

**Table 2-5: ADS-B Class A Receiver Equipment To Report Coverage**

Receiver Class	Minimum Trigger Threshold Level (MTL)	Reception Technique	Operation	MASPS Requirement (RTCA/DO-242)	Minimum Report Required
A <sub>0</sub> (Basic VFR)	-72 dBm	Standard	<ul style="list-style-type: none"> <li>♦ Aid to Visual Acquisition</li> <li>♦ Airport Surface</li> </ul>	SV	ADS-B State Vector Report (per Section 2.2.8.1)
A <sub>1</sub> (Basic IFR)	-74 dBm	Standard	<ul style="list-style-type: none"> <li>♦ Aid to Visual Acquisition</li> <li>♦ Conflict Avoidance</li> <li>♦ Simultaneous Approaches</li> <li>♦ Airport Surface</li> </ul>	SV MS-P <sub>IFR</sub>	ADS-B State Vector Report (per Section 2.2.8.1)   <u>AND</u> ADS-B Mode Status Report (per Section 2.2.8.2)
A <sub>2</sub> (Enhanced IFR)	-79 dBm	Standard	<ul style="list-style-type: none"> <li>♦ Aid to Visual Acquisition</li> <li>♦ Conflict Avoidance</li> <li>♦ Separation Assurance and Sequencing*</li> <li>♦ Simultaneous Approaches</li> <li>♦ Airport Surface</li> </ul> <p><i>* may be restricted to exclude use in or near certain very high traffic density terminal areas</i></p>	SV MS	ADS-B State Vector Report (per Section 2.2.8.1) <u>AND</u> ADS-B Mode Status Report (per Section 2.2.8.2)
<u>A<sub>2E</sub></u> ( <u>Enhanced IFR with enhanced reception</u> )	<u>-79 dBm</u>	<u>Enhanced</u> ( <u>per section 2.2.4.4</u> )	<ul style="list-style-type: none"> <li>♦ <u>Aid to Visual Acquisition</u></li> <li>♦ <u>Conflict Avoidance</u></li> <li>♦ <u>Separation Assurance and Sequencing</u></li> <li>♦ <u>Simultaneous Approaches</u></li> <li>♦ <u>Airport Surface</u></li> </ul>	<u>SV</u> <u>MS</u>	<u>ADS-B State Vector Report</u> ( <u>per Section 2.2.8.1</u> ) <u>AND</u> <u>ADS-B Mode Status Report</u> ( <u>per Section 2.2.8.2</u> )
A <sub>3</sub> (Extended Capability)	-84 dBm	Standard	<ul style="list-style-type: none"> <li>♦ Aid to Visual Acquisition</li> <li>♦ Conflict Avoidance</li> <li>♦ Separation Assurance and Sequencing*</li> <li>♦ Flight Path Deconfliction Planning*</li> <li>♦ Simultaneous Approaches</li> <li>♦ Airport Surface</li> </ul> <p><i>* may be restricted to exclude use in or near certain very high traffic density terminal areas</i></p>	SV MS OC	ADS-B State Vector Report (per Section 2.2.8.1) <u>AND</u> ADS-B Mode Status Report (per Section 2.2.8.2) <u>AND</u> ADS-B TCP+1 Report (per Section 2.2.8.3)
<u>A<sub>3E</sub></u> ( <u>Extended Capability with enhanced reception</u> )	<u>-84 dBm</u>	<u>Enhanced</u> ( <u>per section 2.2.4.4</u> )	<ul style="list-style-type: none"> <li>♦ <u>Aid to Visual Acquisition</u></li> <li>♦ <u>Conflict Avoidance</u></li> <li>♦ <u>Separation Assurance and Sequencing</u></li> <li>♦ <u>Flight Path Deconfliction Planning</u></li> <li>♦ <u>Simultaneous Approaches</u></li> <li>♦ <u>Airport Surface</u></li> </ul>	<u>SV</u> <u>MS</u> <u>OC</u>	<u>ADS-B State Vector Report</u> ( <u>per Section 2.2.8.1</u> ) <u>AND</u> <u>ADS-B Mode Status Report</u> ( <u>per Section 2.2.8.2</u> ) <u>AND</u> <u>ADS-B TCP+1 Report</u> ( <u>per Section 2.2.8.3</u> )