

RTCA Special Committee 209 / EUROCAE WG49

ATCRBS / Mode S Transponder MOPS Maintenance

Joint Meeting #12

**Malakoff
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Addition of BPS in EHS introduction

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SUMMARY

This Working Paper proposes to add the BPS EHS parameter within the list of parameters asked for EHS.

The Barometric Pressure setting is already included in the EHS requirement text and associated test procedure in the transponder MOPS however it is not listed in the introduction. The SPI IR currently developed in Europe explicitly references BPS as a requirement for EHS and Extended Squitter.

This Working Paper proposes to add the BPS EHS parameter within the list of parameters asked for supporting EHS in section 3.30 of ED-73 and in section 2.2.25 of DO-181 as follows:

The Enhanced Surveillance application entails the use of ~~eight Downlink Aircraft Parameters (DAPs) for initial implementation, as follows~~ the following Downlink Aircraft Parameters (DAPs):

- Magnetic Heading
- Indicated Airspeed and/or Mach No.
- Vertical Rate (climb/descend)
- MCP/FCU Selected Altitude
- Ground Speed
- Roll Angle
- Track Angle Rate (or True Airspeed if Track Angle Rate is not available)
- True Track Angle
- Barometric Pressure setting

These DAPS are embedded in three transponder registers (40₁₆, 50₁₆, 60₁₆).

The meeting is invited to review the proposed change.