

#	Commentor Last Name	Paragraph/Section	Line Table / Figure	Comment Level (NC, H, M, L, E)	Comment	Suggested resolution	RTCA/EUROCAE Disposition	Action
1	Walker	Doc-(ALL)		M	Remove all references to ICAO	Remove all references to ICAO	WG-3/SG-1 and Don Walker agree that the objective is that ICAO references should be reduced or eliminated in future versions of these MOPS, along with a revision to Appendix A, which originally served as a mini-SARPs with the publication of DO-260 in September 2000.	<b>Action Gary</b> - create/update a listing of "open" issues to carry forward into the next versions of DO-260B/C
2	Saffell	Doc-(General)		H	US DOT FAA AC 20-165, section 3-3.b.(4) indicates that the ADS-B equipment may make automatic selection of the Position source. The AC goes on to state "If multiple sources are interfaced to the ADS-B, there must be a means for the flight crew to readily determine which source is selected". This latter statement works fine where selection is performed by the Flight Crew via switches or other indication that are readily displayed to the Flight Crew. However, this latter statement is deficient when the selection is performed automatically by the ADS-B equipment. There are no provisions in RTCA/DO-260B to require the ADS-B Out equipment to annunciate the source selection to external systems. Consequently, there were no such provisions added to ARINC 718-4 which was recently approved. Of interest is that RTCA/DO-302, STP MOPS, did provision for various source selections as well as for annunciation of such source selections. Problem is that for all practical purposes, RTCA/DO-302 has been effectively rendered obsolete or Not Applicable by the current ADS-B Out Mandate rules.	Appropriate source selection and annunciation requirements and test procedures need to be added to RTCA/DO-260B. However, to add such requirements, test procedures, etc., is a significant increase in scope beyond the intent of the Corrigenda. Alternately, automatic source selection will have to be disallowed if it cannot be appropriately annunciated to the flight crew.	WG-3/SG-1 agrees that this is not an issue of the MOPS, and FAA AIR-130 indicates that this should not have been in the AC and is being taken out of revision "A", which will possibly be available for draft review in the Spring of 2012.	<b>Action Walker:</b> Update AC 20-165
3	Saffell	Doc-(2.2.3.2.3.3)	2 nd. Paragraph	H (almost NC)	RTCA/DO-260B section 2.2.3.2.3.3 requires that NIC Supplement-B be changed if an update has not been received in 2 seconds. Problem is that HIL data coming from an ARINC 743A GPS may not be updated for up to 1.2 seconds. This forces a change based on a sample of one. In order to allow appropriate debounce, the time should be changed to 2.6 seconds to be consistent with similar data change requirements in the SARPs and DOC. 9871.	Recommend that the minimum time to reflect a change in NIC Supplement-B be changed to 2.6 seconds. It should be noted that 14CFR §91.227 and AC 20-165 allow 12 seconds for changes in NIC.	WG-3/SG-1 agrees that this change cannot be considered in this Corrigendum, as it has requirements change implications. This issue will be retained for discussion during any potential future revision of these MOPS, the transponder MOPS and ICAO Doc 9871.	<b>Action Gary</b> - create/update a listing of "open" issues to carry forward into the next versions of DO-260B/C
4	Saffell	Doc-(2.2.3.2.7.1.3.8)	2 nd. Paragraph	H (almost NC)	RTCA/DO-260B section 2.2.3.2.7.1.3.8 requires that NAC_P be changed if an update has not been received in 2 seconds. Problem is that HFOM data coming from an ARINC 743A GPS may not be updated for up to 1.2 seconds. This forces a change based on a sample of one. In order to allow appropriate debounce, the time should be changed to 2.6 seconds to be consistent with similar data change requirements in the SARPs and DOC. 9871.	Recommend that the minimum time to reflect a change in NAC_P be changed to 2.6 seconds.	WG-3/SG-1 agrees that this change cannot be considered in this Corrigendum, as it has requirements change implications. This issue will be retained for discussion during any future revision of these MOPS, including the transponder MOPS and ICAO Doc 9871.	<b>Action Gary</b> - create/update a listing of "open" issues to carry forward into the next versions of DO-260B/C
5	Saffell	Doc-(2.2.3.2.7.2.3.10)	2 nd. Paragraph	H (almost NC)	RTCA/DO-260B section 2.2.3.2.7.2.3.10 requires that NIC Supplement-C be changed if an update has not been received in 2 seconds. Problem is that HIL data coming from an ARINC 743A GPS may not be updated for up to 1.2 seconds. This forces a change based on a sample of one. In order to allow appropriate debounce, the time should be changed to 2.6 seconds to be consistent with similar data change requirements in the SARPs and DOC. 9871.	Recommend that the minimum time to reflect a change in NIC Supplement-C be changed to 2.6 seconds. It should be noted that 14CFR §91.227 and AC 20-165 allow 12 seconds for changes in NIC.	WG-3/SG-1 agrees that this change cannot be considered in this Corrigendum, as it has requirements change implications. This issue will be retained for discussion during any future revision of these MOPS, including the transponder MOPS and ICAO Doc 9871.	<b>Action Gary</b> - create/update a listing of "open" issues to carry forward into the next versions of DO-260B/C

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6	Saffell	Doc-(2.2.3.2.7.2.6)	2 nd. Paragraph	H (almost NC)	RTCA/DO-260B section 2.2.3.2.7.2.6 requires that NIC Supplement-A be changed if an update has not been received in 2 seconds. Problem is that HIL data coming from an ARINC 743A GPS may not be updated for up to 1.2 seconds. This forces a change based on a sample of one. In order to allow appropriate debounce, the time should be changed to 2.6 seconds to be consistent with similar data change requirements in the SARPs and DOC. 9871.	Recommend that the minimum time to reflect a change in NIC Supplement-A be changed to 2.6 seconds. It should be noted that 14CFR §91.227 and AC 20-165 allow 12 seconds for changes in NIC.	WG-3/SG-1 agrees that this change cannot be considered in this Corrigendum, as it has requirements change implications. This issue will be retained for discussion during any future revision of these MOPS, including the transponder MOPS and ICAO Doc 9871.	Action Gary - create/update a listing of "open" issues to carry forward into the next versions of DO-260B/C
7	Saffell	Doc-(2.2.3.2.7.2.7)	2 nd. Paragraph	H (almost NC)	RTCA/DO-260B section 2.2.3.2.7.1.3.8 requires that NAC_P be changed if an update has not been received in 2 seconds. Problem is that HFOM data coming from an ARINC 743A GPS may not be updated for up to 1.2 seconds. This forces a change based on a sample of one. In order to allow appropriate debounce, the time should be changed to 2.6 seconds to be consistent with similar data change requirements in the SARPs and DOC. 9871.	Recommend that the minimum time to reflect a change in NAC_P be changed to 2.6 seconds.	WG-3/SG-1 agrees that this change cannot be considered in this Corrigendum, as it has requirements change implications. This issue will be retained for discussion during any future revision of these MOPS, including the transponder MOPS and ICAO Doc 9871.	Action Gary - create/update a listing of "open" issues to carry forward into the next versions of DO-260B/C
8	Saffell	Doc-2.2.3.3.2.1.2.a 2.2.3.3.2.2.2.a and DO-181E 2.2.23.1.3.a		NC	The MOPS paragraphs referenced at left all indicate that the ADS-B Transmitting Subsystem (e.g., transponder) shall initialize on Power Up in a state in which no extended squitters are being transmitted. Each extended squitter message, and particularly the Aircraft Identification and Category Message, are started once appropriate data has been received to load at least one variable field of the message. For the Aircraft Identification and Category Message, this means that Flight ID, or Aircraft Registration Data must be received. These requirements have very purposely been harmonized into RTCA DO-260B, RTCA DO-181E, Eurocae ED-102A, Eurocae ED-73E, ICAO Annex 10, and ICAO DOC. 9871.  AC 20-165 section 3-7.c.(1) Call Sign/Flight ID stipulates the following: "When the ADS-B equipment is initially powered on, the call sign/flight ID may not be blank. At initial power-on it is acceptable for the call sign/flight ID to revert to a non-blank call sign which existed prior to the ADS-B equipment being powered off, or to the aircraft registration number." "Note: The preset call sign/flight ID will have to be updated if the aircraft's registration number changes."  AC 20-165 is contradictory to the existing MOPS in that it requires the Aircraft Identification and Category message to be started immediately with the possibility of old and stale data. Such would be the condition if the transponder has been removed from one aircraft and installed into another. The primary problem is that the MOPS and SARPs require that the message not be transmitted at all if there is no valid variable data. The AC forces startup with OLD data which is contradictory to the MOPS and SARPs.	The MOPS and SARPs have been established in a manner such that if the aircraft installation cannot provide valid flight identification or aircraft registry data, then the Aircraft Identification and Category Message shall not be transmitted. AC 20-165 clearly infers a different operation. As such, either AC 20-165 must be fixed or appropriate changes must be made in the MOPS and SARPs documents.	WG-3/SG-1/WG-5 agrees this is not a issue with the MOPS documents, but rather that the AC could possibly be interpreted to be inconsistent with the SARPs and MOPS. FAA AIR-130 agrees to review the AC 20-165 paragraphs and make revisions in AC 20-165A, such that nowhere is it implied that the transponder needs to store old data and use it at start-up.	Action Walker: Update AC 20-165