

RTCA SC-186 WG3

Chicago, IL

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Position Offset Adjustment Performance

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Summary

The requirement for the Position Offset Adjustment in DO-260A does not include a performance requirement. This paper proposes that if POA is implemented, it should be accurate to within 2 meters.

1. Introduction

The requirement for the Position Offset Adjustment in DO-260A does not include a performance requirement. The preliminary Surface Alert work that Honeywell and other companies are involved in suggests that the Position Offset Adjustment is necessary in order to perform this application. Honeywell is proposing to add a performance requirement to DO-260A so that vendors know what accuracy to design to when implementing the Position Offset Adjustment.

If accepted these requirements changes will drive changes in the requirements text and test paragraphs. Honeywell will provide those text changes to the committee as needed in a future revision of this paper.

2. Discussion

Honeywell is currently working with FAA on initial requirements for the SURF ALERT application. The preliminary work suggests that the Position Offset Adjustment is necessary for large aircraft in order for the application to work properly.

If manufacturers are going to implement the Position Offset Adjustment, there should be a performance requirement so the user's of the position data know what accuracy they can expect and the performance is consistent across implementations.

3. Recommendations

WG3 is requested to consider adding a performance requirement for the Position Offset Adjustment. The requirement is suggested to read as follows:

When implementing the Position Offset Adjustment, the adjusted position shall be within 2 meters of the ADS-B Position Reference Point (95%).