The following first set of changes represent the set of changes that were reviewed and basically approved at the July meeting in DCA. These changes have been rolled into the Version 41 document as of 08/05/09. Also, the changes in this section in regards to section 2.2.5.1.x have already been corrected in Version 41. Items 19 and 20 have to do with Time Tag issues and will be re-addressed upon receipt and agreement upon inputs from D. Walker, Honeywell.

Changes Made in DO-260B, Version 3.1 by RHS

Introduction:

a. Completed detailed update for section 2.2.3.2.7.1 to update Target State and Status Message definition.

b. Completed detailed update for section 2.2.3.2.7.2 to update Aircraft Operational Status Message definition.

c. Completed detailed update for section 2.2.5 in regards to all changes made or needed relevant to Target State and Status and Aircraft Operational Status Messages.

Detailed listing of "primary" changes is provided below.

After performing the above, a second sweep of the relevant sections was needed. This resulted in multiple minor changes that are not detailed in the following listing. Rather, such changes are noted in the MOPs document by highlighting in "Blue".

As such, you should take all of section 2.2.3.2.7.1 and 2.2.3.2.7.2 inclusive, as well as all of section 2.2.5 inclusive and use it as currently written in the updated MOPs document provided along with this document.

****

CHANGE DETAIL:

1. Section 2.2.3.2.7.8.1.2:

   Changed: Existing Note to Note 1.

   Added: Note 2 to read as follows:

   Note 2: *Entry of the Mode A Code of "3000" will disable the transmission of the Mode A Code as specified in 2.2.3.3.1.4.3.1.*

   Change area is highlighted in "blue".

2. Section 2.2.4.3.4.1, Note 2:

   Updated Note 2 to call out DO-185B as opposed to DO-185A.

   Change area is highlighted in "blue".

3. Section 2.2.4.3.4.1, Note 2:

   Changed:

   "2. *These requirements are consistent with the requirements of RTCA DO-185, §2.2.2.3.2. Note that there is no direct correlation to these requirements provided in RTCA DO-185A. In fact, RTCA DO-185A has deleted the DMTL requirements previously provided and now relies completely on Whisper Shout level control techniques to provide multipath rejection (see §2.2.4.5.1 or RTCA DO-185A).* ***➔ XXXXXXXX TBD XXXXXXXX What do we do about this note ??*** ***←*** "

   To:

"2. *These requirements are consistent with the requirements of RTCA DO-185, §2.2.2.3.2. Note that there is no direct correlation to these requirements provided in RTCA DO-185A. In fact, RTCA DO-185A deleted the DMTL requirements previously provided and relied completely on Whisper Shout level control techniques to provide multipath rejection (see RTCA DO-185A §2.2.4.5.1). Likewise, RTCA DO-185B is consistent with RTCA DO-185A in that it only provides the multipath rejection requirements in §2.2.4.5.1.*"

Change area is highlighted in "blue".

4. Section 2.2.3.3.1.4.1, subparagraph a, second line:

Changed: "vertical or horizontal target state" **to** "target state"

Effectively deleted vertical or horizontal.

Change area is highlighted in "blue".

5. Section 2.4.3.3.1.4.1, Purpose/Introduction, second line:

Changed: "vertical or horizontal target state" **to** "target state"

Effectively deleted vertical or horizontal.

Change area is highlighted in "blue".

6. Section 2.4.3.3.1.4.1, Measurement Procedure, Step 1, first paragraph,

Changed:

"Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of ADS-B Target State and Status Messages (TYPE=29, Subtype=ZERO), including valid vertical target state information, valid horizontal target state information, and with the On-Ground condition, and verify that the ADS-B Transmitting Subsystem is not broadcasting any ADS-B Target State and Status Messages."

To:

"Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of ADS-B Target State and Status Messages (TYPE=29, Subtype=ZERO), including valid target state information, with the On-Ground condition, and verify that the ADS-B Transmitting Subsystem is not broadcasting any ADS-B Target State and Status Messages."

Change area is highlighted in "blue".

7. Section 2.4.3.3.1.4.1, Measurement Procedure, Step 2, title line,

Changed:

Step 2: No ADS-B Message Broadcasts – With Neither Vertical Nor Horizontal Valid State Information (§2.2.3.3.1.4.1.a & §2.2.3.3.1.4.1.b)

To:

Step 2: No ADS-B Message Broadcasts – With No Valid Target State Information (§2.2.3.3.1.4.1.a & §2.2.3.3.1.4.1.b)

Change area is highlighted in "blue".

8. Section 2.4.3.3.1.4.1, Measurement Procedure, Step 2, first paragraph,

Changed:

"Change the status conditions to be invalid vertical target state information, invalid horizontal target state information, and with the Airborne condition, and verify that the ADS-B Transmitting Subsystem is not broadcasting any ADS-B Target State and Status Messages."

To:

"Change the status conditions to be invalid target state information, with the Airborne condition, and verify that the ADS-B Transmitting Subsystem is not broadcasting any ADS-B Target State and Status Messages."

Change area is highlighted in "blue".

9. Section 2.4.3.3.1.4.1, Step 3, title line:

Changed:

Step 3: ADS-B Message Broadcasts – With Only Vertical Valid State Information (§2.2.3.3.1.4.1.a & §2.2.3.3.1.4.1.b)

To:

Step 3: ADS-B Message Broadcasts – With Valid Target State Information (§2.2.3.3.1.4.1.a & §2.2.3.3.1.4.1.b)

Change area is highlighted in "blue".

10. Section 2.4.3.3.1.4.1, Measurement Procedure, Step 3, first paragraph,

Changed:

"Change the status conditions to be valid vertical target state information, invalid horizontal target state information, and with the Airborne condition, and verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Target State and Status Messages at a spacing uniformly distributed over the range of 1.2 to 1.3 seconds."

To:

"Change the status conditions to be valid target state information, with the Airborne condition, and verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Target State and Status Messages at a spacing uniformly distributed over the range of 1.2 to 1.3 seconds."

Change area is highlighted in "blue".

11. Section 2.4.3.3.1.4.1, Step 4:

Deleted entire Step 4.

12. Section 2.2.3.3.1.4.2:

Replaced the entire requirements of section 2.2.3.3.1.4.2 with the following:

2.2.3.3.1.4.2 ADS-B Aircraft Operational Status Message Broadcast Rates

The rate at which the ADS-B Aircraft Operational Status Messages (TYPE=31 and Subtype=0/1, §2.2.3.2.7.2) are broadcast is given for various conditions in the following paragraphs:

a. Airborne Aircraft Operational Status Messages (TYPE=31, Subtype=0) ***shall*** be broadcast at the rates given in the following subparagraphs when aircraft operational status information is valid and when in the airborne state;

(1). No Change in TCAS RA Active/NAC_P/SIL Data:

If there has been no change in the TCAS RA Active, NAC_P, or SIL information provided in the Airborne Aircraft Operational Status Message (TYPE=31, Subtype=0), then the messages ***shall*** be broadcast at random intervals that are uniformly distributed over the range of 2.4 to 2.6 seconds relative to the previous Airborne Aircraft Operational Status Message for as long as data is available to satisfy the requirements of subparagraph "a." above.

(2). Change in TCAS RA Active/NAC_P/SIL Data with Target State and Status:

If there has been a change in the TCAS RA Active, NAC_P, or SIL information provided in the Airborne Aircraft Operational Status Message (TYPE=31, Subtype=0), ***and*** Target State and Status Messages are being broadcast, then the Airborne Aircraft Operational Status Message (TYPE=31, Subtype=0) messages ***shall*** be broadcast at random intervals that are uniformly distributed over the range of 2.4 to 2.6 seconds relative to the previous

Airborne Aircraft Operational Status Message for as long as data is available to satisfy the requirements of subparagraph "a." above.

(3). Change in TCAS RA Active/NAC_P/SIL Data with No Target State and Status:

If there has been a change in the TCAS RA Active, NAC_P, or SIL information provided in the Airborne Aircraft Operational Status Message (TYPE=31, Subtype=0), ***and*** Target State and Status Messages are NOT being broadcast, then the Airborne Aircraft Operational Status Message (TYPE=31, Subtype=0) messages ***shall*** be broadcast at random intervals that are uniformly distributed over the range of 0.7 to 0.9 seconds relative to the previous Airborne Aircraft Operational Status Message for as long as data is available to satisfy the requirements of subparagraph "a." above.

b. Surface Aircraft Operational Status Messages (TYPE=31, Subtype=1) ***shall*** be broadcast at the rates given in the following subparagraphs when aircraft operational status information is valid and when in the ON-Ground state;

(1). Aircraft/Vehicle Not Moving:

If the aircraft/vehicle is on-ground ***and*** NOT moving, then Surface Aircraft Operational Status Message (TYPE=31, Subtype=1) messages ***shall*** be broadcast at random intervals that are uniformly distributed over the range of 4.8 to 5.2 seconds relative to the previous Surface Aircraft Operational Status Message for as long as data is available to satisfy the requirements of subparagraph "b." above.

(2). Aircraft/Vehicle Is Moving but No Change in NIC_{SUPP}/NAC/SIL Data:

If the Aircraft/Vehicle IS Moving ***and*** there has been no change in the NICSUPP, NAC, or SIL data provided in the Surface Aircraft Operational Status Message (TYPE=31, Subtype=1), then the messages ***shall*** be broadcast at random intervals that are uniformly distributed over the range of 2.4 to 2.6 seconds relative to the previous Surface Aircraft Operational Status Message for as long as data is available to satisfy the requirements of subparagraph "b." above.

(3). Aircraft/Vehicle Is Moving With Change in NIC_{SUPP}/NAC/SIL Data:

If the Aircraft/Vehicle IS Moving ***and*** there has been a change in the NICSUPP, NAC, or SIL data provided in the Surface Aircraft Operational Status Message (TYPE=31, Subtype=1), then the messages ***shall*** be broadcast at random intervals that are uniformly distributed over the range of 0.7 to 0.9 seconds relative to the previous Surface Aircraft Operational Status Message for as long as data is available to satisfy the requirements of subparagraph "b." above.

Change area is highlighted in "blue".

13. Section 2.4.3.3.1.4.2:

Replaced the entire Test Procedure of section 2.4.3.3.1.4.2 with the following:

2.4.3.3.1.4.2 Verification of the ADS-B Aircraft Operational Status Message Broadcast Rates (§2.2.3.3.1.4.2)

Purpose/Introduction:

The rates at which the Aircraft Operational Status Messages (TYPE=31 and Subtype=0, §2.2.3.2.7.2) are broadcast is specified in §2.2.3.3.1.4.2.

Measurement Procedure:

Step 1: Airborne ADS-B Message Broadcasts – Target State and Status / Operational Status / No Change in TCAS RA Active/NAC_P/SIL Data (§2.2.3.3.1.4.2.a.(1).)

Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of both Airborne Aircraft Operational Status Messages (TYPE=31, Subtype=0) and Target State and Status Messages (TYPE=29, Subtype=1). Ensure that the Aircraft/Vehicle is in the Airborne state. Ensure that there have been no changes in the TCAS RA Active, NACP, or SIL data used in the Airborne Aircraft Operational Status Message.

Verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Target State and Status Messages at a spacing uniformly distributed over the range of 1.2 to 1.3 seconds, and Airborne Aircraft Operational Status Messages at a spacing uniformly distributed over the range of 2.4 to 2.6 seconds.

Step 2: Airborne ADS-B Message Broadcasts – Target State and Status / Operational Status / Change in TCAS RA Active/NAC_P/SIL Data (§2.2.3.3.1.4.2.a.(2).)

Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of both Airborne Aircraft Operational Status Messages (TYPE=31,

Subtype=0) and Target State and Status Messages (TYPE=29, Subtype=1). Ensure that the Aircraft/Vehicle is in the Airborne state. Induce appropriate changes in the TCAS RA Active, NACP, or SIL data used in the Airborne Aircraft Operational Status Message.

Verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Target State and Status Messages at a spacing uniformly distributed over the range of 1.2 to 1.3 seconds, and Airborne Aircraft Operational Status Messages at a spacing uniformly distributed over the range of 2.4 to 2.6 seconds.

Step 3: Airborne ADS-B Message Broadcasts – No Target State and Status / Operational Status / Change in TCAS RA Active/NAC_P/SIL Data (§2.2.3.3.1.4.2.a.(3).)

Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of Airborne Aircraft Operational Status Messages (TYPE=31, Subtype=0). Ensure that the Aircraft/Vehicle is in the Airborne state. Induce appropriate changes in the TCAS RA Active, NACP, or SIL data used in the Airborne Aircraft Operational Status Message.

Verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Airborne Aircraft Operational Status Messages at a spacing uniformly distributed over the range of 0.7 to 0.9 seconds.

Step 4: Surface ADS-B Message Broadcasts – Not Moving (§2.2.3.3.2.4.2.b.(1))

Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of Surface Aircraft Operational Status Messages (TYPE=31, Subtype=1). Ensure that the Aircraft/Vehicle is in the ON-Ground state and that the Aircraft/Vehicle is NOT moving.

Verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Surface Aircraft Operational Status Messages at a spacing uniformly distributed over the range of 4.8 to 5.2 seconds.

Step 5: Surface ADS-B Message Broadcasts – Moving / No Change in NIC_{SUPP}/NAC/SIL Data (§2.2.3.3.2.4.2.b.(2))

Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of Surface Aircraft Operational Status Messages (TYPE=31, Subtype=1). Ensure that the Aircraft/Vehicle is in the ON-Ground state and that the Aircraft/Vehicle is moving. Ensure that there have been no changes in the NIC_{SUPP}, NAC, or SIL data provided in the Surface Aircraft Operational Status Message (TYPE=31, Subtype=1).

Verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Surface Aircraft Operational Status Messages at a spacing uniformly distributed over the range of 2.4 to 2.6 seconds.

Step 6: Surface ADS-B Message Broadcasts – Moving / Change in NIC_{SUPP}/NAC/SIL Data (§2.2.3.3.2.4.2.b.(3))

Provide the ADS-B Transmitting Subsystem with valid data necessary for the generation of Surface Aircraft Operational Status Messages (TYPE=31, Subtype=1). Ensure that the Aircraft/Vehicle is in the ON-Ground state and that the Aircraft/Vehicle is moving. Induce appropriate changes in the NIC_{SUPP}, NAC, or SIL data data used in the Surface Aircraft Operational Status Message (TYPE=31, Subtype=1).

Verify that the ADS-B Transmitting Subsystem is broadcasting ADS-B Surface Aircraft Operational Status Messages at a spacing uniformly distributed over the range of 0.7 to 0.9 seconds.

Change area is highlighted in "blue".

14. Section 2.2.3.3.1.4.3.1.2, paragraph a, subparagraph i:

Changed subparagraph "i" designation to "(1). for document consistency.

Change area is highlighted in "blue".

15. Section 2.2.3.3.1.4.3.1.2, paragraph a, subparagraph ii:

Changed subparagraph "ii" designation to "(2). for document consistency.

Change area is highlighted in "blue".

16. Section 2.2.5.1.50: UPDATED COUNT IN V41

Added new section in order to add "TCAS Operational Data" information requirement.

Change area is highlighted in "blue".

17. Section 2.2.5.1.51: UPDATED COUNT IN V41

Added new section in order to add "Single Antenna Flag Data" information requirement.

Change area is highlighted in "blue".

18. Section 2.2.5.1.52: UPDATED COUNT IN V41

Added new section in order to add "System Design Assurance (SDA) Data" information requirement.

Change area is highlighted in "blue".

19. Section 2.2.5.1.6.2, subparagraph c., subparagraph (3).: **IN WORK_WAITING ON D.WALKER**

Added the following Note:

Note: *In addition to accepting the Time Tag information, the ADS-B Transmitting Subsystem needs to accept information that indicates whether the GPS data is in the Even or Odd second. This is necessary in order to establish the distribution of Even and Odd 0.2 UTC Epochs starting with the Even Second.*

Typically, this information can be determined from the ARINC-743A defined "UTC" word having label "150".

Change area is highlighted in "blue".

20. Section 2.2.5.1.6.2, subparagraph d., subparagraph (3).: **IN WORK_WAITING ON D.WALKER**

Added the following Note:

Note: *In addition to accepting the Time Tag information, the ADS-B Transmitting Subsystem needs to accept information that indicates whether the GPS data is in the Even or Odd second. This is necessary in order to establish the distribution of Even and Odd 0.2 UTC Epochs starting with the Even Second.*

Typically, this information can be determined from the ARINC-743A defined "UTC" word having label "150".

Change area is highlighted in "blue".

End of Changes up to July DCA Meeting:

The following set of changes represent those that have been made since the July DCA Meeting.

1. Section 2.2.3.2.7.1.3, Figure 2-10, in the Figure Heading:

   Changed "(Subtype=1 Format)" **–to-** "(Subtype = 1)" for consistency purposes.

   Change area is shown highlighted in "blue".

2. Section 2.2.3.2.7.1.3.7, Table 2-52, 9 th. line down in table for bits 30,31 = 11:

   Added spaces between 180.0 and or in order to line up data with that provided in the rest of the table. Change area is shown highlighted in "blue".

3. Section 2.2.3.2.7.2, Figure 2-11, table adjustment.

   Moved the far right of the last column to the right just a bit so as have "Reserved" on one line.

   Changed "NIC Supp-" –to- "NIC Supplement-A"

   Change area is shown highlighted in "blue".

4. Section 2.2.3.2.7.2.3, Table 2-60, for "ME" bit 12 (Message bit 44):

   Changed "1090 ES IN" –to- "1090 IN" for consistency purposes.

   Change area is shown highlighted in "blue".

5. Section 2.2.3.2.7.2.3, Table 2-61, for "ME" bit 12 (Message bit 44):

   Changed "1090 ES IN" –to- "1090 IN" for consistency purposes.

   Change area is shown highlighted in "blue".

6. Section 2.2.3.2.7.2.3, Table 2-61, for "ME" bit 20 (Message bit 52)

   Highlighted "NIC Supplement-C" in "green" as a Flag to indicate that it was changed since my last version, e.g., added during the DCA meeting. Therefore, it is flagged such that I am reminded to verify that it is covered in requirements, input, and test procedure sections.

   Remove the green highlight upon final review.

7. Section 2.2.3.2.7.3.3, heading line, first line of paragraph, Table 2-63 Heading Line, and Table 2-63 First Line First Column:

   Changed four occurrences of "1090ES IN" **–to-** "1090 IN" for consistency purposes.

   Change areas are shown highlighted in "blue".

8. Section 2.2.3.2.7.3.3, Table 2-63, in the Meaning column for both encoding of "0" and "1":

   Changed "1090ES" –to- "1090 Extended Squitter" for clarity purposes.

   Change areas are shown highlighted in "blue".

9. Section 2.2.3.2.7.2.3.4, Table 2-64:

   Adjusted size of first column smaller such that meaning for each encoding goes into one line.

   Change areas are shown highlighted in "blue".

10. Section 2.2.3.2.7.2.3.7, First paragraph, second line:

    Changed "one-bit" **–to-** "one-bit ("ME" bit 11, Message bit 43)" **since** the bits were not previously called out.

    Change areas are shown highlighted in "blue".

11. Section 2.2.3.2.7.2.3.11 is highlighted in "green" as an indication that it is a new section added during the DCA meeting and that requirements, input, and test procedure sections need to be addressed. Remove green highlighting upon final review.

12. Section 2.2.3.2.7.2.4, Table 2-68B, final column, e.g., GPS Antenna Offset is highlighted in "green" as an indication that it is a new section added during the DCA meeting and that requirements, input, and test procedure sections need to be addressed. Remove green highlighting upon final review.
13. Section 2.2.3.2.7.2.4.7:

    Completed definition of GPS Antenna Offset with appropriate encoding tables.

    Change areas are shown highlighted in "blue".
14. Section 2.2.5.1.23, Title line and first sentence of paragraph:

    Changed two instances of "1090ES IN" –to- "1090 IN" for consistency purposes.

    Change areas are shown highlighted in "blue".
15. Section 2.2.5.1.19:

    Added new subparagraph "b." to call out use of NAC_V data in the Surface Aircraft Operational Status message.

    Changed existing subparagraph "b." **-to-** "c".

    In subparagraph "c":

    Changed "§2.2.3.2.6.3.5 and §2.2.3.2.6.4.5." **to** "§2.2.3.2.6.3.5, §2.2.3.2.6.4.5, and §2.2.3.2.7.2.3.9."

    Change areas are shown highlighted in "blue".
16. Section 2.2.5.1.20.

    Added Note since there really is no input for Subtype Data other than determining the Airborne or On-Ground State.

    Change areas are shown highlighted in "blue".
17. Section 2.2.5.1.52

    Added new section to call out need for GPS Antenna Offset Data.

    Change areas are shown highlighted in "blue".
18. Section 2.4.3.2.7.1.39, Measurement Procedure, Step 2, First Paragraph:

    Added new first sentence and retained the rest of the paragraph. New first sentence is as follows:

    "Provide the ADS-B Transmitting Subsystem with valid Barometric Pressure Altitude data via the appropriate input interface."

    Change areas are shown highlighted in "blue".
19. Section 2.4.3.2.7.1.39, Measurement Procedure, Step 3, first paragraph, first line:

    Changed two instances of "Step 1" **–to-** "Step 2".

    Change areas are shown highlighted in "blue".

    Note: ***I had previously made this change in my last submittal; however, it got changed back to Step 1. This is in error since Step 1 only provides data that initiates the Target State and Status Message.***
20. Section 2.4.3.2.7.1.3.10, Purpose/Introduction, first paragraph, second line:

    Changed "**shall**" **–to-** "is" in order to remove "shall" from test procedure section.

    Change area is shown highlighted in "blue".
21. Section 2.4.3.2.7.2.3.1, Purpose/Introduction, first paragraph, last line:

    Changed "**shall set**" **–to-** "sets" in order to remove "shall" from test procedure section.

    Change area is shown highlighted in "blue".
22. Section 2.4.3.2.7.2.3.1, Measurement Procedure, first paragraph, last line:

Added “(Message bits 41, 42, 45, 46 and 52-56)”.

Change area is shown highlighted in “blue”.

23. Section 2.4.3.2.7.2.3.2, First paragraph:

    Changed font size from 10 –to- 11.

    Change area is shown highlighted in “blue”.

24. Section 2.4.3.2.7.2.3.3, Title line, Purpose/Introduction first paragraph first line, step 1 title line, step 2 title line, and step 2 first paragraph second line:

    Changed five instances of “1090ES IN” –to- “1090 IN” for consistency purposes.

    Change area is shown highlighted in “blue”.

25. Section 2.4.3.2.7.2.3.3, Purpose/Introduction, first paragraph, second and last lines:

    Changed “shall be” –to- “is” to remove “shall” from Test Procedure.

    Change area is shown highlighted in “blue”.

26. Section 2.4.3.2.7.2.3.10, Purpose/Introduction, first paragraph:

    First line: **Changed** ME bit 11, **-to-** “ME” bit 19, Message bit 51,”

    Second line: **Changed** “ME bit 16” **_to-** “ME” bit 16, Message bit 48”

    Change areas are shown highlighted in “blue”.

    Step 1, first paragraph:

    Changed Structure –**to- new** subparagraph “a.”

    last line: **Changed** “ME bit 11” **–to-** ““ME” bit 19 (Message bit 51)”

    Change areas are shown highlighted in “blue”.

    Step 1, second paragraph:

    Changed Structure –**to- new** subparagraph “b.”

    First line: **Changed** “this step” **–to-** “step 1.a.

    last line: **Changed** “ME bit 11” **–to-** ““ME” bit 19 (Message bit 51)”

    Change areas are shown highlighted in “blue”.

    Step 1, third paragraph:

    Replaced with new or re-written subparagraph “c”.

    Added new subparagraph “d”

    Change areas are shown highlighted in “blue”.

    Step 2, first paragraph:

    Second line: **Changed** “Step 1” **–to-** “Step 1.a.”

    Last Sentence: **Changed** ME bit 11, **-to-** “ME” bit 19 (Message bit 51)”

    Change areas are shown highlighted in “blue”.

    Step 2, second paragraph:

    Second line: **Changed** “Step 1” **–to-** “Step 1.a.”

    Last Sentence: **Changed** ME bit 16, **-to-** “ME” bit 16 (Message bit 48)”

    Change areas are shown highlighted in “blue”.

27. Section 2.4.3.2.7.2.4.2:

    Title line: **Changed** “2.2.5.1.30” **–to-** “2.2.5.1.29”

    Measurement Procedure, Step 1, first paragraph, next to the last line:

    Changed “ME” **–to-** ““ME””.

Change areas are shown highlighted in "blue".

28. Section 2.4.3.2.7.2.4.3:

Title line: **Changed** "2.2.5.1.31" **–to-** "2.2.5.1.30"

Measurement Procedure, second paragraph, lines 1, 2, and 3.

Changed three instances of "ME" **–to-** ""ME"".

Change areas are shown highlighted in "blue".

29. Section 2.4.3.2.7.2.4.7:

Title line: **Added** reference to §2.2.5.1.52.

Change area is shown highlighted in "blue".

Added Entire new procedure:

Change area is shown highlighted in "blue".

30. Section 2.4.3.2.7.2.5:

Purpose/Introduction, first paragraph, first and second line"

Changed "(Message Bits 73 through 75, ME Bits 41 through 43)" **–to-** "("ME" bits 41 through 43, Message bits 73 through 75)" for consistency purposes.

Change area is shown highlighted in "blue".

Measurement Procedure, first paragraph, last two lines:

Changed "Message Bits 73 through 75" –to- ""ME" bits 41 through 43 (Message bits 73 through 75)" for consistency purposes.

Change area is shown highlighted in "blue".

31. Section 2.4.3.2.7.2.7: Title line, second line

Added reference to §2.2.5.1.34.

Change area is shown highlighted in "blue".

32. Section 2.4.3.2.7.2.8: Title line, second line

Added reference to §2.2.5.1.51.

Change area is shown highlighted in "blue".

33. Section 2.4.3.2.7.2.9: Title line, second line

Added reference to §2.2.5.1.40.

Change area is shown highlighted in "blue".

34. Section 2.4.3.2.7.2.10: Title line, second line:

Added reference to §2.2.5.1.35.

Change area is shown highlighted in "blue".

35. Section 2.4.3.2.7.2.11: Title line, second line:

Added reference to §2.2.5.1.37.

Change area is shown highlighted in "blue".

36. Section 2.4.3.2.7.2.12, Measurement Procedure, Step 2, first paragraph, last line:

Changed "ME" –to- ""ME"".

Change area is shown highlighted in "blue".

37. Section 2.4.3.2.7.2.13, Measurement Procedure, Step 1, first paragraph, last line:

Changed "ME" –to- ""ME"".

Change area is shown highlighted in "blue".

38. Section 2.4.3.3.1.4.3.1:

Added entire new Test Procedure relevant to 2.2.3.3.1.4.3.1.

Change area is shown highlighted in "blue".

39. Section 2.4.3.3.1.4.3.2:

Added entire new test procedure relevant to 2.2.3.3.1.4.3.2 which directs that appropriate procedures were previously provided in section 2.4.3.2.7.8.2.

Change area is shown highlighted in "blue".

Then have to update section 2.4.3.2.7.8.2.

40. Section 2.4.3.2.7.8.2: **Note---have to go backwards to correct the prior procedure.**

Measurement Procedure, Step 1, First paragraph, last line:

Changed "0.75 to 0.85" **–to-** "0.7 to 0.9".

Change area is shown highlighted in "blue".

Measurement Procedure, Step 2, Second paragraph, third line:

Changed "10" –to- "24 +/- 1.0"

Change area is shown highlighted in "blue".

OK, THAT IS ABOUT IT FOR MY BASELINE ASSIGNED ACTIONS OTHER THAN THE TIME MARK ISSUE ON WHICH I AM STILL WAITING FOR INPUT FROM D. WALKER, HONEYWELL.

SO, ON TO CHECKING FOR "ZZZ" WORK AS PER GF REQUEST.

40. Section 2.4.5.2.11: Measurement Procedure:

Rewrote, wrote, or updated all of the following Steps: 3,4,5, 6, 7, 8, 12, 13, 14, 15, 16, and 17.

Change areas are shown highlighted in "blue".

41. Section 2.4.5.2.12: Measurement Procedure: Step 4.f.

Rewrote/Updated procedure for GPS Offset Input latency.

Change areas are shown highlighted in "blue".