

## CONSOLIDATED COMMENTS MATRIX

### Proposed Appendix to TSO C166A for 1090ES

#	Reviewer Name/ Org./Company	Change #	COMMENT / RATIONALE	PROPOSED RESOLUTION(S)
1	Don Walker /Honeywell	(1.11) 2.2.10.6.3	This performance is far poorer than the Honeywell proposed reasonableness check.	Please reword this requirement such that it clearly states this is the minimum requirement and allows other implementations.
2	Bob Burns L-3/Titan FAA Tech Center	(1.11) 2.2.10.6.3	In 2.2.10.6.3 a. the last part of the last sentence should be modified.	Insert the word 'received' so that the sentence reads ...from the previously received Position Message.
3	Bob Burns L-3/Titan FAA Tech Center		Q: Will a message that fails the reasonableness test still trigger a reset of the track timer for even/odd message receptions?	
4	J. Stuart Searight, FAA, ATO-P		<p>A message has been defined in the 1090ES SARPs which contains TCAS RA information in the ES Status Message (TYPE Code=28). This is similar to the RA downlink, but is to be automatically broadcast as an On-Condition Message without first being interrogated by the ground. The definition of this Message should be considered for inclusion in the proposed TSO Appendix. Since ADS-B standards already have status bits for TCAS and the occurrence of an RA, and the RA information is provided to the transponder, this should not introduce any interface issues for ADS-B.</p> <p>The rationale for including the definition of this message includes the envisioned use of TCAS RA information within the current NGATS Concept of Operation by either ATC automation or the display of TCAS RAs on the controllers display. Also, future efforts examining both separation violations by ATO-S and TCAS performance by the TCAS Program Office could leverage this capability as part of their monitoring efforts.</p> <p>This comment has been requested by ATO-P, System Engineering.</p>	<p>Consider inclusion of the definition, requirement and format for the broadcasting of the TCAS RA message as defined in the draft of the ICAO 1090ES SARPs Technical Manual, Doc 9871.</p> <p>If not included in the proposed Appendix to TSO C166A, WG3 should accept an issue paper on this message for future DO-260B work. Issue Paper should include what type of analysis is required to determine expected delivery time from RA issuance to ATC automation and to demonstrate operational usefulness of this data for ATC automation or controller.</p>