

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

**ADS-B 1090ES MOPS Maintenance**

**WG-3 Meeting #28**  
**SG-1 Meeting #5**  
**Joint Session**

**EUROCAE Headquarters**  
**Malakoff, near Paris France**  
**16 – 10 June 2009**

**The Airbus View of ADS-B ON/OFF and Fail/Warn Indication**  
**In Response to Action Item 24-11**

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<b>Summary</b>
This Working Paper addresses the view of Airbus on the issues of ADS-B ON/OFF Switch and ADS-B Fail/Warn indication as specified in Action Item 24-11.

In response to Action Item 24-11, Airbus will obviously follow the recommendations at regulatory level, and the informal feedback that I have received thus far from our pilots is that the current visibility of the ADS-B capability (failure annunciation) is not transparent, and might be a problem in the future if ADS-B OUT is required by the operation.

So to give an overview of the recommendations from our OPS people:

- ADS-B ON/OFF would make sense, but the impacts on the architecture would be so significant that probably this item should not be mandated. Considering that the primary purpose of the transponder is to be seen by TCAS equipped A/C and by a radar, and that ADS-B and interrogation principles in the transponder use typically the same information, there is no real need to interrupt ADS-B without interrupting the transponder.
- ADS-B Fail/Warn: Airbus supports the position that an indication in the cockpit would be interesting, in order to indicate to the crew that the ADS-B function is not performing correctly its intended function (i.e., providing ADS-B position). If the requirement for Fail/Warn becomes “if ADS-B function is lost, or if position is not available, the pilot must be aware”, then I agree with this statement in the MOPS.

Then it leaves some margin for the manufacturer to implement the warning in any location in the cockpit, to keep flexibility in the design. From my recollection, ADS-B ON/OFF requirement is dead now, which is a good thing I guess...