not necessary if a monitoring programme has demonstrated that all transponders are SI code capable or if SI codes do not need to be used in the ICAO Region. More information on the use of this capability to make possible the assignment of SI codes can be found in Doc 9924, Appendix J.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Operation of controls

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 20	*Note.— Information on the monitoring of the operational state of the transponder is provided in* RTCA DO-181 ~~E~~F, Minimum Operational Performance Standards for Air Traffic Control Radar Beacon System/ Mode Select (ATCRBS/Mode S) Airborne Equipment, *and in* EUROCAE ED-~~73E~~73F, Minimum Operational Performance Standards (MOPS) ~~Specification~~ for Secondary Surveillance Radar Mode S Transponders.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 20 **Ref: 2.3**	2.3 Interference Tolerance Criterion	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 20 **Ref: 2.3.1**	2.3.1 Aeronautical surveillance and collision avoidance system receivers defined in this volume utilizing the 1 030 and/or 1 090 MHz channels shall be able to meet their performance requirements under an average interference power to average noise power level ratio of no more than minus 10 dB.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 20 **Ref: NOTE 1.—**	*Note 1.— Interference levels above this level may be harmful to the intended operation of the systems in this volume. This would apply to the combination of all non-pulsed interference sources present. Pulsed interference sources or sources with less than 100 per cent operational duty cycle need to be evaluated on a case-by-case basis. Compatibility between standardized systems in this Annex may be evaluated on a case-by-case basis, and interference mitigations may be used which are only available to standardized systems in this Annex.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 20 **Ref: NOTE 2.—**	*Note 2.— The interference can be treated as additive noise such that interference 10 dB below a receiver's baseline noise floor generates 0.4 dB of additive noise.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 20 **Ref: NOTE 3.—**	*Note 3.— Additional information on application of this interference tolerance criterion and means of compliance can be found in Doc 9924.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: SECONDARY SURVEILLANCE RADAR (SSR) SYSTEM CHARACTERISTICS

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 21 **Ref: NOTE 1.—**	*Note 1.— Section 3.1.1 prescribes the technical characteristics of SSR ~~systems having only~~ Mode A and Mode C capabilities. Section 3.1.2 prescribes the characteristics of ~~systems with~~ Mode S capabilities. Table 3-11 provides a summary of the interrogation signal details. Chapter 5 prescribes additional requirements on Mode S extended squitters.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Systems having only Mode A and Mode C capabilities

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 21 **Ref: 3.1.1**	~~Systems having only~~ Mode A and Mode C capabilities	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 21 **Ref: 3.1.1.2.2**	The frequency tolerance shall be plus or minus ~~3~~ 1 MHz.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22	*Note. — The paragraphs herein describe the signals-in-space at the antenna(s) of the interrogator. Table 3-11 provides a summary of the interrogation signal details.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22 **Ref: 3.1.1.4.3**	The interval between P_1 and P_3 shall determine the mode of interrogation and shall be as follows: Mode A 8 ±0.~~2~~ 18 microseconds	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22	Mode C 21 ±0.~~2~~ 18 microseconds	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22 **Ref: 3.1.1.4.4**	The interval between P_1 and P_2 shall be 2.0 plus or minus 0.1~~5~~ microsecond~~s~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22 **Ref: 3.1.1.4.5**	The duration of pulses P_1, P_2 and P_3 shall be 0.8 plus or minus 0.~~1~~ 09 microsecond.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22	The radiated amplitude of P_2 ~~at the antenna of the transponder~~ shall be:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: 3.1.1.5.1			
Page: 22 **Ref: 3.1.1.5.2**	Within the desired beam width of the directional interrogation (main lobe), the radiated amplitude of *P*3 shall comply with 3.1.1.5.2.1 or 3.1.1.5.2.2~~be within 1 dB of the radiated amplitude of *P*1~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 22 **Ref: 3.1.1.5.2.1**	3.1.1.5.2.1 For interrogator commissioned before 1 January 2030, the radiated amplitude of *P*3 shall be within 1 dB of the radiated amplitude of *P*1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 23 **Ref: 3.1.1.5.2.2**	3.1.1.5.2.2 For interrogator commissioned on or after 1 January 2030, the radiated amplitude of *P*3 shall be within 0.5 dB of the radiated amplitude of *P*1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 23 **Ref: 3.1.1.5.3**	3.1.1.5.3 One or two control pulses (*P*2 alone, or *P*1 and *P*2) shall be transmitted using a separate antenna pattern to suppress responses from aircraft in the side lobes of the interrogator antenna.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 23	*Note.— When using control pulses* P1 *and* P2*, separate RF paths are used for the interrogation* P1 *pulse and the control* P1 *pulse. The pulse characteristics and timing for both* P1 *pulses are given in 3.1.1.4. Further details on the use of control pulses can be found in Doc 9924.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 24	*Note.—The paragraphs herein describe the signals-in-space at the antenna(s) of the transponder.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: 3.1.1.7**	TECHNICAL CHARACTERISTICS OF TRANSPONDERS ~~WITH~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 25	MODE A AND MODE C CAPABILITIES ~~ONLY~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: a)**	the received amplitude of *P*3 is within plus or minus ~~in excess of a level~~ 1 dB of ~~below the received amplitude of *P*1 but no greater than 3 dB above~~ the received amplitude of *P*1;	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: c)**	the received amplitude of a proper interrogation is more than 10 dB above the received amplitude of random pulses where the latter are not recognized by the transponder as *P*1, *P*2 or *P*3;	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: d)**	the interval between P1 and P3 is 8 plus or minus 0.2 microsecond (Mode A), or 21 plus or minus 0.2 microsecond (Mode C); and	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: e)**	the duration of *P*1 and *P*3 is 0.8 plus or minus 0.1 microsecond.~~-~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: 3.1.1.7.3**	*Dead time.* ~~After recognition of a proper interrogation, the transponder shall not reply to any other interrogation, at least for the duration of the reply pulse train. This dead time shall end no later than 125 microseconds after the transmission of the last reply pulse of the group~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: 3.1.1.7.3.1**	For all transponders, the time interval beginning at the end of a reply transmission and ending when the receiver has regained sensitivity to within 3 dB of MTL (dead time) shall not exceed 125 microseconds.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 25 **Ref: 3.1.1.7.3.2**	For transponders with improved dead time, the time interval beginning at the end of a reply transmission and ending when the receiver has regained	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	sensitivity to within 3 dB of MTL (dead time) shall not exceed 20 microseconds.		
Page: 27 **Ref: b)**	the amplitude of these signals is nominally ~~71~~ 73 dB below 1 mW, with limits between 69 dB and 77 dB below 1 mW.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 27 **Ref: 3.1.1.7.6**	*Pulse duration discrimination.* Signals of received amplitude between minimum triggering level and ~~–45 dBm6 dB above this level~~, and consisting of *P*1 and/or *P*3 with ~~of~~ a duration less than 0.3 microsecond, shall not cause the transponder to initiate reply or suppression action more than 10 per cent of the ~~.~~time. With the exception of single pulses with amplitude variations approximating an interrogation, any single pulse of a duration more than 1.5 microseconds shall not cause the transponder to initiate reply or suppression action more than 10 per cent of the time. over the signal amplitude range of minimum triggering level (MTL) to 50 dB above that level.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8**	*SPURIOUS EMISSIONS AND SPURIOUS RESPONSES*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.1**	*Equipment random triggering rate.* In the absence of valid interrogation signals, transponders shall not generate more than 5 unwanted Mode A or Mode C replies per second as integrated over an interval of at least 30 seconds.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.2**	*Installed ~~R~~random triggering rate.* In the absence of valid interrogation signals, ~~Mode A/C~~ transponders shall not generate more than 30 unwanted Mode A or Mode C replies per second as integrated over an interval ~~equivalent to~~ at least ~~300 random triggers, or~~ 30 seconds~~, whichever is less~~. This installed random triggering rate shall not be exceeded when all	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	possible interfering equipments installed in the same aircraft are operating at maximum interference levels.		
Page: 28 **Ref: 3.1.1.7.8.3**	*Random triggering rate in the presence of low-level in-band continuous wave (CW) interference.* The total random trigger rate on all Mode A and/or Mode C replies shall not be greater than 10 reply pulse groups or suppressions per second, averaged over a period of 30 seconds, when operated in the presence of non-coherent CW interference at a frequency of 1 030 ±0.2 MHz and a signal level of –60 dBm or less.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.4**	SPURIOUS RADIATION	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.4.1**	Recommendation.— *CW radiation should not exceed 70 dB below 1 W for the transponder*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.5**	*SPURIOUS RESPONSES.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.5.1**	3.1.1.7.8.5.1 Recommendation.— *The response to signals not within the receiver pass band should be at least 60 dB below normal sensitivity.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: 3.1.1.7.8.5.2**	3.1.1.7.8.5.2 For transponders with spurious Mode A/C reply protection capability, the spurious Mode A/C reply ratio resulting from low-level Mode S interrogations shall be no more than:	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 28 **Ref: NOTE 1.—**	*Note 1.— For transponders that reply to Mode A/C/S all-call interrogations, failure to detect a low-level Mode S interrogation can also result in the transponder decoding a three-pulse Mode A/C/S all-call interrogation. This*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	would result in the transponder responding with a Mode S all-call (DF = 11) reply. The above requirement will also control these DF = 11 replies since it places a limit on the probability of failing to correctly detect the Mode S interrogation.		
Page: 28 **Ref: NOTE 2.—**	*Note 2.— More information about issuing a type certificate for aircraft and separate design approval can be found in the* Airworthiness Manual *(Doc 9760).*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 29 **Ref: 3.1.1.7.9.2**	*Reply rate limit control.* To protect the system from the effects of transponder over-interrogation by preventing response to weaker signals when a predetermined reply rate has been reached, a sensitivity reduction type reply limit control shall be incorporated in the equipment. The limit ~~range of this control~~ shall be set ~~permit adjustment, as a minimum, to any value~~ between 500 and 2 000 Mode A/C replies per second, ~~or to the maximum reply rate capability if less than 2 000 replies per second,~~ without regard to the number of pulses in each reply. Sensitivity reduction in excess of 3 dB shall not take effect until 90 per cent of the selected value is exceeded. ~~Sensitivity reduction shall be at least 30 dB for rates in excess of 150 per cent of the selected value.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 30 **Ref: 3**	3 dB and 50 dB above minimum triggering level. Delay variations between Mode A and Mode C ~~modes on which the transponder is capable of replying~~ shall not exceed 0.2 microsecond.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 30 **Ref: 3.1.1.7.12.1.1**	The Mode A code shall be ~~manually~~ selected from the 4 096 codes available.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 30 **Ref: 3.1.1.7.13**	*Transmission of the special position identification (SPI) pulse.* When required, this pulse shall be transmitted with Mode A replies, as specified in 3.1.1.6.3, for a period of between 18 plus or minus 1 ~~15 and 30~~ second~~s~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.14.2**	Recommendation.— *The vertical radiation pattern should be nominally equivalent to that of a quarter- wave monopole on a ground plane.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.15**	*Simultaneous Signals.* If a *P*1 – *P*2 suppression pair and a Mode A or Mode C interrogation are recognized simultaneously, the transponder shall be suppressed. An interrogation shall not be recognized as Mode A or Mode C if the transponder is in suppression (3.1.1.7.4). If a Mode A and a Mode C interrogation are recognized simultaneously, the transponder shall complete the transaction cycle as if only a Mode C interrogation had been recognized.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.16**	*Reply ratio in the presence of low-level in-band CW interference.* In the presence of non-coherent CW interference at a frequency of 1 030 ±0.2 MHz at signal levels of 20 dB or more below the desired Mode A/C interrogation signal level, the transponder shall reply correctly to at least 90 per cent of the interrogations.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.17**	Unwanted Output Power	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.17.1**	*Inactive state transponder output power.* When the transponder is in the inactive state, (refer to Figure 3-11), the peak power at 1 090 MHz plus or minus 3 MHz at the antenna end of the transmission line of the transponder, shall not exceed –50 dBm.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 31 **Ref: NOTE 2.—**	*Note 2.— Transponders with Mode S capability and installed with an ACAS unit have stricter requirements defined in 3.1.2.10.2.1.1.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.17.2**	*Active state transponder output power.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: NOTE 2.—**	*Note 2.— The presence of a signal at a level of 50 dB or more below the peak power may not be measurable within the first 0.5 microsecond following the transmission of a pulse because of the allowed decay time. It is possible that a signal transmitted 50 dB below the peak pulse power can still affect high sensitivity receivers when transmitted in close range. More information is available in Doc 9924.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: NOTE 3.—**	*Note 3.— Information on how to verify unwanted output power can be found in RTCA/DO-181F or EUROCAE/ED-73F.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.18**	3.1.1.7.18 *Transponder antenna system and diversity operation.* Transponders equipped for diversity operation shall have two RF ports for operation with two antennas, one antenna on the top and the other on the bottom of the aircraft's fuselage. The received signal from one of the antennas shall be selected for acceptance and the reply shall be transmitted from the selected antenna only.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 31 **Ref: 3.1.1.7.18.1**	3.1.1.7.18.1 *Radiation pattern.* The radiation pattern of antennas when installed on an aircraft shall be nominally equivalent to that of a quarter-wave monopole on a ground plane.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 32	*Note.— Transponder antennas designed to increase gain at the expense of vertical beamwidth are undesirable because of their poor performance during turns.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32 **Ref: 3.1.1.7.18.2**	3.1.1.7.18.2 *Antenna location.* The top and bottom antennas shall be mounted as near as possible to the centre line of the fuselage. Antennas shall be located so as to minimize obstruction to their fields in the horizontal plane.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32 **Ref: 3.1.1.7.18.2.1**	3.1.1.7.18.2.1 Recommendation.— *The horizontal distance between the top and bottom antennas should not be greater than 7.6 m (25 ft).*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32	*Note.— This recommendation is intended to support the operation of any diversity transponder (including cables) with any diversity antenna installation and still satisfy the requirement of 3.1.2.10.4.5.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32 **Ref: 3.1.1.7.18.3**	3.1.1.7.18.3 *Antenna selection.* Transponders equipped for diversity operation shall have the capability to evaluate a pulse sequence simultaneously received on both antenna channels to determine individually for each channel if the *P*1 pulse and the *P*3 pulse of a Mode A or Mode C interrogation meet the requirements for Mode A and Mode C interrogations as defined in 3.1.1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32 **Ref: 3.1.1.7.18.3.1**	3.1.1.7.18.3.1 If the two channels simultaneously receive a *P*1 – *P*3 pulse pair that meets the requirements for a Mode A or Mode C interrogation, the antenna at which the signal strength is greater shall be selected for the transmission of the reply.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32	3.1.1.7.18.3.2 If only one channel receives a pulse pair that meets the requirements for an interrogation, or if only one channel accepts an	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: 3.1.1.7.18.3.2	interrogation, the antenna associated with that channel shall be selected regardless of received signal strength.		
Page: 32 **Ref: 3.1.1.7.18.3.3**	3.1.1.7.18.3.3 *Selection threshold.* If antenna selection is based on signal level, it shall be carried out at all signal levels between MTL and –21 dBm.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32	*Note.— Either antenna may be selected if the difference in signal level is less than 3 dB.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 32 **Ref: 3.1.1.7.18.3.4**	3.1.1.7.18.3.4 *Received signal delay tolerance.* If an interrogation is received at one antenna 0.125 microsecond or less in advance of reception at the other antenna, the interrogations shall be considered to be simultaneous interrogations, and the above antenna selection criteria applied. If an accepted interrogation is received at either antenna 0.375 microsecond or more in advance of reception at the other antenna, the antenna selected for the reply shall be that which received the earlier interrogation. If the relative time of receipt is between 0.125 and 0.375 microsecond, the transponder shall select the antenna for reply either on the basis of the simultaneous interrogation criteria or on the basis of the earlier time of arrival.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33 **Ref: 3.1.1.8**	TECHNICAL CHARACTERISTICS OF GROUND INTERROGATORS ~~WITH~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33	MODE A AND MODE C CAPABILITIES ~~ONLY~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 33 **Ref: 3.1.1.8.2**	*RADIATED POWER*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33 **Ref: 3.1.1.8.2.2**	*Inactive-state interrogator output power.* For interrogator commissioned on or after 1 January 2030, when the interrogator is not transmitting an interrogation, its output shall not exceed –5 dBm effective radiated power at any frequency between 960 MHz and 1 215 MHz.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33	*Note.— This constraint ensures that aircraft flying near the interrogator (as close as 1.85 km (1 NM)) will not receive interference that would prevent them from being tracked by another interrogator. In certain instances, even smaller interrogator-to-aircraft distances are of significance, for example, if Mode S surveillance on the airport surface is used. In such cases, a further restraint on inactive state interrogator output power may be necessary.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33 **Ref: Recommendation**	~~Recommendation.— *In order to minimize system interference the effective radiated power of interrogators should be reduced to the lowest value consistent with the operationally required range of each individual interrogator site.*~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33 **Ref: 3.1.1.8.3**	3.1.1.8.3 Recommendation.— *When Mode C information is to be used from aircraft flying below transition levels, the altimeter pressure reference datum should be taken into account.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33 **Ref: 3.1.1.8.3**	INTERROGATOR RADIATED FIELD PATTERN	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33	3.1.1.1.13.1.1.1.2 *Note. — This Recommendation is to reduce transponder occupancy. More information can be found in Doc 9924, Appendices D and M.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 33 **Ref: 3.1.1.8.5**	~~*3.1.1.1.2*~~*3.1.1.1.3* INTERROGATOR MONITOR	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 33 **Ref: 3.1.1.8.5.1**	~~3.1.1.1.3~~3.1.1.1.4 The range and azimuth accuracy of the ground interrogator shall be monitored at sufficiently frequent intervals to ensure system integrity.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 34 **Ref: 3.1.1.8.5.2**	~~3.1.1.1.4~~3.1.1.1.5 Recommendation.— *In addition to range and azimuth monitoring, provision should be made to monitor continuously the other critical parameters of the ground interrogator for any degradation of performance exceeding the allowable system tolerances and to provide an indication of any such occurrence.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35 **Ref: 3.1.1.8.6**	~~3.1.1.1.5~~3.1.1.1.6 SPURIOUS EMISSIONS AND SPURIOUS RESPONSES	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35 **Ref: 3.1.1.8.6.1**	~~3.1.1.1.6~~3.1.1.1.7 *SPURIOUS RADIATION*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35 **Ref: Recommendation**	~~*3.1.1.1.7*~~*3.1.1.1.8* Recommendation.— *CW radiation should not exceed 76 dB below 1 W for the interrogator* ~~*and 70 dB below 1 W for the transponder*~~*.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35 **Ref: 3.1.1.1.1**	~~3.1.1.1.8~~3.1.1.1.9 ~~*SPURIOUS RESPONSES*~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Systems having Mode S and intermode capabilities

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 35 **Ref: 3.1.2**	~~Systems having~~ Mode S and intermode capabilities	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35 **Ref: 3.1.2.1**	*Interrogation signals-in-space characteristics.* The paragraphs herein describe the signals-in-space ~~as they can be expected to appear~~ at the antenna(s) of the interrogator~~transponder~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35	~~*Note.— Because signals can be corrupted in propagation, certain interrogation pulse duration, pulse spacing and pulse amplitude tolerances are more stringent for interrogators as described in 3.1.2.11.4.*~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 35 **Ref: 3.1.2.1.5**	and Tables 3-1, ~~3-2,~~ 3-3, and 3-4, as summarized in Table 3-~~.~~11.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 36 **Ref: 3.1.2.1.5.1.1**	*Mode A/C/S all-call interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 36 **Ref: NOTE**	*Note -* This interrogation ~~shall~~ consists of three pulses: *P*1, *P*3, and the long *P*4 as shown in Figure 3-3. ~~One or two control pulses (*P*2 alone, or *P*1 and *P*2) shall be transmitted using a separate antenna pattern to suppress responses from aircraft in the side lobes of the interrogator antenna.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 36	~~*Note.— The Mode A/C/S all-call interrogation elicits a Mode A or Mode C reply (depending on the P1-P3 pulse spacing) from a Mode A/C transponder because it does not recognize the P4 pulse. A Mode S transponder*~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	~~*recognizes the long P4 pulse and responds with a Mode S reply. This interrogation was originally planned for use by isolated or clustered interrogators. Lockout for this interrogation was based on the use of II equals 0. The development of the Mode S subnetwork now dictates the use of a non-zero II code for communication purposes. For this reason, II equals 0 has been reserved for use in support of a form of Mode S acquisition that uses stochastic/lockout override (3.1.2.5.2.1.4 and 3.1.2.5.2.1.5). The Mode A/C/S all-call cannot be used with full Mode S operation since II equals 0 can only be locked out for short time periods (3.1.2.5.2.1.5.2.1). This interrogation cannot be used with stochastic/lockout override, since probability of reply cannot be specified.*~~		
Page: 36 **Ref: 3.1.2.1.5.1.2**	*Mode A/C-only all-call interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 36 **Ref: NOTE 1**	*Note 1 -* This interrogation *is defined as* ~~shall~~ b *P1, P3, and a short P4 as shown in Figure 3-3*~~e identical to that of the Mode A/C/S all-call interrogation except that the short P4 pulse shall be used~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 37 **Ref: NOTE 2.—**	*Note 2.— The Mode A/C-only all-call interrogation elicits a Mode A or Mode C reply from a Mode A/C transponder. A Mode S transponder recognizes the short P4 pulse and does not reply to this interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 38 **Ref: 3.1.2.1.5.1.2.1**	*Pulse intervals.* The pulse intervals between P_1~~, P_2~~ and P_3 shall be as defined in 3.1.1.4.3~~ and 3.1.1.4.4~~. The pulse interval between P_3 and P_4 shall be 2 plus or minus 0.~~05~~ 04 microsecond.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 38 **Ref: 3.1.2.1.5.1.2.2**	*Pulse amplitudes.* Relative amplitudes between pulses $P1$, ~~$P2$~~ and $P3$ shall be in accordance with 3.1.1.5. The amplitude of $P4$ shall be within –0.5/+2.5 ~~1~~ dB of the amplitude of $P3$.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 38 **Ref: 3.1.2.1.5.1.2.3**	*Sidelobe suppression.* The pulse interval between $P1$ and $P2$ shall be 2 plus or minus 0.04 microsecond. Amplitude of $P2$ shall be in accordance with 3.1.1.5.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 38 **Ref: 3.1.2.1.5.2**	*Mode S interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 38 **Ref: NOTE 1**	*Note 1 -* The Mode S interrogation ~~shall~~ consists *of a* ~~of~~*minimum of* three pulses: $P1$, $P2$ and $P6$ as shown in Figure 3-4.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 38 **Ref: NOTE 2.—**	*Note 2.— P6 is preceded by a P1 – P2 pair which suppresses replies from Mode A/C transponders to avoid synchronous garble due to random triggering by the Mode S interrogation. The sync phase reversal within P6 is the timing mark for demodulation of a series of time intervals (chips) of 0.25 microsecond duration. This series of chips starts 0.5 microsecond after the sync phase reversal and ends 0.5 microsecond before the trailing edge of P6. A phase reversal may or may not precede each chip to encode its binary information value.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 40 **Ref: 3.1.2.2.1**	*Reply carrier frequency.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 40 **Ref: 3.1.2.2.1.1**	*Standard pulse position modulation (PPM) reply carrier frequency.* The carrier frequency of all standard Mode S PPM replies (downlink	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	transmissions) ~~from transponders with Mode S capabilities~~ shall be 1 090 plus or minus 1 MHz.		
Page: 40 **Ref: 3.1.2.2.1.2**	*Phase overlay reply frequency.* The carrier frequency of all phase overlay reply transmissions as defined in 3.1.2.3.1.2.2 shall be 1 090 MHz plus or minus 25 KHz.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 40 **Ref: 3.1.2.2.5.2**	*Pulse amplitudes.* The pulse amplitude variation between one pulse and any other pulse in a Mode S reply shall not exceed 2 dB.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 40 **Ref: 3.1.2.2.6**	*Reply phase overlay characteristics*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 40 **Ref: 3.1.2.2.6.1**	*Reply phase overlay modulation type*. The phase modulation reply transmission defined in 3.1.2.3.1.2.2 shall use 8 phase-shift keying (PSK) phase states to transmit 3-bits associated with a single phase state for each PPM data bit and in each of the four preamble pulses.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.2.6.2**	*Phase error tolerance*. The phase error of transmitted phase information shall be within 3.0 degrees root-mean-square (RMS) and 12.2 degrees peak for the duration of any 0.5 microsecond PPM reply pulse, excluding the leading and trailing edges of the pulse. When a one-microsecond pulse is transmitted as a result of a PPM ZERO data bit in the second half of one PPM bit interval followed by a PPM ONE bit in the first half of the next interval, the phase error for the phase information for each of the 2-phase states shall be within 3.0 degrees RMS and 12.2 degrees peak, except during the phase transition interval when a phase change is required between the 2-phase states, and the leading and trailing edges of the one-microsecond pulse. The phase error tolerance is in addition to the average	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	frequency tolerance specified in 3.1.2.2.1.2, including the phase drift tolerance specified in 3.1.2.2.6.4.		
Page: 41	*Note.— During transmitter pulse turn-on and turn-off, the phase of the transmitted signal is typically not stable until the final RF output power is reached at the top portion of the pulse. The phase overlay reception algorithm does not rely on a constant phase during the transient portions of the pulse.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.2.6.3**	*Phase modulation during the phase transition interval*. For a 1.0 microsecond pulse which is formed by a PPM ZERO data bit followed by a PPM ONE data bit, the phase transition interval in which the phase is allowed to change between states shall be less than the 400-nanosecond intervals commencing 200 nanoseconds prior to the PPM bit interval transition at the centre of the 1.0 microsecond pulse.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: NOTE 2.—**	*Note 2.— The worst case for spectral growth is when the phase overlay frequency shifts are 180 degrees between symbols in 1 microsecond wide PPM data pulses as shown in Figure 3-9. To meet the spectrum requirement in 3.1.2.2.2, one method of reducing spectral growth in this case is to ensure the 180-degree phase transition is linear.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.2.6.4**	*Phase drift*. The peak phase drift due to transmitter frequency drift shall be within ±43 degrees for the entire message duration. The phase drift tolerance is in addition to the average frequency tolerance specified in 3.1.2.2.1.2.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.2.6.5**	*Reply spectrum*. The reply spectrum defined in 3.1.2.2.2 shall be met when phase overlay transmissions are active.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 41 **Ref: 3.1.2.3.1.2**	*Reply data.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.3.1.2.1**	Standard PPM ~~The~~data. The reply data block shall consist of 56 or 112 data bits formed by binary pulse position modulation encoding of the reply data as described in 3.1.2.2.5.1.2. A pulse transmitted in the first half of the interval shall represent a binary ONE whereas a pulse transmitted in the second half shall represent a binary ZERO.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.3.1.2.2**	Phase overlay modulated data. For phase overlay modulated signals, the PPM reply data shall additionally contain 8PSK modulated data within the bit interval containing the pulse, either the first half or the second half of the interval as per 3.1.2.3.1.2.1.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.3.1.2.2.1**	3.1.2.3.1.2.2.1 *Phase overlay data definition.* In addition to the binary ONE or binary ZERO represented by PPM, each data interval shall consist of three additional bit values representing the phase modulated reply data as determined by the encoded phase of the pulse in the bit interval as shown in Table 3-7.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 41 **Ref: 3.1.2.3.1.2.2.2**	3.1.2.3.1.2.2.2 S*ync phase reference pulses.* The reference sync phase shall be encoded in the four preamble pulses and the data pulses of the first four PPM data bits by maintaining constant phase for these pulses.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 43 **Ref: 3.1.2.3.2.1.4**	*PI: Parity/interrogator identifier.* This 24-bit (33-56) or (89-112) downlink field shall have parity overlaid on the interrogator's identity code according to 3.1.2.3.3.2 and shall appear in the Mode S all-call reply, DF = 11 and in the extended squitter, DF = 17 or DF = 18. If the reply is made in response to a ~~Mode A/C/S all-call~~, a Mode S-only all- call with CL field (3.1.2.5.2.1.3) and	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	IC field (3.1.2.5.2.1.2) equal to 0, or is an acquisition or an extended squitter (3.1 .2.8.5, 3.1.2.8.6 or 3.1.2.8.7), the II and the SI codes shall be 0.		
Page: 44 **Ref: 3.1.2.3.2.4.1**	Recommendation.— *Through investigation and validation, States should ensure that military applications do not unduly affect the existing 1 030/1 090 MHz civil aviation operations environment.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 44 **Ref: 3.1.2.3.2.5**	Phase overlay reply data formats. An overview of the transmitted phase overlay data message structure is shown in Figure 3-10.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 44 **Ref: 3.1.2.3.2.5.3.1**	3.1.2.3.2.5.3.1 *Reed-Solomon*. When transmitting phase overlay message types 1-6 (RS Message Type Block), the transmitted phase overlay shall use a Reed Solomon RS (54, 34) code with 6-bit symbols where two adjacent phase states (two adjacent PPM pulse data bits) are used as one 6-bit symbol (3 phase bits per 1 PPM bit). The RS (54, 34) code is shortened from a 63 symbol (2N-1) code. The first nine 6-bit symbols of the 63 symbol code that is used for the RS (54, 34) code shall have all bits set to zero. The Reed -Solomon shall use a generator polynomial start value of 1 to compute the parity error correction value. The Reed Solomon shall use a field polynomial of $x^6 + x + 1$.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 44	*Note.— Example of Reed-Solomon encodings are shown in Doc 9924.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 44 **Ref: 3.1.2.3.2.5.3.2**	3.1.2.3.2.5.3.2 *Low Density Parity Code (LDPC)*. When transmitting phase overlay message types 7-12 (LDPC Message Type Block), the transmitted phase overlay parity data shall be established by a cyclic LDPC (54, 34) code with 6 blocks of binary data as shown in Table 3-13, with each block of 54 bits input to the LDPC parity check matrix independently, and after encoding the parity of each block, the message and parity bits are	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	assembled back in order. The LDPC encoder shall use a field polynomial of $x^{20} + x^{18} + x^{11} + x^9 + x^2 + 1$.		
Page: 45	*Note.— The parity check matrix is presented in Doc 9924.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 47 **Ref: 3.1.2.4.1.1.1**	*Mode A and Mode C interrogation recognition.* A Mode A or Mode C interrogation shall be recognized when a $P1$ – $P3$ pulse pair meeting the requirements of 3.1.1.4 has been received, and the leading edge of a $P4$ pulse with an amplitude that is greater than a level 6 dB below the amplitude of $P3$ is not received within the interval from 1.~~7~~ 3 to 2.~~3~~ 7 microseconds following the leading edge of $P3$.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 47	~~If a $P1$ – $P2$ suppression pair and a Mode A or Mode C interrogation are recognized simultaneously, the transponder shall be suppressed. An interrogation shall not be recognized as Mode A or Mode C if the transponder is in suppression (3.1.2.4.2). If a Mode A and a Mode C interrogation are recognized simultaneously the transponder shall complete the transaction cycle as if only a Mode C interrogation had been recognized.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 47 **Ref: 3.1.2.4.1.1.2**	*Intermode interrogation recognition.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 47 **Ref: 3.1.2.4.1.1.2.1**	A Mode A/C-only all-call ~~An intermode~~ interrogation shall be recognized when the requirements of 3.1.1.7.1 are met, with a $P4$ pulse being of any duration greater than 0.7 microsecond and occurring 2 ± 0.1 microsecond from $P3$. ~~a $P1$ – $P3$ – $P4$ pulse triplet meeting the requirements of 3.1.2.1.5.1 is received.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 47 **Ref: 3.1.2.4.1.1.2.2**	A Mode A/C-only all-call interrogation shall be recognized if the received power of *P*4 is above *P*3 minus 1 dB at any signal level of *P*1 – *P*3 from MTL+1 dB to –21 dBm.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 48 **Ref: d)**	the transponder is in suppression (3.1.2.4.2); or	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 48 **Ref: e)**	the pulse interval between *P*1 and *P*3 differs from the nominal spacing by 1.0 microsecond or more; or	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 48 **Ref: f)**	~~.~~ the pulse duration of *P*4 is less than 0.3 microsecond.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 48	~~If a *P*1 – *P*2 suppression pair and a Mode A or Mode C intermode interrogation are recognized simultaneously the transponder shall be suppressed.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 49 **Ref: 3.1.2.4.1.1.1.1**	*Mode A/C/S all-call interrogation acceptance.* ~~A Mode A/C/S all-call interrogation shall be accepted if the trailing edge of *P*4 is received within 3.45 to 3.75 microseconds following the leading edge of *P*3 and no lockout condition (3.1.2.6.9) prevents acceptance. A Mode A/C/S all-call shall not be accepted if the trailing edge of *P*4 is received earlier than~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 49 **Ref: 3.1.2.4.1.2.2.1**	~~3.3 or later than 4.2 microseconds following the leading edge of *P*3, or if a lockout condition (3.1.2.6.9) prevents acceptance~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 49	*Note. — Mode A/C/S all-call interrogations are no longer useable. If a transponder receives a Mode A/C/S all-call interrogation, it will be recognized as a Mode A/C-only all-call interrogation.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 49	~~*Note.— The technical condition for non-acceptance of a Mode A/C-only all-call is given in the preceding paragraph by the requirement for rejecting an intermode interrogation with a P4 pulse having a trailing edge following the leading edge of P3 by less than 3.3 microseconds*~~.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 51	~~*Mode A and Mode C replies.* A Mode A (Mode C) reply shall be transmitted as specified in 3.1.1.6 when a Mode A (Mode C) interrogation has been accepted.~~	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 51 **Ref: 3.1.2.4.1.3.1**	*Replies to intermode interrogations.*	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 51 **Ref: 3.1.2.4.1.3.2**	*Replies to Mode S interrogations.* The information content of a Mode S reply shall reflect the conditions existing in the transponder after completion of all processing of the interrogation eliciting that reply. The correspondence between uplink and downlink formats shall be as summarized in Table 3-5.	01/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52 **Ref: 3.1.2.4.2.1**	*Effects of suppression.* A Mode S-capable transponder in suppression (3.1.1.7.4) shall not recognize Mode A, Mode C or intermode interrogations if either the P_1 pulse alone or both the P_1 and P_3 pulses of the interrogation are received during the suppression interval. Suppression shall not affect the recognition of, acceptance of, or replies to Mode S interrogations.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52	*Note.— The transponder may optionally initiate suppression from a P3 – P4 pulse pair of a Mode A/C-only all-call interrogation according to the criteria*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	of recognition of an intermode interrogation in 3.1.2.4.1.1.2. If ~~T~~the P3 – P4 *pair of the Mode A/C-only all-call interrogation both prevents a reply and initiates suppression. Likewise, the* P1 – P2 *preamble of a Mode S interrogation initiates suppression independently of the waveform that follows it.*		
Page: 52 **Ref: 3.1.2.4.1.1**	~~Suppression in presence of *S1* pulse shall be as defined in 3.1.1.7.4.3.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52 **Ref: 3.1.2.4.3**	3.1.2.4.3 Declaration of aircraft status	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52	*Note.— Certain fields in downlink format (DF) 4, 5, 11, 17, 20 and 21 messages are based on whether the aircraft is determined, by the transponder, to be on-the-ground or airborne. Transponders determine and express whether the aircraft is on-the-ground or airborne using multiple approaches. Level 2 and above transponders report a declared air/ground status via the capability (CA) field (see 3.1.2.5.2.2.1). All transponders report an effective air/ground state via the vertical status (VS) field (see 3.1.2.8.2.1). The effective air/ground state is also reflected in the flight status (FS) field (see 3.1.2.6.5.1).*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52 **Ref: 3.1.2.4.3.1**	3.1.2.4.3.1 *Declared air/ground status determination.* Declared air/ground status shall be restricted to “on-the-ground”, “airborne” or “unknown”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52 **Ref: 3.1.2.4.3.1.1**	3.1.2.4.3.1.1 If an automatic means of determining the on-the-ground condition is available and indicates “on-the ground”, the declared air/ground status shall be “on-the-ground”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 52 **Ref: 3.1.2.4.3.1.2**	3.1.2.4.3.1.2 If an automatic means of determining the on-the-ground condition is available and does not indicate “on-the ground”, the declared air/ground status shall be “airborne”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52 **Ref: 3.1.2.4.3.1.3**	3.1.2.4.3.1.3 If an automatic means of determining the on-the-ground condition is unavailable, the declared air/ground status shall be “unknown”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 52	*Note.— The declared air/ground status may be set by air/ground data input (see 3.1.2.10.5.1.3) provided by an automatic means of determining the on-the-ground condition. Automatic means of determining the on-the-ground condition may include, for example, a weight on wheels switch, a strut switch or an airframe-specific air/ground algorithm output.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53 **Ref: 3.1.2.4.3.2.1**	3.1.2.4.3.2.1 If an automatic means of determining the on-the-ground condition is available and indicates “on-the-ground”, the declared air/ground status shall be changed to “airborne” if:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53	Ground Speed > Speed Threshold OR Airspeed > Speed Threshold OR Radio Altitude > 50 feet	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53	Where Speed Threshold is the lesser of 100 knots or the typical rotation speed of the aircraft (if available).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53 **Ref: NOTE 1.—**	*Note 1.— If an automatic means of determining the on-the-ground condition is not available or the declared air/ground status is “airborne”, no validation check is required.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53 **Ref: NOTE 2.—**	*Note 2.— Modern aircraft with integrated avionics suites commonly contain sophisticated algorithms for determining the declared air/ground status based on multiple aircraft sensors. These algorithms are customized to the*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	airframe and designed to overcome individual sensor failures. These algorithms are an acceptable means to determine the declared air/ground status and do not require the additional validation in this section.		
Page: 53 **Ref: 3.1.2.4.3.3**	3.1.2.4.3.3 *Effective air/ground state determination.* Effective air/ground state shall be restricted to "on-the-ground" or "airborne".	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53 **Ref: 3.1.2.4.3.3.1**	3.1.2.4.3.3.1 When the declared air/ground status is "airborne" or "unknown", the effective air/ground state shall be "airborne".	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53 **Ref: 3.1.2.4.3.3.2**	3.1.2.4.3.3.2 When the declared air/ground status is "on-the-ground", the effective air/ground state shall be "on-the-ground".	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 53	*Note.— ~~Intermode transactions permit the surveillance of Mode A/C-only aircraft and the acquisition of Mode S aircraft. The Mode A/C/S all-call interrogation allows Mode A/C-only and Mode S transponders to be interrogated by the same transmissions.~~ The Mode A/C-only all-call interrogation makes it possible to elicit replies only from Mode A/C transponders. In multisite scenarios, the interrogator must transmit its identifier code in the Mode S only all-call interrogation. Thus, a pair of Mode S-only and Mode A/C-only all-call interrogations are used. The intermode interrogations are defined in 3.1.2.1.5.1 and the corresponding interrogation-reply protocols are defined in 3.1.2.4.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 54 **Ref: 3.1.2.5.2.1.2.3**	*II: Interrogator identifier*. This 4-bit value shall define an interrogator identifier (II) code. These II codes shall be assigned to interrogators in the range from 0 to 15. ~~The II code value of 0 shall only be used for supplementary acquisition in conjunction with acquisition based on lockout override (3.1.2.5.2.1.4 and 3.1.2.5.2.1.5).~~ When multiple ~~two~~ II codes ~~ar~~are ~~e~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	assigned to one interrogator only, one II code shall be used for full data link purposes.		
Page: 56 **Ref: 3.1.2.4.1.1.1.1**	~~*Field content for a selectively addressed interrogation used by an interrogator without an assigned interrogator code*. An interrogator that has not been assigned with a unique discrete interrogator code and is authorized to transmit shall use the II code 0 to perform the selective interrogations. In this case, selectively addressed interrogations used in connection with acquisition using lockout override shall have interrogation field contents restricted as follows:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 56 **Ref: 3.1.2.5.2.1.5**	*Supplementary acquisition ~~using II equals 0~~*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 56 **Ref: NOTE 1.—**	*Note 1.— The acquisition technique defined in 3.1.2.5.2.1.4 provides rapid acquisition for most aircraft. Due to the probabilistic nature of acquiring aircraft with a reduced reply probability (3.1.2.5.2.1.4.1)~~the process~~, it may take many interrogations to acquire the last aircraft of a large set of aircraft in the same beam dwell and near the same range (termed a local garble zone). Acquisition performance is greatly improved for the acquisition of these aircraft through the use of limited selective lockout referred to here as supplementary acquisition~~using II equals 0~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 56 **Ref: NOTE 2.—**	*Note 2.— Supplementary acquisition consists of locking out acquired aircraft ~~to II=0~~ followed by acquisition by means of the Mode S-only all-call interrogation without lockout override~~with II=0~~. Only the aircraft not yet acquired and not yet locked-out will reply resulting in an easier acquisition. Additional guidance material can be found in Doc 9924.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 56 **Ref: 3.1.2.5.2.1.5.1.1**	Recommendation.— *When ~~II equals 0~~ lockout is used to supplement the acquisition method described in 3.1.2.5.2.1.4, all aircraft within the beam dwell of the aircraft being acquired should be commanded to lock out to II equals 0, not just those in the garble zone.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 56	*Note.— Lockout of all aircraft in the beam dwell will reduce the amount of all-call fruit replies generated to the ~~II equals 0~~ all-call interrogations.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 56 **Ref: 3.1.2.5.2.1.5.2.1**	Interrogators performing supplementary acquisition ~~using II equals 0~~ shall perform acquisition by transmitting a lockout command for no more than two consecutive scans to each of the aircraft already acquired in the beam dwell containing the garble zone and shall not repeat it before 48 seconds have elapsed.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 56	*Note.— Minimizing the lockout time reduces the probability of conflict with the acquisition activities of a neighbouring interrogator that is ~~also~~ using the same IC~~II equals 0 for supplementary acquisition~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58 **Ref: 3.1.2.5.2.1.5.2.2**	Recommendation.— *Mode S only all-call interrogations ~~with II=0~~ for the purpose of supplementary acquisition should take place ~~within a garble zone~~ over ~~no more than two consecutive scans or~~ a maximum of 18 seconds.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58 **Ref: 3.1.2.5.2.1.5.2.3**	*Interrogator without assigned interrogator code (IC).* An interrogator authorized to transmit that has not been assigned an IC and is unable to ensure that its lockout region will not overlap with the lockout region of another interrogator using the same IC, shall use II code 0 for supplementary acquisition.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 58	The reply to the Mode S-only all-call ~~or the Mode A/C/S all-call~~ interrogation shall be the Mode S all-call reply, downlink format 11. The format of this reply shall consist of these fields:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	Adopted/approved Effective Applicable: signifies Level 2 or above transponder and ability to set CA code 7 and a declared air/ground status of "on-the-ground" (see 3.1.2.8.6.7)~~on the ground~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	Adopted/approved Effective Applicable: signifies Level 2 or above transponder and ability to set CA code 7 and a declared air/ground status of "airborne" (see 3.1.2.8.6.7)~~airborne~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	Adopted/approved Effective Applicable: signifies Level 2 or above transponder and ability to set CA code 7 and a declared air/ground status of "unknown" (see 3.1.2.8.6.7)~~either airborne or~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	Adopted/approved Effective Applicable: signifies the DR field is not equal to 0 or the FS field equals 2, 3, 4 or 5~~, and either~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	Adopted/approved Effective Applicable: ~~airborne or on the ground~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	*Note.— Refer to 2.1.5.2.3 for the status of Level 1 transponders.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 58	~~When the conditions for CA code 7 are not satisfied, aircraft with Level 2 or above transponders:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 60 **Ref: NOTE 1.—**	*Note 1.— Following acquisition, a transponder is interrogated by discretely addressed interrogations as prescribed in 3.1.2.6 and~~,~~ 3.1.2.7 ~~and 3.1.2.8~~ and the all-call lockout protocol is used to inhibit replies to further all-call interrogations.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 62	*21:* Reserved~~TCS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 62	*24:* Reserved~~RCS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 62	*27:* Reserved~~SAS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 62	IIS, the 4-bit (17-20) interrogator identifier subfield shall contain ~~an assigned~~the identifier code of the interrogator (3.1.2.5.2.1.2.3).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 62	*Note.— The IIS is intended to match the II code used by the interrogator in the Mode S-only all-call interrogation (3.1.2.5.2.1). Interrogators that do not use Mode S-only all-call interrogations, all-call lockout protocol or multisite data link protocol can use any IC in the IIS fields of their selective interrogations without coordination with neighbouring systems. The use of coordinated values differentiates interrogations transmitted by the different systems operating in the same area and facilitates the understanding of their respective contribution to the 1 090 MHz environment.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 64	SD is not assigned. The SD field when DI = 2 was previously used to control the squitter format type and rate reported by the transponder through the deprecated type control subfield (TCS), rate control subfield (RCS), and	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	squitter antenna subfield (SAS) commands. ~~TCS, the 3-bit (21-23) type control subfield in SD shall control the extended squitter airborne and surface format types reported by the transponder and its response to Mode A/C, Mode A/C/S all-call and Mode S-only all-call interrogations. The following codes have been assigned:~~		
Page: 65	SIS, the 6-bit (17-22) surveillance identifier subfield in SD shall contain ~~an assigned~~the surveillance identifier code of the interrogator (3.1.2.5.2.1.2.4).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 65	*Note. — The SIS is intended to match the SI code used by the interrogator in the Mode S-only all-call interrogation (3.1.2.5.2.1). Interrogators that do not use Mode S-only all-call interrogations, all-call lockout protocol or multisite data link protocol can use any IC in the SIS fields of their selective interrogations without coordination with neighbouring systems. The use of coordinated values differentiates interrogations transmitted by the different systems operating in the same area and facilitates the understanding of their respective contribution to the 1 090 MHz environment.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 65 **Ref: 3.1.2.6.1.1.1**	~~*TCS subfield equal to one (1) in the SD field for extended squitters.* When the TCS subfield in the SD field is set equal to one (1), it shall signify the following:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66 **Ref: a)**	~~broadcast of acquisition squitters as per 3.1.2.8.5 using antenna as specified in 3.1.2.8.5.3 a);~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 67 **Ref: a)**	~~discontinue broadcast of the extended squitter airborne message formats; and~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 67 **Ref: 3.1.2.6.1.1.1**	~~*TCS subfield equal to two (2) in the SD field for extended squitters.* When the TCS subfield in the SD field is set equal to two (2), it shall signify the following:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~27:~~ signifies no alert and no SPI, vertical status (VS) indicates~~aircraft is~~ airborne	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~27:~~ signifies no alert and no SPI, VS indicates~~aircraft is~~ on the ground	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~27:~~ signifies alert, no SPI, VS indicates~~aircraft is~~ airborne	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~27:~~ signifies alert, no SPI, VS indicates ~~aircraft is~~ on the ground	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~27:~~ signifies alert and SPI, VS indicates~~aircraft~~ is airborne or on the ground	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~27:~~ signifies no alert and SPI, VS indicates ~~aircraft~~ is airborne or on the ground	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 71 **Ref: e)**	If the M bit equals 1, the 12-bit field represented by bits 20 to 25 and 27 to ~~31~~ 32 shall be reserved for encoding altitude in metric units.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 73 **Ref: NOTE 2.—**	*Note 2.— Multisite lockout (which only uses non-zero II codes) does not affect the response of the transponder to Mode S-only all-call interrogations containing II equals 0~~ or to Mode A/C/S all-call interrogations~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73	On acceptance of an interrogation containing code 1 in the PC field, a transponder shall commence to lock out (i.e. not accept)~~ two types of all-call interrogations~~:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73	the Mode S-only all-call (UF = 11), with II equals 0~~; and~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73 **Ref: a)**	~~the Mode A/C/S all-call of 3.1.2.1.5.1.1.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73 **Ref: NOTE 2.—**	*Note 2.— On acceptance of an interrogation containing code 1 in the PC field transponders certified before 1 January 2020 also do not reply to the Mode A/C/S all-call of 3.1.2.1.5.1.1.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73 **Ref: NOTE 32.—**	*Note 3~~2~~.— Non-selective lockout does not affect the response of the transponder to Mode S-only all-call interrogations containing II not equal to 0.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73 **Ref: 3.1.2.6.10.1.1.1**	*Permanent alert condition.* The alert condition shall be maintained if the Mode A identity code is changed to any of the codes contained in one of the two Mode A code sets defined as follows:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73	b) Mode A code set 2 for special purposes shall contain Mode A code 7400, 7500, 7600 or 7700.~~7500, 7600 or 7700.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 73 **Ref: 3.1.2.6.10.1.1.3**	*Termination of the permanent alert condition.* The permanent alert condition shall be terminated and replaced by a temporary alert condition when the Mode A identity code is set to a value other than those defined in Mode A code set 1 or set 2 listed in 3.1.2.6.10.1.1.1, a) and b).~~7500, 7600 or 7700~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74	~~*Ground report.* The on-the-ground status of the aircraft shall be reported in the CA field (3.1.2.5.2.2.1), the FS field (3.1.2.6.5.1), and the VS field (3.1.2.8.2.1). If an automatic indication of the on-the-ground condition (e.g., from a weight on wheels or strut switch) is available at the transponder data interface, it shall be used as the basis for the reporting of on-the-ground status except as specified in 3.1.2.6.10.3.1. If such indication is not available at the transponder data interface (3.1.2.10.5.1.3), the FS and VS codes shall indicate that the aircraft is airborne and the CA field shall indicate that the aircraft is either airborne or on the ground (CA = 6).~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.6.10.2.2.1.2**	*Sources of data link capability*. Data link capability reports shall contain the capabilities provided by the transponder~~, the ADLP~~ and the ACAS unit.~~ If external inputs are lost, the transponder shall zero the corresponding bits in the data link report~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74	*Note.— The content of the data link capability report differs between subnetwork versions. See Doc 9871 for further details.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76	If a particular data field within the data link capability report (transponder register 1016) cannot be updated within 8 seconds, the data field shall be set to ZERO.~~If capability information to the transponder fails to provide an update at a rate of at least once every 4 seconds, the transponder shall insert ZERO in bits 41 to 56 of the data link capability report (transponder register 1016)~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 76 **Ref: NOTE 1.—**	*Note 1.— Bit 33 indicates the availability of aircraft identification data~~Bits 1 to 8 contain the BDS1 and BDS2 codes. Bits 16 and 37 to 40 contain ACAS capability information. Bit 33 indicates the availability of aircraft identification data and is set by the transponder when the data comes from a separate interface and not from the ADLP. Bit 35 is the SI code indication. All of these bits are inserted by the transponder~~. See Doc 9871 for further details*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76 **Ref: 3.1.2.6.10.3**	*Basic dataflash protocol ~~Validation of on-the-ground status declared by an automatic mean~~s*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76	*Note.— The basic dataflash provides a protocol that allows the Mode S ground stations to be advised of changes that occur infrequently in various transponder registers of interest. The ground stations are advised of changes via Comm-B Broadcast of register 1016 and then extract as needed or desired the register or registers of interest.~~For aircraft with an automatic means of determining vertical status, the CA field reports whether the aircraft is airborne or on the ground. ACAS II acquires aircraft using the short or extended squitter, both of which contain the CA field. If an aircraft reports on-the-ground status, that aircraft will not be interrogated by ACAS II in order to reduce unnecessary interrogation activity. If the aircraft is equipped to report extended squitter messages, the function that formats these messages may have information available to validate that an aircraft reporting "on-the-ground" is actually airborne~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76 **Ref: 3.1.2.6.10.3.1**	*Basic dataflash capability report*. Transponders which monitor at least one of the registers subject to basic dataflash protocol and report their changes through the basic dataflash protocol, shall report this capability in the data link capability report (3.1.2.6.10.2.2.2) by setting bit 42 and bit 9 of the MB subfield to 1.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 76 **Ref: NOTE 1.—**	*Note 1.— The registers for which changes can be reported using the basic dataflash protocol are defined in Doc 9871.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77	*Coding*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3**	3: Register monitored and change 2 detected	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3.1.2.6.10.3.4.3**	Upon first entry into the monitored state, the transponder shall set the monitoring bits allocated in register 1116 for that basic dataflash register to "1", meaning register monitored and implemented but no change yet detected.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3.1.2.6.10.3.5.1**	At intervals not exceeding 1 second, the transponder shall determine if the contents of register 1116 have changed since the last update.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3.1.2.6.10.3.5.2**	If the contents of register 1116 have changed, bit 51 of register 1016 shall be toggled and the F-timer shall be started (see Table 3-9).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3.1.2.6.10.3.5.3**	All basic dataflash monitoring activity (comparison of register contents and setting of bits in register 1116) shall be suspended until the F-timer expires.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: NOTE 1**	*Note 1. — The suspension of basic dataflash monitoring avoids the Comm-B broadcast channel saturation.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 77 **Ref: NOTE 2.—**	*Note 2.— Dataflash monitoring suspension means that the current content of monitored registers are retained and the detection of a change with the new contents of these registers will re-start after the 30s timer. The monitored registers themselves continue to be updated at their update periodicity.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: NOTE 3.—**	*Note 3.— The use of basic dataflash protocol by ground systems is described in Doc 9924. This allows reduction of periodic GICB extraction of registers.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77	_____	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3.1.2.6.1.1.1**	~~Aircraft with an automatic means for determining the on-the-ground state on which transponders have access to at least one of the parameters, ground speed, radio altitude or airspeed, shall perform the following validation check:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 79 **Ref: NOTE 6.—**	*Note 6.— The broadcast Comm-B protocol can be used to make a message available to all active interrogators.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 79	*Note.— The transponder register allocation is specified in Doc 9871~~Annex 10, Volume III, Part I, Chapter 5, Table 5-24~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81 **Ref: 3.1.2.6.11.2.6**	3.1.2.6.11.2.6 *Phase overlay ground-initiated Comm-B.* For equipment that support phase overlay on Mode S replies, when the reply contains the contents of the requested ground-initiated Comm-B register, phase data shall be encoded data in accordance with the register requested in the interrogation (that is, requested BDS code) and as defined for that register.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 81 **Ref: 3.1.2.6.11.2.6.1**	3.1.2.6.11.2.6.1 *PO message type field.* The phase overlay message type field in PD data bits 1–8 shall be set to 2 for phase overlay Mode S GICB data with Reed-Solomon FEC and to 8 to indicate phase overlay Mode S GICB data with LDPC FEC.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81 **Ref: 3.1.2.6.11.2.6.2**	3.1.2.6.11.2.6.2 *PO message subtype field.* PD data bits 9–12 shall contain the phase overlay message subtype field and is set to 1. The subfield is defined as shown in Table 3-14.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81 **Ref: 3.1.2.6.11.3.1**	*General protocol.* The transponder shall announce the presence of an air-initiated Comm-B message with the insertion of code 1 in the DR field. To extract an air-initiated Comm-B message, the interrogator shall transmit a request for a Comm-B message reply in a subsequent interrogation with RR equal to 16 and, if DI equals 7, RRS must be equal to 0 (3.1.2.6.11.3.2.1 and 3.1.2.6.11.3.3.1). Receipt of this request code shall cause the transponder to transmit the air- initiated Comm-B message. If a command to transmit an air-initiated Comm-B message is received while no message is waiting to be transmitted, the reply shall contain all ZEROs in the MB field. For equipment that support phase overlay on Mode S replies, when an air-initiated Comm-B message is transmitted, PD data bits 1–204 shall be set to ZERO.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81	*Note.— The announcement and cancellation protocol ensures that an air-initiated message will not be lost due to uplink or downlink failures that occur during the delivery process.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81	An interrogator that has either not been assigned an IC or cannot ensure that its interrogation region will not overlap with the interrogation region of another interrogator using the same IC, shall not attempt to extract an air-initiated Comm-B message announced by DR equals 1 or 3.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 82 **Ref: 3.1.2.6.11.3.1.1 PHASE**	3.1.2.6.11.3.1.1 *Phase overlay data.* When an air-initiated Comm-B message is transmitted, for equipment supporting phase overlay on Mode S replies, PD data bits 1–204 shall be set to ZERO.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 84	~~*Note.— GICB registers 2 through 4 are used for the Comm-B linking protocol defined in the Mode S subnetwork SARPs (Annex 10, Volume III, Part I, Chapter 5).*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 86 **Ref: 3.1.2.6.11.4.2**	*Extraction.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 86 **Ref: 3.1.2.6.11.4.2.1**	To extract the broadcast message, an interrogator shall transmit RR equals 16 and DI not equal to 3 or 7 or RR equals 16 and DI equals 3 or 7 with RRS equals 0 in a subsequent interrogation.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 86 **Ref: 3.1.2.6.11.4.2.2**	For equipment that support phase overlay on Mode S replies, PD message bits 1 through 204 shall contain the data as specified in 3.1.2.6.11.2.6 for the register that is broadcast or all ZEROs for other broadcast channels.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 99 **Ref: 3.1.2.8.2.1**	*VS: Vertical status:* This 1-bit (6) downlink field shall indicate the effective air/ground state ~~status of the aircraft~~ (3.1.2.4.3.3~~3.1.2.6.10.1.2~~).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 99	*27:* signifies that the effective air/ground state ~~aircraft~~ is airborne	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 99	*27:* signifies that the effective air/ground state ~~aircraf~~t is on the ground	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 101 **Ref: d)**	when the effective air/ground state is "on-the-ground", acquisition squitters shall ~~only~~ be transmitted only when o~~n the surface if the transponder is not reporting~~ the surface position ~~type of Mode S~~ extended squitter ADS-B messages are not being transmitted (3.1.2.8.6.3.2).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 101 **Ref: NOTE 2.—**	~~*Note 2.— The surface report type may be selected automatically by the aircraft or by commands from a squitter ground station (3.1.2.8.6.7).*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 101 **Ref: a)**	when the effective air/ground state is ~~when~~ airborne (3.1.2.4.3.3~~3.1.2.8.6.7~~), the transponder shall transmit acquisition squitters alternately from the two antennas; and	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 101 **Ref: b)**	when the effective air/ground state is "on-the-ground" ~~on the surface~~ (3.1.2.4.3.3~~3.1.2.8.6.7~~), the transponder shall transmit acquisition squitters from ~~under control of SAS (3.1.2.6.1.4.1 f)). In the absence of any SAS commands, use of~~ the top antenna only ~~shall be the default~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 101	*Note.— Acquisition squitters are transmitted ~~not emitted on the surface~~ if the effective air/ground state is "on-the-ground" (3.1.2.4.3.3) and ~~transponder~~the transponder is transmitting surface position extended squitter ADS-B messages (3.1.2.8.6.4.3).~~reporting the surface type of extended squitter (3.1.2.8.6.4.3)~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 103 **Ref: 3.1.2.8.6.2**	*ME: Message, extended squitter.* This 56-bit (33-88) downlink field in DF = 17 shall be used to transmit broadcast messages. Extended squitter shall be supported by registers 05, 06, 07, 08, 09, 0A {HEX} and 61-6F {HEX} and shall conform to either version 0, version 1, ~~or~~ version 2 or version 3 message formats as described below:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 103 **Ref: c)**	Version 2 ES message formats and related requirements contain the provisions of version 1 but further enhance integrity and parameter reporting. Version 2 ES formats separately report position source integrity from the integrity of the ADS-B transmitting equipment. Version 2 ES formats also separate vertical accuracy reporting from horizontal position accuracy, remove vertical integrity from position integrity, and provide for the reporting of the SSR Mode A code, GNSS antenna offset and additional horizontal position integrity values. Version 2 ES formats also modify the target state report to include selected altitude, selected heading, and barometric pressure setting.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 103 **Ref: NOTE 1.—**	*Note 1.— The formats and update rates of each register are specified in the ~~Technical Provisions for Mode S Services and Extended Squitter~~ (Doc 9871). The formats and update rates for individual squitters are defined by the version number of the extended squitter.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 103 **Ref: NOTE 2.—**	*Note 2.— The formats for the ~~three~~four different versions are interoperable. An extended squitter receiver can recognize and decode signals of its own version, as well as lower versions' message formats. The receiver, however, can decode higher version signals according to its own capability.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 103	*~~Note.— A GICB request (3.1.2.6.11.2) containing RR equals 16 and DI equals 3 or 7 and RRS equals 5 will cause the resulting reply to contain the airborne position message in its MB field.~~*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.1.2**	*ACS, altitude code subfield in ME.* ~~Under control of ATS (3.1.2.8.6.3.1.3),~~ ~~t~~The transponder shall report either navigation-derived altitude, or the barometric altitude code in this 12-bit (41-52) subfield of ME when ME contains an airborne position message. When barometric altitude is	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	reported, the contents of the ACS shall be as specified for the 13-bit AC field (3.1.2.6.5.4) except that the M-bit (bit 26) shall be omitted.		
Page: 105 **Ref: 3.1.2.6.1.1.1.1**	~~*Control of ACS reporting.* Transponder reporting of altitude data in ACS shall depend on the altitude type subfield (ATS) as specified in 3.1.2.8.6.8.2. Transponder insertion of barometric altitude data in the ACS subfield shall take place when the ATS subfield has the value of ZERO. Transponder insertion of barometric altitude data in ACS shall be inhibited when ATS has the value 1.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105	~~*Note.— A GICB request (3.1.2.6.11.2) containing RR equals 16 and DI equals 3 or 7 and RRS equals 6 will cause the resulting reply to contain the surface position message in its MB field..*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105	~~*Note.— A GICB request (3.1.2.6.11.2) containing RR equals 16 and DI equals 3 or 7 and RRS equals 8 will cause the resulting reply to contain the aircraft identification message in its MB field.*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105	~~*Note.— A GICB request (3.1.2.6.11.2) containing RR equals 16 and DI equals 3 or 7 and RRS equals 9 will cause the resulting reply to contain the airborne velocity message in its MB field.*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.5**	*Aircraft operational status squitter*. The aircraft operational status extended squitter type shall use format DF = 17 with the contents of GICB register 65 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.6**	*Target state and status squitter*. The target state and status extended squitter type shall use format DF = 17 with the contents of GICB register 62 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 105 **Ref: 3.1.2.8.6.3.7**	*"Emergency/priority status" squitter*. The "emergency/priority status" extended squitter type shall use format DF = 17 with the contents of GICB register 61 {HEX} inserted in the ME field	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.8**	*TCAS RA broadcast squitter*. The TCAS RA broadcast extended squitter type shall use format DF = 17 with the contents of GICB register 30 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.9**	*HVA position squitter*. The HVA position extended squitter type shall use format DF = 17 with the contents of GICB register 6E {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.10**	*HVA velocity squitter. The HVA velocity extended squitter type shall use format DF = 17 with the contents of GICB register 6F {HEX} inserted in the ME field.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 105 **Ref: 3.1.2.8.6.3.11**	*"UAS/RPAS contingency" current/next TCP squitters*. The "UAS/RPAS contingency" current/next TCP extended squitter type shall use format DF = 17 with the contents of GICB register 63 {HEX} to 64 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 106 **Ref: 3.1.2.8.6.3.12**	*ADS-B Wx AIREP squitters*. The ADS-B Wx AIREP extended squitter types shall use the contents of GICB register 68 {HEX} to 6A {HEX}, as applicable, to insert the appropriate aircraft or weather state information in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 106 **Ref: 3.1.2.8.6.3.13**	*ADS-B Wx PIREP squitters*. The ADS-B Wx PIREP extended squitter types shall use the contents of GICB registers 6B {HEX} to 6D {HEX}, as applicable, to insert the appropriate aircraft or weather state information in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 106 **Ref: 3.1.2.8.6.3.14**	*Extended Squitter event-driven information*. The event-driven message shall use format DF = 17 with the contents of GICB register 0A {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 106	*Note.— Although labeled as extended squitter, prior to Version 3, this message would only be broadcast once each time the register was loaded with information. ADS-B Version 3 removed the implementation of this register.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 106 **Ref: 3.1.2.8.6.3.15**	*Interrogation/reply monitor squitters*. The interrogation/reply monitor squitter types shall use format DF = 17 with the contents of GICB registers 66 {HEX} to 67 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 106 **Ref: 3.1.2.6.1.1.1**	~~*Periodic status and event-driven squitters*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 106 **Ref: 3.1.2.8.6.4.1**	*Initialization*. At power up initialization, the transponder shall commence operation in a mode in which it does not transmit extended squitters. The initialization determination shall be made individually for each squitter type.~~broadcasts only acquisition squitters (3.1.2.8.5). The transponder shall initiate the broadcast of extended squitters for airborne position, surface position, airborne velocity and aircraft identification when data are inserted into transponder registers 05, 06,~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 107 **Ref: 09**	~~09 and 08 {HEX}, respectively. This determination shall be made individually for each squitter type. When extended squitters are broadcast, transmission rates shall be as indicated in the following paragraphs. Acquisition squitters shall be reported in addition to extended squitters unless the acquisition squitter is inhibited (2.1.5.4). Acquisition squitters shall always be reported if both position and velocity extended squitters are not reportedorted.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 107 **Ref: NOTE 1.—**	~~*Note 1.— This suppresses the transmission of extended squitters from aircraft that are unable to report position, velocity or identity. If input to the register for the position squitter type stops for 60 seconds, broadcast will be discontinued until data insertion is resumed. Broadcast of airborne position squitters is not discontinued if barometric altitude data is available. Terminating broadcast of other squitter types is described in* Technical Provisions for Mode S Services and Extended Squitter *(Doc 9871).*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 107 **Ref: 3.1.2.8.6.4.2**	*Airborne position squitter rate.* Airborne position squitter transmissions shall be emitted when the a broadcast message format (see 3.1.2.8.6.7) ~~ircraft is airborne (3.1.2.8.6.7)~~ and the HVA position squitter is not transmitted. Airborne position squitter transmissions shall be emitted at random intervals that are uniformly distributed over the range from 0.4 to 0.6 seconds using a time quantization of no greater than 15 milliseconds relative to the previous airborne position squitter, with the exceptions as specified in 3.1.2.8.6.4.7.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 107 **Ref: 3.1.2.8.6.4.3**	*Surface position squitter rate.* Surface position squitter transmissions shall be emitted when the broadcast message format ~~aircraft is on the surface~~ (3.1.2.8.6.7) is “surface” using one of two rates depending upon whether the high or low squitter rate has been selected (3.1.2.8.6.9). When the high squitter rate has been selected, surface position squitters shall be emitted at random intervals that are uniformly distributed over the range from 0.4 to 0.6 seconds using a time quantization of no greater than 15 milliseconds relative to the previous surface position squitter (termed the high rate). When the low squitter rate has been selected, surface position squitters shall be emitted at random intervals that are uniformly distributed over the range of 4.8 to 5.2 seconds using a time quantization of no greater than 15 milliseconds relative to the previous surface position squitter (termed the low rate). Exceptions to these transmission rates are specified in 3.1.2.8.6.4.7.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 107 **Ref: 3.1.2.8.6.4.4**	*Aircraft identification squitter rate.* Aircraft identification squitter transmissions shall be emitted at random intervals that are uniformly distributed over the range of 4.8 to 5.2 seconds using a time quantization of no greater than 15 milliseconds relative to the previous identification squitter when the aircraft is reporting the airborne position squitter type, or when the aircraft is reporting the surface position squitter type and the high ~~surface squitter~~ rate has been selected. When the surface position squitter type is being reported at the low ~~surface~~ rate, the aircraft identification squitter shall be emitted at random intervals that are uniformly distributed over the range of 9.8 to 10.2 seconds using a time quantization of no greater than 15 milliseconds relative to the previous identification squitter. Exceptions to these transmission rates are specified in 3.1.2.8.6.4.7.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 107 **Ref: 3.1.2.8.6.4.5**	*Airborne velocity squitter rate.* Airborne velocity squitter transmissions shall be emitted when the a broadcast message format ~~ircraft is airborne~~ (see 3.1.2.8.6.7) is "airborne" and the HVA velocity squitter is not transmitted. Airborne velocity squitter transmissions shall be emitted at random intervals that are uniformly distributed over the range from 0.4 to 0.6 seconds using a time quantization of no greater than 15 milliseconds relative to the previous airborne velocity squitter, with the exceptions as specified in 3.1.2.8.6.4.7.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 107 **Ref: 3.1.2.8.6.4.6**	*Other extended ~~Periodic status and event-driven~~ squitter rate. Other extended squitters shall be emitted at rates consistent with the extended squitter message type and the associated extended squitter version number.* *s*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 107 **Ref: 3.1.2.8.6.4.6.1**	~~*Periodic status squitter rates.* The periodic status squitter types supported by a Mode S extended squitter transmitting system class, as specified in 5.1.1.2, shall be periodically emitted at defined intervals depending on the on-the-ground status and whether their content has changed.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 108	*Note.—* *Other extended squitter* ~~*The aircraft operational status extended squitter type and the target state and status extended squitter type*~~ *rates are specified in the* ~~Technical Provisions for Mode S Services and Extended Squitter~~ *(Doc 9871).*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 109 **Ref: 3.1.2.8.6.4.6.1**	~~*Event-driven squitter rate.* The event-driven squitter shall be transmitted once, each time that GICB register 0A {HEX} is loaded, while observing the delay conditions specified in 3.1.2.8.6.4.7. The maximum transmission rate for the event-driven squitter shall be limited by the transponder to twice per second. If a message is inserted in the event- driven register and cannot be transmitted due to rate limiting, it shall be held and transmitted when the rate limiting condition has cleared. If a new message is received before transmission is permitted, it shall overwrite the earlier message.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 109 **Ref: a)**	the broadcast message format (see 3.1.2.8.6.7) is "airborne",~~when airborne (3.1.2.8.6.7)~~, the transponder shall transmit each type of extended squitter alternately from the two antennas; and	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 109 **Ref: b)**	when the broadcast message format (see 3.1.2.8.6.7) is "on-the-ground",~~on the surface (3.1.2.8.6.7)~~, the transponder shall transmit extended squitters from the top antenna only.~~under control of SAS (3.1.2.6.1.4.1 f))~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 109	~~In the absence of any SAS commands, use of the top antenna only shall be the default condition.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 109 **Ref: 3.1.2.8.6.7**	*Extended squitter ADS-B message formats*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 110 **Ref: 3.1.2.8.6.7.1**	~~*Airborne/surface state determination*~~. *Extended squitter ADS-B message format determination for ES version numbers 0 through 2.* Mode S transponders that broadcast Version 0, 1 or 2 ES messages whose formats are not determined as described in 3.1.2.8.6.7.2, shall determine the extended squitter ADS-B message format based on the effective air/ground state (see 3.1.2.4.3.3).~~Aircraft with an automatic means of determining on-the-ground conditions shall use this input to select whether to report the airborne or surface message types. Aircraft without such means shall report the airborne type messages, except as specified in Table 3-7. Use of this table shall only be applicable to aircraft that are equipped to provide data for radio altitude AND, as a minimum, airspeed OR ground speed. Otherwise, aircraft in the specified categories that are only equipped to provide data for airspeed and ground speed shall broadcast the surface format if:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.1.1**	If the effective air/ground state is “on-the-ground”, the extended squitter ADS-B message format shall be “surface”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.1.2**	If the effective air/ground state is “airborne”, the extended squitter ADS-B message format shall be “airborne”, except as follows:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: a)**	for aircraft whose emitter category (see Doc 9871) is Set “A” code 2, 3, 4, 5 or 6, or Set “B” code 7, the extended squitter ADS-B message format shall be “surface” if:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: c)**	iii) if radio altitude, ground speed and airspeed are available and radio altitude indicates <50 feet and both ground speed and airspeed indicate < 100 knots;	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 110 **Ref: 3.1.2.8.6.7.2**	*Extended squitter ADS-B message format determination for ES version numbers 3 and greater.* Mode S transponders shall use the broadcast message format to determine whether to report airborne or surface extended squitter ADS-B messages.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.2.1**	If subsequent to the validation in 3.1.2.4.3.2 the declared air/ground status is “airborne”, the broadcast message format shall be “airborne”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.2.2**	If subsequent to the validation in 3.1.2.4.3.2 the declared air/ground status is “on-the-ground”, the broadcast message format shall be “surface”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.2.3**	If the emitter category (see Doc 9871) is “surface vehicle – emergency vehicle” or “surface vehicle – service vehicle”, the broadcast message format shall be “surface”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.2.4**	If subsequent to the validation in 3.1.2.4.3.2 the declared air/ground status is “unknown” and a broadcast message format algorithm is applicable (see 3.1.2.8.6.7.3), the broadcast message format shall be determined by the broadcast message format algorithm output.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.2.5**	If subsequent to the validation in 3.1.2.4.3.2 the declared air/ground status is “unknown” and a broadcast message format algorithm is not applicable (see 3.1.2.8.6.7.3), the broadcast message format shall be “airborne”.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 110 **Ref: 3.1.2.8.6.7.3**	Broadcast message format algorithm	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 111 **Ref: 3.1.2.8.6.7.3.1**	Recommendation.— *If not equipped with an automatic means of determining the on-the-ground condition, aircraft whose emitter category*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	(see Doc 9871) is Set "A" code 1, 2, 3 or 5 should implement a broadcast message format algorithm.		
Page: 111 **Ref: 3.1.2.8.6.7.3.2**	If implemented, broadcast message format algorithm requirements shall apply only to aircraft whose emitter category is Set "A" code 1, 2, 3 or 5.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 111 **Ref: 3.1.2.8.6.7.3.3.1**	After start-up, if the broadcast message format algorithm does not update the reported broadcast message format within 300 seconds, or for more than 10 seconds after last reporting "surface" or "airborne", the reported broadcast message format shall be set to "airborne".	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 111 **Ref: 3.1.2.8.6.7.3.3.2**	During taxi and take-off operations, the broadcast message format algorithm shall determine and update the reported broadcast message format prior to entering or within 5 seconds of exiting the runway transition zone, including while taxiing after landing.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 111 **Ref: 3.1.2.8.6.7.3.3.3**	During inflight operations, the broadcast message format algorithm shall maintain a reported broadcast message format of "airborne" while remaining outside of any runway transition zone.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 111	~~airspeed < 50 knots AND ground speed < 50 knots~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 111 **Ref: NOTE 2.—**	~~*Note 2.— Extended squitter ground stations determine aircraft airborne or on-the-ground status by monitoring aircraft position, altitude and ground speed. Aircraft determined to be on the ground that are not reporting the surface position message types will be commanded to report the surface formats via TCS (3.1.2.6.1.4.1 f)). The normal return to the airborne position message types is via a ground command to report airborne message types.*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	~~*To guard against loss of communications after take-off, commands to report the surface position message types automatically time-out.*~~		
Page: 112 **Ref: 3.1.2.8.6.8**	~~*Squitter status reporting.* A GICB request (3.1.2.6.11.2) containing RR equals 16 and DI equals 3 or 7 and RRS equals 7 shall cause the resulting reply to contain the squitter status report in its MB field~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112 **Ref: 3.1.2.6.1.1.1**	~~*TRS, transmission rate subfield in MB.* The transponder shall report the capability of the aircraft to automatically determine its surface squitter rate and its current squitter rate in this 2-bit (33, 34) subfield of MB.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112	~~*Coding: Coding*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112 **Ref: 3.1.2.8.6.8.1**	~~*ATS, altitude type subfield in MB.* The transponder shall report the type of altitude being provided in the airborne position extended squitter in this 1-bit (35) subfield of MB when the reply contains the contents of transponder register 07 {HEX}~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112	~~*Coding: Coding*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112 **Ref: 3.1.2.8.6.9**	*Surface squitter rate* ~~*control*~~*.* *Surface position messages shall be initiated using the low squitter rate. The s*~~S~~urface squitter broadcast rate (“high” or “low” as defined in 3.1.2.8.6.4.3) shall be determined as follows:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112 **Ref: a)**	the broadcast rate shall be changed from “high” to “low” when the navigation source position data has not changed more than 10 metres in any 15-minute interval ± 10 seconds;~~once per second the contents of the TRS shall be read. If the value of TRS is 0 or 1, the transponder shall transmit surface~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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	~~squitters at the high rate. If the value of TRS is 2, the transponder shall transmit surface squitters at the low rate~~;		
Page: 112	*Note.— It is acceptable to compute the 10-metre distance using either rectangular or polar coordinates.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112 **Ref: b)**	upon selecting the "low" broadcast rate, the transmission device shall save the position data at the time that the "low" rate was selected (including at initialization); and~~the squitter rate determined via TRS shall be subject to being overridden by commands received via RCS (3.1.2.6.1.4.1 f)). RCS code 1 shall cause the transponder to squitter at the high rate for 60 seconds. RCS code 2 shall cause the transponder to squitter at the low rate for 60 seconds. These commands shall be able to be refreshed for a new 60 second period before time-out of the prior period; and~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 112 **Ref: c)**	TRSthe broadcast rate shall be changed from "low" to "high" when the position of the transmission device has changed by 10 metres or more since the "low" rate was selected.~~after time-out and in the absence of RCS codes 1 and 2, control shall return to TRS~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 113 **Ref: 3.1.2.8.6.11**	*Data insertion.* When the transponder determines that it is time to emit an airborne position squitter, it shall insert the current value of the barometric altitude ~~(unless inhibited by the ATS subfield, 3.1.2.8.6.8.2)~~ and surveillance status into the appropriate fields of register 05 {HEX}. The contents of this register shall then be inserted into the ME field of DF = 17 and transmitted.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63	The PI field shall be encoded with II equal to zero. 3.1.2.8.7.3.2 *ES/NT squitter types*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 63	*Note.— ES/NT squitter types described from 3.1.2.8.7.3.2.1 to 3.1.2.8.7.3.2.13 are defined in Doc 9871.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.1**	*Airborne position squitter.* The airborne position type ES/NT shall use format DF = 18 with the format for register 05 {HEX} ~~as defined in 3.1.2.8.6.2~~ inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.2**	*Surface position squitter.* The surface position type ES/NT shall use format DF = 18 with the format for register 06 {HEX} ~~as defined in 3.1.2.8.6.2~~ inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.3**	*Aircraft identification squitter*. The aircraft identification type ES/NT shall use format DF = 18 with the format for register 08 {HEX} ~~as defined in 3.1.2.8.6.2~~ inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.4**	*Airborne velocity squitter.* The airborne velocity type ES/NT shall use format DF = 18 with the format for register 09 {HEX} ~~as defined in 3.1.2.8.6.2~~ inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.5**	*Aircraft operational status squitter*. The aircraft operational status extended squitter type shall use format DF = 18 with the contents of GICB register 65 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.6**	*Target state and status squitter*. The target state and status extended squitter type shall use format DF = 18 with the contents of GICB register 62 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.7**	*Emergency/Priority status" squitter*. The "Emergency/Priority Status" extended squitter type shall use format DF = 18 with the contents of GICB register 61 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Page: 63 **Ref: 3.1.2.8.7.3.2.8**	*HVA position squitter*. The HVA position extended squitter type shall use format DF = 18 with the contents of GICB register 6E {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.9**	*HVA velocity squitter*. The HVA velocity extended squitter type shall use format DF = 18 with the contents of GICB register 6F {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.10**	*"UAS/RPAS Contingency" Current/Next TCP squitter*. The "UAS/RPAS Contingency" Current/Next TCP extended squitter type shall use format DF = 18 with the contents of GICB register 63 {HEX} to 64 {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 63 **Ref: 3.1.2.8.7.3.2.11**	*ADS-B Wx AIREP squitters*. The ADS-B Wx AIREP extended squitter types shall use format DF = 18 with the contents of GICB register 68 {HEX} to 6A {HEX}, as applicable, to insert the appropriate aircraft or weather state information in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 64 **Ref: 3.1.2.8.7.3.2.12**	*ADS-B Wx PIREP squitters*. The ADS-B Wx PIREP extended squitter types shall use format DF = 18 with the contents of GICB registers 6B {HEX} to 6D {HEX}, as applicable, to insert the appropriate aircraft or weather state information in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 64 **Ref: 3.1.2.8.7.3.2.13**	*Extended Squitter event-driven information*. The event-driven message shall use format DF = 18 with the contents of GICB register 0A {HEX} inserted in the ME field.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 64	*Note.— Although labeled as extended squitter, prior to Version 3 this message would only be broadcast once each time the register was loaded with information. ADS-B Version 3 removed the implementation of this register.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 64 **Ref: 3.1.2.8.7.3.2.1**	~~*Periodic status and event-driven squitters*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 64 **Ref: NOTE 1.—**	*Note 1.— This suppresses the transmission of extended squitters from aircraft that are unable to report position, velocity or identity. If input to the register for the position squitter type stops for 60 seconds, broadcast will cease until data insertion resumes, except for an ES/NT device* *when the broadcast message format (see 3.1.2.8.6.7) is "surface"* ~~*operating on the surface*~~ *(as specified in* ~~*the*~~ Technical Provisions for Mode S Services and Extended Squitter *(Doc 9871)). Broadcast of airborne position squitters is not discontinued if barometric altitude data is available. Terminating broadcast of other squitter types is described in Doc 9871.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 65 **Ref: a)**	when the broadcast message format (see 3.1.2.8.6.7) is "airborne",~~airborne (3.1.2.8.6.7)~~, the non-transponder device shall transmit each type of ES/NT squitter alternately from the two antennas; and	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 65 **Ref: b)**	when he broadcast message format (see 3.1.2.8.6.7) is "surface",~~on the surface (3.1.2.8.6.7)~~, the non-transponder device shall transmit ES/NT squitters using the top antenna.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 65	*Note.— The timeout and termination of an extended squitter broadcast is specified in* ~~*the*~~ ~~Technical Provisions for Mode S Services and Extended Squitter (~~*Doc 9871*~~).~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 65 **Ref: 3.1.2.8.7.3.3.5**	*Airborne/surface* *message format selection*~~*state determination*~~*.* Non-transponder devices shall report airborne or surface format extended squitter ADS-B messages as per the requirements in 3.1.2.8.6.7.~~Aircraft with an automatic means of determining the on-the-ground state shall use this input to select whether to report the airborne or surface message types~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	~~except as specified in 3.1.2.6.10.3.1. Aircraft without such means shall report the airborne type message~~.		
Page: 65 **Ref: 3.1.2.8.7.3.3.4**	~~*Surface squitter rate control.* Aircraft motion shall be determined once per second. The surface squitter rate shall be set according to the results of this determination.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66 **Ref: 3.1.2.8.8**	~~*EXTENDED SQUITTER*~~ *MILITARY APPLICATION, DOWNLINK FORMAT 19*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66	*Note.— This format supports ~~the broadcast of extended squitter ADS-B messages in support of~~ military applications. DF = 19 can be used either as a squitter or as a reply.~~A separate format is used to distinguish these extended squitters from the standard ADS-B message set broadcast using DF = 17 or 18~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66	Code 0 to 7 = Reserved for military use	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66 **Ref: 1)**	For a transponder capable of replying to intermode Mode A/C/S all-call interrogations:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66 **Ref: b)**	7.4 messages per second averaged over 60 seconds under an emergency and/or ACAS RA condition, while not exceeding 11 messages being transmitted in any 1-second interval.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 66 **Ref: 2)**	For a transponder that does not have the capability to reply to intermode Mode A/C/S all-call interrogations or an extended squitter non-transponder device (2.1.5.1.7):	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 66 **Ref: b)**	9.2 messages per second averaged over 60 seconds under a temporary/permanent alert, an emergency, an ACAS RA and/or UAS/RPAS contingency condition, while not exceeding 19 messages being transmitted in any 1-second interval.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 68 **Ref: 3.1.2.9.1.4**	*Change of aircraft identification.* If the aircraft identification reported in the AIS subfield is changed in flight, the transponder shall report the new identification to the ground by use of the Comm-B broadcast message protocol of 3.1.2.6.11.4 for BDS1 = 2 (33 - 36) and BDS2 = 0 (37 - 40). The transponder shall initiate, generate and announce the revised aircraft identification ~~even if the interface providing flight identification is lost~~. The transponder shall ensure that the BDS code is set for the aircraft identification report in all cases, including a loss of the interface. ~~In this latter case, bits 41 - 88 shall contain all ZEROs.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 68 **Ref: NOTE 1.—**	*Note 1.— The setting of the BDS code by the transponder ensures that a broadcast change of aircraft identification will contain the BDS code for all cases of ~~flight~~aircraft identification failure (~~e.g.~~for ~~.~~example, the loss of the interface providing ~~flight~~ aircraft identification).*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: 3.1.2.10**	ESSENTIAL SYSTEM CHARACTERISTICS OF THE SSR MODE S AND ~~TRANSPONDER~~INTERMODE TRANSPONDER CAPABILITIES	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: 3.1.2.10.1**	*Transponder sensitivity and dynamic range.* Transponder sensitivity shall be defined in terms of a given interrogation signal input level and a given percentage of corresponding replies. Only correct replies containing the required bit pattern for the interrogation received shall be counted. Given an interrogation that requires a reply according to 3.1.2.4, the minimum triggering level, MTL, shall be defined as the minimum input power level for 90 per cent reply-to-interrogation ratio. The MTL shall be –74 dBm ±3 dB for	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	Mode S interrogations (interrogations using *P6*), a~~nd as defined in 3.1.1.7.5.1 b) for Mode A and C, and inter-mode interrogations~~. The reply-to-interrogation ratio of a Mode S transponder shall be:		
Page: 69 **Ref: 3.1.2.10.1.1.2**	*Reply ratio in the presence of pulse pair interference.* Given Mode S ~~an~~ interrogation which requires a reply (3.1.2.4), the reply ratio of a transponder shall be at least 90 per cent in the presence of an interfering *P*1 – *P*2 pulse pair if the level of the interfering pulse pair is 9 dB or more below signal level for input signal levels between –68 dBm and –21 dBm and the *P*1 pulse of the interfering pair occurs no earlier than the *P*1 pulse of the Mode S signal.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 68 **Ref: 3.1.2.10.1.1.4**	*Reply ratio in the presence of low-level in-band CW interference.* In the presence of non-coherent CW interference at a frequency of 1 030 ±0.2 MHz at signal levels of 20 dB or more below the desired ~~Mode A/C or~~ Mode S interrogation signal level, the transponder shall reply correctly to at least 90 per cent of the interrogations.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 68 **Ref: 3.1.2.10.1.1.1**	~~*Spurious response*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 68 **Ref: 3.1.2.10.2.1**	*Unwanted output power*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 68 **Ref: 3.1.2.10.2.1.1**	*Inactive state transponder output power.* When the transponder is in the inactive state the peak pulse power at 1 090 MHz plus or minus 3 MHz at the antenna end of the transmission line of the transponder shall not exceed –50 dBm when not installed with an ACAS unit or –70 dBm when installed with an ACAS unit. The inactive state is defined to include as the entire period between transmissions, less 10-microsecond transition periods	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	preceding the first pulse and plus 10-microsecond transition periods following the last pulse of the transmission (see Figure 3-11)~~When the transponder is in the inactive state the peak pulse power at 1 090 MHz plus or minus 3 MHz shall not exceed −50 dBm. The inactive state is defined to include the entire period between transmissions less 10-microsecond transition periods preceding the first pulse and following the last pulse of the transmission~~.		
Page: 68 **Ref: 3.1.2.10.2.1.2**	Active state transponder output power	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: 3.1.2.10.2.1.2.1**	The RF output power shall be less than or equal to the peak pulse power minus 50 dB for the interval starting 10 microseconds prior to the Mode S transmission and for the interval of 10 microseconds following a Mode S transmission (see Figure 3-11).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: 3.1.2.10.2.1.2.2**	For intervals between transmitted pulses that are greater than 0.5 microsecond, the power level at the lowest point within the interval shall be 50 dB or more below the peak pulse power.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: NOTE 1.—**	*Note 1.— These power limitations protect 1 090 MHz receivers from potential missed decodes when signals are received at close range and within desired detection range. In the absence of such limits, signal levels during non-pulse intervals can occur above receiver thresholds and can lead to unintended distortion of pulse positions or false pulse decodes preventing proper detection of transmitted signals. It also makes it more difficult for receivers to decode overlapped replies.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 69 **Ref: NOTE 2.—**	*Note 2.— It is possible that a signal transmitted 50 dB below the peak pulse power can still affect high sensitivity receivers when transmitted in close range. More information is available in Doc 9924.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: NOTE 3.—**	*Note 3.— Information on how to verify unwanted output power can be found in RTCA DO-181F and EUROCAE ED-73F.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: NOTE 4.—**	*Note 4.— The presence of a signal at a level of 50 dB or more below the peak power may not be measurable within the first 0.5 microsecond following the transmission of a pulse because of the allowed decay time.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: NOTE 5.—**	*Note 5.— Transmitters compliant with RTCA DO-181F and EUROCAE ED-73F meet the requirements defined in 3.1.2.10.2.1.2.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69	~~*Note.— Inactive state transponder power is constrained in this way to ensure that an aircraft, when located as near as 185 m (0.1 NM) to a Mode A/C or Mode S interrogator, does not cause interference to that installation. In certain applications of Mode S, airborne collision avoidance for example, where a 1 090 MHz transmitter and receiver are in the same aircraft, it may be necessary to further constrain the inactive state transponder power*~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 69 **Ref: 3.1.2.10.2.2 SPURIOUS**	~~*3.1.2.10.2.2 Spurious emission radiation*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 70 **Ref: 3.1.2.10.3.2**	~~*Mode S d*~~*Dead time.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 70 **Ref: 3.1.2.10.3.2.1**	For all transponders, ~~Dead time shall be defined as~~ the time interval beginning at the end of a reply transmission and ending when the transponder has regained sensitivity to within 3 dB of MTL (dead time). ~~-~~ ~~Mode S transponder~~s shall not exceed ~~have more than~~ 125 microseconds' ~~dead time~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 70 **Ref: 3.1.2.10.3.2.2**	For transponders with improved dead time, the time interval beginning at the end of a reply transmission and ending when the receiver has regained sensitivity to within 3 dB of MTL (dead time) shall not exceed 20 microseconds.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 70 **Ref: 3.1.2.10.3.2.1.1**	~~All Mode S transponders installed on or after 1 January 1999 shall recover sensitivity to within 3 dB of MTL no later than 45 microseconds after receipt of the sync phase reversal following a Mode S interrogation that is not accepted (3.1.2.4.1.2) or that is accepted but requires no reply.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1**	*Mode S reply rate limiting.* ~~Reply rate limiting is not required for the Mode S formats of a transponder. If such limiting is incorporated for circuit protection, it shall permit the minimum reply rates required in 3.1.2.10.3.7.2 and 3.1.2.10.3.7.3.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1.1**	Mode S reply rate limiting shall permit the minimum reply rates required in 3.1.2.10.3.7.2 and 3.1.2.10.3.7.3.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1.2**	*Mode S reply rate limiting type 1*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72	3.1.2.10.3.6.1.2.1 Mode S reply rate limiting shall be separate from Modes A and C reply rate limiting.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: 3.1.2.10.3.6.1.2.1 MODE			
Page: 72 **Ref: 3.1.2.10.3.6.1.2.4**	3.1.2.10.3.6.1.2.4 The Mode S reply rate limiting shall be accomplished using methods other than sensitivity reduction.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1.2.5**	3.1.2.10.3.6.1.2.5 The Mode S reply rate limiting function shall exclude the acquisition squitter (see 3.1.2.8.5) and extended squitter (see 3.1.2.8.6) transmissions.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1.2.6**	3.1.2.10.3.6.1.2.6 The Mode S reply rate limiting function shall process received interrogations regardless of the received antenna channel.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1.2.7**	3.1.2.10.3.6.1.2.7 The Mode S reply rate limiting function shall process received interrogations regardless of uplink format.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.1.2.8**	3.1.2.10.3.6.1.2.8 Recommendation.— *The Mode S reply rate limiting should be accomplished stochastically.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.3.6.2**	*Modes A and C reply rate limiting.* Modes A and C ~~Reply rate limiting for Modes A and C shall be effected according to 3.1.1.7.9.1. The~~ prescribed sensitivity reduction (3.1.1.7.9.2) shall not affect the Mode S performance of the transponder.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 72 **Ref: 3.1.2.10.3.7**	*Minimum reply rate capability, Mode~~s A, C and~~ S*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73 **Ref: 3.1.2.10.3.2.1**	~~*Minimum reply rate capability, Modes A and C.* The minimum reply rate capability for Modes A and C shall be in accordance with 3.1.1.7.9.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.10.3.8**	*Reply delay and jitter* for Mode S	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74	~~*Note.— After an interrogation has been accepted and if a reply is required, this reply transmission begins after a fixed delay needed to carry out the protocols. Different values for this delay are assigned for Modes A and C, for Mode S and for Modes A/C/S all-call replies.*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.10.3.2.1**	~~*Reply delay and jitter for Modes A and C.* The reply delay and jitter for Modes A and C transactions shall be as prescribed in 3.1.1.7.10.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.10.3.8.1**	*Reply delay and jitter for Mode S.* For all input signal levels between MTL and –21 dBm, the leading edge of the first preamble pulse of the reply (3.1.2.2.5.1.1) shall occur 128 plus or minus 0.25 microsecond after the sync phase reversal (3.1.2.1.5.2.2) of the received P_6. The jitter of the reply delay shall be less than or equal to ~~not exceed~~ 0.08 microsecond, peak (99.9 percentile).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.10.3.2.1**	~~*Reply delay and jitter for Modes A/C/S all call.* For all input signal levels between MTL +3 dB and – 21 dBm the leading edge of the first preamble pulse of the reply (3.1.2.2.5.1.1) shall occur 128 plus or minus 0.5 microseconds after the leading edge of the P_4 pulse of the interrogation~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	~~(3.1.2.1.5.1.1). Jitter shall not exceed 0.1 microsecond, peak (99.9 percentile).~~		
Page: 74 **Ref: 3.1.2.10.3.10**	*Inhibition of replies.* Replies to ~~Mode A/C/S all-call and~~ Mode S-only all-call interrogations shall always be inhibited when the effective air/ground state is "on-the-ground"~~aircraft declares the on-the-ground state~~. It shall not be possible to inhibit replies to discretely addressed Mode S interrogations ~~regardless of whether the aircraft is airborne or on the ground~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.10.3.10.1**	Recommendation.— *Aircraft should provide air/ground data ~~means to determine the on-the-ground state automatically and provide that information~~ to the transponder.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 75 **Ref: 3.1.2.10.3.10.2**	~~Recommendation.—~~ Mode A/C replies from transponders with a Mode S capability shall ~~should~~ be inhibited when the effective air/ground state is "on-the-ground" ~~aircraft is on the ground~~ to prevent interference when in close proximity to an interrogator or other aircraft.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.4.1**	*Radiation pattern.* The radiation pattern of ~~Mode S~~ antennas when installed on an aircraft shall be nominally equivalent to that of a quarter-wave monopole on a ground plane.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.1**	3.1.2.1 ~~and if the P_1 pulse and the P_3 pulse of a Mode A, Mode C or intermode interrogation meet the requirements for Mode A and Mode C interrogations as defined in 3.1.1~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 72 **Ref: 3.1.2.10.4.3.1**	If the two channels simultaneously receive at least a $P_1 - P_2$ pulse pair that meets the requirements for a Mode S interrogation, ~~or a $P_1 - P_3$ pulse pair that meets the requirements for a Mode A or Mode C interrogation,~~ or if the two channels simultaneously accept a complete interrogation, the antenna at which the signal strength is greater shall be selected for the reception of	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	the remainder (if any) of the interrogation and for the transmission of the reply.		
Page: 73 **Ref: c)**	the registration marking if used for ~~flight~~ airacraft identification (3.1.2.9.1.1).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 73 **Ref: c)**	~~t~~ air/ground data ~~he on-the-ground condition~~ (3.1.2.5.2.2.1, 3.1.2.6.5.1 and 3.1.2.8.2.1);	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 74 **Ref: 3.1.2.10.5.1.4.4**	Interfaces shall be included to accept the pressure-altitude and air/ground data~~on-the-ground coding~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76 **Ref: 3.1.2.11**	ESSENTIAL SYSTEM CHARACTERISTICS OF THE GROUND INTERROGATOR MODE S CAPABILITIES	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76	~~*Note.— To ensure that Mode S interrogator action is not detrimental to Mode A/C interrogators, performance limits exist for Mode S interrogators.*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 76 **Ref: 3.1.2.11.1.1.1**	The interrogation repetition rate for the ~~Mode A/C/S all-call, used for acquisition, shall be less than 250 per second. This rate shall also apply to the~~ paired Mode S-only and Mode A/C-only all-call interrogations used for acquisition in the multisite mode shall be less than 250 per second.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: 3.1.2.11.3**	~~*Tolerances on transmitted signals.* In order that the signal-in-space be received by the transponder as described in 3.1.2.1, the tolerances on the transmitted signal shall be as summarized in Table 3-11.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 77 **Ref: 3.1.2.11.5**	*Lockout coordination.* A Mode S interrogator shall not be operated using all-call lockout until coordination has been achieved with all other operating Mode S interrogators having any overlapping coverage volume in order to ensure that no interrogator can be denied the acquisition of Mode S-equipped aircraft. If coordination is not possible due to system designs (for example, a mobile interrogator), the interrogator shall either use passive means of acquisition or operate using lockout override (3.1.2.5.2.1.4) with supplementary acquisition (3.1.2.5.2.1.5).	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 77 **Ref: NOTE 1.—**	*Note 1.— This coordination may be via ground network or by the allocation of interrogator ~~identifier (II)~~ codes and will involve regional agreements where coverage overlaps international boundaries.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: NOTE 2.—**	*Note 2.— Interrogators that do not use Mode S-only all-call interrogations, all-call lockout protocol or multisite data link protocol can use any IC value in the IIS or SIS fields of their selective interrogations without a need for coordination with neighbouring systems.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Table 3-1. Pulse shapes — Interrogation pulse durations Mode S and intermode interrogations

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 78 **Ref: TABLE 3-1. Pulse**	Table 3-1. Pulse shapes — Interrogation pulse durations~~Mode S and intermode interrogations~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.80**	Duration: 0.80	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	Duration tolerance: ±0.~~1~~09	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.10**	(Decay time): 0.10	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.20**	(Decay time): 0.20	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.80**	Duration: 0.80	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	Duration tolerance: ±0.09~~1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 78 **Ref: 0.10**	(Decay time): 0.10	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.20**	(Decay time): 0.20	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	Pulse: ~~P4 (long)~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 1.6**	Duration: ~~1.6~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	Duration tolerance: ~~±0.1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.05**	(Rise time): ~~0.05~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.1**	(Decay time): ~~0.1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.05**	(Decay time): ~~0.05~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.2**	(Decay time): ~~0.2~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 78	Duration tolerance: ±0.20~~5~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.10**	(Decay time): 0.10	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.20**	(Decay time): 0.20	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	Duration tolerance: ±0.20~~5~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.10**	(Decay time): 0.10	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.20**	(Decay time): 0.20	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.80**	Duration: 0.80	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	Duration tolerance: ±0.10	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.10**	(Decay time): 0.10	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 78 **Ref: 0.20**	(Decay time): 0.20	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table 3-2. Pulse shapes — Mode S replies

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 78	(Rise time): ~~*Min*~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78	(Rise time): ~~*Min*~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.05**	(Rise time): ~~0.05~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.05**	(Rise time): ~~0.05~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.05**	(Rise time): ~~0.05~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 78 **Ref: 0.05**	(Rise time): ~~0.05~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Table 3-4. Subfield definitions

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 80	Subfield: ~~ATS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Function: ~~Altitude type subfield~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Field: ~~MB~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80 **Ref: 3.1.2.8.6.8.2**	Reference: ~~3.1.2.8.6.8.2~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Subfield: ~~RCS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Function: ~~Rate control subfield~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Field: ~~SD~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80 **Ref: 3.1.2.6.1.4.1**	Reference: ~~3.1.2.6.1.4.1 f)~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 80	Subfield: ~~SAS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Function: ~~Surface antenna subfield~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Field: ~~SD~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80 **Ref: 3.1.2.6.1.4.1**	Reference: ~~3.1.2.6.1.4.1 f)~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Subfield: ~~TCS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Function: ~~Type control subfield~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Field: ~~SD~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80 **Ref: 3.1.2.6.1.4.1**	Reference: ~~3.1.2.6.1.4.1 f)~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Subfield: ~~TRS~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 80	Function: ~~Transmission rate subfield~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80	Field: ~~MB~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 80 **Ref: 3.1.2.8.6.8.1**	Reference: ~~3.1.2.8.6.8.1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table 3-6. Table for the data link capability report (register 1016)

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 81 **Ref: TABLE 3-6. Table**	Table 3-6. Table for the data link capability report (register 1016)	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81	Subfields of register 1016: Operational coordination message (OCM) transmit capability	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81	Subfields of register 1016:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 81		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: 11-14,	MB bits: 11-14, 16 and		
Page: 81 **Ref: 43-46,**	Comm-B bits: 43-46, 48 and	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82	Subfields of register 1016: Basic dataflash capability	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82	Subfields of register 1016: Phase overlay (PO) on extended squitter capability	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82	Subfields of register 1016: Phase overlay (PO) on Mode S capability	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82	Subfields of register 1016: Active transponder side indicator	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82	Subfields of register 1016: Register 1116 data link capability (continuation) change indicator	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82	Subfields of register 1016: ~~Status of DTE sub-addresses 0 to 15~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 82		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Ref: 41-56	MB bits: ~~41-56~~		
Page: 82 **Ref: 73-88**	Comm-B bits: ~~73-88~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table 3-7. Surface format broadcast without an automatic means of on-the-ground determination

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 83 **Ref: TABLE 3-7.** **Surface**	~~Table 3-7. Surface format broadcast without an automatic means of on-the-ground determination~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 84	**Table 3-7. Phase overlay data definition** Phase relative to sync reference (degrees) / Binary value MSB – LSB 0 / 000 45 / 001 90 / 010 135 / 011 180 / 100 225 / 101 270 / 110 315 / 111	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table 3-9. Timer characteristics

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 86	Timer: Basic dataflash	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 86	Symbol: T_E	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Table 3-11. Transmitted signal tolerances

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 87	Reference: ~~*Reference*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~*Function*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Tolerance: ~~*Tolerance*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.4.1**	Reference: ~~3.1.2.1.4.1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse duration P_1, P_2, P_3, P_4, P_5~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Tolerance: ~~±0.09 microsecond~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.1.4**	Reference: ~~3.1.1.4~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse duration P_1 – P_3~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 87	Tolerance: ~~±0.18 microsecond~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.5.1.3**	Reference: ~~3.1.2.1.5.1.3~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse duration P_3 – P_4~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Tolerance: ~~±0.04 microsecond~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.5.2.4**	Reference: ~~3.1.2.1.5.2.4~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse duration P_1 – P_2~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Tolerance: ~~±0.04 microsecond~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.1.5**	Reference: ~~3.1.1.5~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse amplitude P_3~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 87	Tolerance: ~~*P*1 ±0.5 dB~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.5.1.4**	Reference: ~~3.1.2.1.5.1.4~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse amplitude *P*4~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Tolerance: ~~*P*3 ±0.5 dB~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.5.2.5**	Reference: ~~3.1.2.1.5.2.5~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse amplitude *P*6~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Tolerance: ~~Equal to or greater than *P*2 – 0.25 dB~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.4.1**	Reference: ~~3.1.2.1.4.1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse rise times~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 87 **Ref: 0.05**	Tolerance: ~~0.05 microsecond minimum,~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 3.1.2.1.4.1**	Reference: ~~3.1.2.1.4.1~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87	Function: ~~Pulse decay times~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 87 **Ref: 0.05**	Tolerance: ~~0.05 microsecond minimum,~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 87		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

Function	*Value*	*Refer*
	Mode A/C	
Carrier frequency	1 030 ±0.20 MHz	3.1.1 3.1.1
Pulse interval $P_1 - P_3$ (Mode A)	8 ±0.18 microsecond	3.1.1
Pulse interval $P_1 - P_3$ (Mode C)	21 ±0.18 microsecond	3.1.1
Pulse interval $P_1 - P_2$	2 ±0.10 microsecond	3.1.1
Pulse duration P_1, P_2, P_3	0.8 ±0.09 microsecond	3.1.1
Pulse rise times	0.05 microsecond minimum, 0.10 microsecond maximum	3.1.1
Pulse decay times	0.05 microsecond minimum, 0.20 microsecond maximum	3.1.1
Pulse amplitude P_3	P_1 ±0.5 dB	3.1.1
	Intermode	
Carrier frequency	1 030 ±0.01 MHz	3.1.2
Pulse duration P_1, P_2, P_3, P_4	0.8 ±0.09 microsecond	3.1.2
Pulse rise times	0.05 microsecond minimum, 0.10 microsecond maximum	3.1.2

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Pulse decay times	0.05 microsecond minimum, 0.20 microsecond maximum	3.1.2.1.4.1
Pulse interval $P_1 - P_3$ (Mode A-Only All-Call)	8 ±0.18 microsecond	3.1.2.1.5.1
Pulse interval $P_1 - P_3$ (Mode C-Only All-Call)	21 ±0.18 microsecond	3.1.2.1.5.1
Pulse interval $P_1 - P_2$	2 ±0.04 microsecond	3.1.2.1.5.1
Pulse interval $P_3 - P_4$	2 ±0.04 microsecond	3.1.2.1.5.1
Pulse amplitude P_3	P_1 ±0.5 dB	3.1.2.1.5.1
Pulse amplitude P_4	P_3 –0.5 dB/+2.5 dB	3.1.2.1.5.1
	Mode S	
Carrier frequency	1 030 ±0.01 MHz	3.1.2.1.1
Pulse duration P_1, P_2, P_3, P_5	0.8 ±0.09 microsecond	3.1.2.1.4.1
Pulse duration P_6 (short)	16.25 ±0.20 microsecond	3.1.2.1.4.1
Pulse duration P_6 (long)	30.25 ±0.20 microsecond	3.1.2.1.4.1
Pulse rise times	0.05 microsecond minimum, 0.10 microsecond maximum	3.1.2.1.4.1
Pulse decay times	0.05 microsecond minimum, 0.20 microsecond maximum	3.1.2.1.4.1
Pulse interval $P_1 - P_2$	2 ±0.04 microsecond	3.1.2.1.5.2
Pulse interval P_2 – sync phase reversal	2.75 ±0.04 microsecond	3.1.2.1.5.2
Pulse interval P_6 – sync phase reversal	1.25 ±0.04 microsecond	3.1.2.1.5.2
Pulse interval P_5 – sync phase reversal	0.4 ±0.04 microsecond	3.1.2.1.5.2
Pulse amplitude P_2	Equal to or greater than P_1 – 0.25 dB	3.1.2.1.5.2
Pulse amplitude first microsecond P_6	Equal to or greater than P_1 – 0.25 dB	3.1.2.1.5.2

Table 3-12. Phase overlay message type field definition

Message type value	Forward error correction	Meaning
0	N/A	No data
1	RS	ADSB state and status message
2		Mode S GICB data
3		Interrogation/reply monitor message
4		Test message
5		DF-18 (ADS-R, ADS-SLR, TISB)
6		Undefined
7	LDPC	ADSB state and status message
8		Mode S GICB data
9		Interrogation/reply monitor message
10		Test message
11		DF-18 (ADS-R, ADS-SLR, TISB)
12		Undefined
13–255	Reserved	

Table 3-13. Phase overlay LDPC data structure

Block #	Phase message data bit (34 bits)	Phase parity correction data bit (20 bits)
1	1–34	205–224
2	35–68	225–244
3	69–102	245–264
4	103–136	265–284
5	137–170	285–304
6	171–204	305–324

Table 3-14. Phase overlay message subtype field definition

Value	Meaning
0	No data
1	The PO data-block contains predefined values as defined for selected GICB registers

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SECTION: Figure 3-6. Mode S reply

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 95 **Ref: 27**	3: ~~27 or 83~~107	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 95	RL:1: ~~AP:24~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Figure 3-8. Summary of Mode S reply or downlink formats

Reference Location	Text of Amendment	Date	Reason or Rationale

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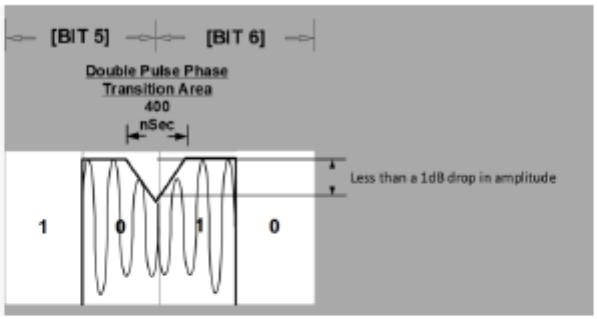
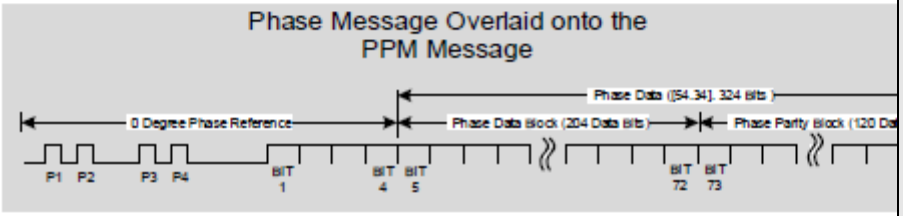
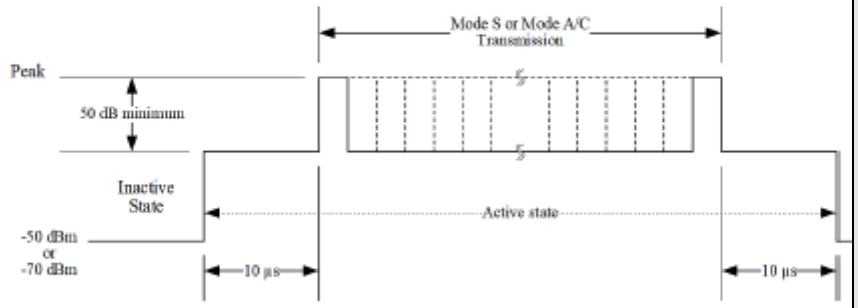
Page: 97 **Ref: /**	 **Figure 3-9. Phase overlay one microsecond phase transition**  **Figure 3-10. Phase overlay message structure**  **Figure 3-11 Unwanted output power**	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: ACAS operation with an improved receiver MTL

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 188	*Note.— Many of the requirements associated with the transmission of Mode S extended squitter are included in Chapter 2 through 5 ~~and Chapter 3~~ for Mode S transponder and non-transponder devices using the message formats defined in the* Technical Provisions for Mode S Services and Extended Squitter *(Doc 9871). The provisions presented within the following subsections are focused on requirements applicable to specific classes of airborne and ground transmitting systems that are supporting the applications of ADS-B and TIS-B.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: ADS-B out requirements

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 188 **Ref: 5.1.1.1.1**	ADS-B transmissions from aircraft shall be in accordance with 3.1.2.8.6.3 for transponder-based systems or 3.1.2.8.7.3.2 for non-transponder-based systems~~include position, aircraft identification and type, airborne velocity, periodic status and event driven messages including emergency/priority information~~.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 188 **Ref: NOTE 2.—**	*Note 2.— Some States and/or regions require extended squitter version 2 or later to be transmitted by specific dates.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 188	*Extended squitter ADS-B transmission requirements.* Mode S extended squitter transmitting equipment shall be classified according to the unit's	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Ref: 5.1.1.2	intended range capability and the set of parameters that it is capable of transmitting consistent with the following definition of general equipment classes and the specific equipment classes defined in Tables 5-1 and 5-2:		
Page: 189 **Ref: 1.1.1.1**	~~*Class A extended squitter system requirements.* Class A extended squitter airborne systems shall have transmitting and receiving subsystem characteristics of the same class (i.e. A0, A1, A2, or A3) as specified in 5.1.1.1 and 5.2.1.2.~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 189	~~*Note.— Class A transmitting and receiving subsystems of the same specific class (e.g. Class A2) are designed to complement each other with their functional and performance capabilities. The minimum air-to-air range that extended squitter transmitting and receiving systems of the same class are designed to support are:*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: ADS-B OUT requirements for surface vehicles

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 190 **Ref: 5.1.3.2**	*Extended squitter version 2 required system performance.* The position source and equipment installed in surface vehicles to transmit extended squitter version 2 or later messages shall support the following performance characteristics:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 190 **Ref: NOTE 1.—**	*Note 1.— These minimum performance requirements for extended squitter version 2 or later transmitted position data from surface vehicles are necessary to support aircraft-based alerting applications.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 190 **Ref: NOTE 2.—**	*Note 2.— Detailed technical provisions for Mode S extended squitter receivers can be found within RTCA DO-~~260B~~260C/EUROCAE ED-~~102A~~102B, "Minimum Operational Performance*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

	Standards for 1 090 MHz Extended Squitter Automatic Dependent Surveillance – Broadcast (ADS-B) and Traffic Information Services – Broadcast (TIS B).”		

SECTION: Message exchange function

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 192 **Ref: 3)**	Class A3 — Performance equivalent to or better than the use of the “Multiple Amplitude Samples” baseline technique, where at least 10 samples are taken for each Mode S bit position and are used in the decision process.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 192 **Ref: d)**	Advanced range receiver techniques for Class A3 receivers, which includes optional additional performance enhancements from the use of multiple receivers and antenna sectorization.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 192 **Ref: NOTE 1.—**	*Note 1.— The above enhanced reception techniques are as defined in RTCA DO-~~260B~~260C/EUROCAE ED-~~102A~~102B, Appendix I.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 192 **Ref: NOTE 2.—**	*Note 2.— The performance provided for each of the above enhanced reception techniques when used in a high fruit environment (i.e. with multiple overlapping Mode A/C fruit) is expected to be at least equivalent to that provided by the use of the techniques described in RTCA DO-~~260B~~260C/EUROCAE ED-~~102A~~102B, Appendix I.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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SECTION: Report assembler function

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 192 **Ref: NOTE 2.—**	*Note 2.— Extended squitter ground receiving systems receive ADS-B messages and produce either application-specific subsets or complete ADS-B reports based on the needs of the ground service provider, including the client applications to be supported. Ground receiving systems may also generate ADS-B Wx Pilot Reports (PIREPs) based upon ADS-B Wx PIREP messages. Additional information on ADS-B Wx PIREP messages can be found in Doc 9871.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 193 **Ref: NOTE 1.—**	*Note 1.— The ADS-B report refers to the restructuring of ADS-B message data received from Mode S extended squitter broadcasts into various reports that can be used directly by a set of client applications. Five ADS-B report types are defined by the following subparagraphs and additional two ADS-B report types (ADS-B Wx Air Report (AIREP)and Aircraft State Report) are defined in Doc 9871 for output to client applications. Additional information on the ADS-B report contents and the applicable mapping from extended squitter messages to ADS-B reports can be found in ~~the~~ Technical Provisions for Mode S Services and Extended Squitter ~~(Doc 9871) and~~ RTCA DO-~~260B~~ 260C / EUROCAE ED-~~102A~~102B.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 193 **Ref: NOTE 2.—**	*Note 2.— The ADS-B Wx Air Report is an optional report that will be generated when weather information is received in ADS-B Wx subtype 1 and 2 messages along with additional weather information received in aircraft status subtype 1 extended squitter messages. The aircraft state report is an optional report that will be generated when information is received in ADS-B Wx subtype 0 messages. The ADS B Wx subtype 0, 1 and 2 messages are defined in Doc 9871. Specific requirements for the*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	customization of this type of report may vary according to the needs of the client applications of each participant. ~~*The use of precision (e.g. GNSS UTC measured time) versus non-precision (e.g. internal receiving system clock) time sources as the basis for the reported time of applicability is described in 5.2.3.5*~~.		
Page: 194 **Ref: 5.2.3.3.1**	*State vector report.* The state vector report shall contain time of applicability, information about an airborne or vehicle's current kinematic state (e.g. position, velocity), as well as a measure of the integrity of the navigation data, based on information received in airborne or surface ~~ground~~ position, airborne velocity, identification and category~~,~~ and aircraft operational status ~~and target state and status~~ extended squitter messages. Since separate messages are used for position and velocity, the time of applicability shall be reported individually for the position related report parameters and the velocity related report parameters. Also, the state vector report shall include a time of applicability for the estimated position and/or estimated velocity information (i.e. not based on a message with updated position or velocity information) when such estimated position and/or velocity information is included in the state vector report.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 194 **Ref: NOTE 2.—**	*Note 2.— The age of the information being reported within the various data elements of a mode status report may vary as a result of the information having been received within different extended squitter messages at different times. In the absence of item-specific timestamp information, the mode status report includes an optional data update flag that provides applications with the means to establish data age.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 194 **Ref: 5.2.3.3.3**	*Air referenced velocity report.* Air referenced velocity reports shall be generated when air referenced velocity information is received in airborne velocity or ADS-B Wx AIREP extended squitter messages. The air	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
	referenced velocity report shall contain time of applicability, airspeed and heading information. Only certain classes of extended squitter receiving systems, as defined in 5.2.3.5, are required to generate air referenced velocity reports. Each time that an individual air referenced velocity ~~mode status~~ report is generated, the report assembly function shall update the report time of applicability.		
Page: 194 **Ref: NOTE 1.—**	*Note 1.— The air referenced velocity report contains velocity information that is received in airborne velocity or ADS-B Wx AIREP messages along with additional information received in airborne identification and category extended squitter messages. Air referenced velocity reports are not generated for surface participants~~when ground referenced velocity information is being received in the airborne velocity extended squitter messages~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 194 **Ref: NOTE 2.—**	*Note 2.— Specific requirements for the customization of this type of report may vary according to the needs of the client applications of each participant ~~(ground or airborne)~~.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 195 **Ref: NOTE 3.—**	~~*Note 3.— The use of precision (e.g. GNSS UTC measured time) versus non-precision (e.g. internal receiving system clock) time sources as the basis for the reported time of applicability is described in 5.2.3.5.*~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 195 **Ref: 5.2.3.4.2**	*TIS-B target report.* All received information elements, other than position, shall be reported directly, including all reserved fields for the TIS-B fine format messages ~~and the entire message content of any received TIS-B management message~~. The reporting format is not specified in detail, except that the information content reported shall be the same as the information content received.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 195 **Ref: 5.2.3.4.5**	*Traffic uplink ~~TIS-B~~ management report.* The entire message content of any received TIS-B management message shall be reported directly to the client applications. The information content reported shall be the same as the information content received.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 195 **Ref: 5.2.3.4.5.1**	The contents of any received traffic uplink~~TIS-B~~ management message shall be reported bit-for-bit to the client applications.	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 196 **Ref: 5.2.3.5.1**	*GNSS UTC measure ~~Precision~~ time reference.* ~~Receiving~~ For receiving systems that ~~intended to~~ generate ADS-B and/or TIS-B reports ~~based on the reception of surface position messages, airborne position messages, and/or TIS-B messages shall~~that use GNSS UTC measured time for the purpose of generating the report time applicability f~~or the following cases of received messages.:~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 196 **Ref: a)**	~~version zero (0) ADS-B messages, as defined in 3.1.2.8.6.2, when the navigation uncertainty category (NUC) is 8 or 9; or~~	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 196 **Ref: 5.2.3.5.2**	*ESTABLISHED INSTALLATION RECEIVER ~~NON-PRECISION LOCAL~~ TIME REFERENCE*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 196 **Ref: 5.2.3.5.2.1**	For receiving systems that ~~not intended to~~ generate ADS-B and/or TIS-B reports ~~based on reception of ADS-B or TIS-B messages meeting the NUC or NIC criteria as indicated in 5.2.3.5.1, a non-precision time source shall be allowed. In such cases, where~~ that do not use GNSS UTC measure time per 5.2.3.5.1 and for which there is no appropriate ~~precision~~ time ~~source~~ reference available, the receiving system shall establish an appropriate internal clock or counter having a maximum clock cycle or count time of 20	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

Reference Location	Text of Amendment	Date	Reason or Rationale
	milliseconds. The established cycle or clock count shall have a minimum range of 300 seconds and a resolution of 0.0078125 (1/128) seconds.		
Page: 196	*Note.— The use of a ~~non-precision~~ time reference as described above is intended to allow the report time of applicability to accurately reflect the time intervals applicable to reports within a sequence. For example the applicable time interval between state vector reports could be accurately determined by a client application, even though the absolute time ~~(e.g. UTC measured time~~) would not be indicated by the report.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table 5-3. Reception performance for airborne receiving systems

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : *Required extended squitter ADS-B message support*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : *(includes ADS-R and ADS-SLR)*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) :	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
	Required extended squitter TIS-B message support (includes management messages) : *Required extended squitter TIS-B message support*		
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : Aircraft identification and category	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : ~~Extended squitter airborne~~ status Aircraft operational status		
Page: 200	Required extended squitter TIS-B message support (includes management messages) : Fine airborne position ~~Coarse airborne position~~ Fine surface position Aircraft identification and category	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : Aircraft identification and category		
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : ~~Extended squitter airborne~~ status Aircraft operational status	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200	Required extended squitter TIS-B message support (includes management messages)	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
	: Fine airborne position ~~Coarse airborne position~~ Fine surface position Aircraft identification and category		
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : Aircraft identification and category	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : ~~Extended squitter airborne~~ status Aircraft operational status	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 200	Required extended squitter TIS-B message support (includes management messages) : Fine airborne position ~~Coarse airborne position~~ Fine surface position Aircraft identification and category	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : Aircraft identification and category	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
	Required extended squitter ADS-B message support (includes ADS-R and ADS-SLR) : ~~Extended squitter airborne~~ status Aircraft operational status		
Page: 200	Required extended squitter TIS-B message support (includes management messages) : Fine airborne position ~~Coarse airborne position~~ Fine surface position Aircraft identification and category	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 200 **Ref: NOTE 2.—**		02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
	Receiver class: *Note 2.— The extended squitter receiver reception techniques are defined in 5.2.2.4. "Standard" reception techniques refer to the baseline techniques, as required for ACAS 1 090 MHz receivers, that are intended to handle single overlapping Mode A/C fruit. "Enhanced" reception techniques refer to techniques intended to provide improved reception performance in the presence of multiple overlapping Mode A/C fruit and improved decoder re- triggering in the presence of overlapping stronger Mode S fruit. The requirements for the enhanced reception techniques that are applicable to the specific airborne receiver classes are defined in 5.2.2.4.*		
Page: 200 **Ref: NOTE 3.—**	Receiver class: *Note 3.— Management messages include TIS-B, ADS-R and ADS-SLR services. ADS-Rebroadcast (ADS-R) and ADS-Same Link Rebroadcast (ADS-SLR) are defined in Doc 9871.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

CIVIL AVIATION AUTHORITY OF FIJI

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 200	Receiver class:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

SECTION: Table 5-4. Mode S extended squitter airborne receiving system reporting requirements

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 201	Minimum TIS-B reporting requirements: Traffic uplink	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: ~~TIS-B~~ management report	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: Traffic uplink	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: ~~TIS-B~~ management report	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: Traffic uplink	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: ~~TIS-B~~ management report	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: Traffic uplink	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Minimum TIS-B reporting requirements: ~~TIS-B~~ management report	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 201	Receiver class:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Receiver class: *Note.— Traffic uplink management reports include TIS-B, ADS-R and ADS-SLR service status.*	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV
Page: 201	Receiver class:	02/Jun/2026	ICAO SL Amendment 92 to Annex 10, Vol IV

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