

RTCA Special Committee 186, Working Group 3
EUROCAE WG-51, SG-1

ADS-B 1090ES MOPS Maintenance

Meeting #25

Eurocontrol Headquarters, Brussels Belgium
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Report on Action Item 24-18 Regarding
The Use of Position Offset Applied (POA) Bit
In 1090ES

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Summary
This Working Paper addresses Action Item 24-18 related to the use of the Position Offset Applied (POA) Bit.

During the January WG-3/SG-1 meeting I took Action Item 24-18 to ask SC-186 WG-1 the following two questions:

1. Do we foresee needing the Position Offset (POA=1) for Surface Alerting, and what is the impact if we don't have it?

Answer: This has not been determined. The OPA is scheduled to be complete by July 2009. Information may be available prior to July, WG-1 will provide it to WG-3 as it becomes available.

Note 1: Intuitively, Position Offset will have some impact, it's just not determined what impact.

Note 2: Most airliners length and wing span exceed 30m, even 737's and A320's.

2. Should the position reference point be the "center of the Length/Width box" OR the nose of the aircraft?

Answer: If Length/Width and Position Offset are known (POA=1), the position of the nose of the aircraft can be calculated, thus the current implementation is satisfactory.

Note: There is a requirement in the ASAS MOPS for Length/Width, however there is **no** overarching or ASSA/FAROA requirement for POA.