

Changes proposed and accepted by WG-3 for DO-260A

PDF File Names	Date	Description
Section_2_2_2_2	8/27/01	The reason why DO-260 limited the use of non-transponder devices to class A0 is that the NTD does not use the spectrum as efficiently or provide the system benefits that can be obtained with a transponder implementation of Extended Squitter. A “Note” was proposed to be added to Section 2.2.2.2 based on WP-6-05 to clarify this issue.
Section_2_2_3_2_7_1	8.27/01	DO-260 set the TCP Valid Flag to zero (0) in subparagraph 2.2.3.2.7.1.4, indicating that all TCP/TCP+1 data was not valid. A “Note” was proposed in WP-6-01 to be added to subparagraph 2.2.3.2.7.1 explaining the status of TCP/TCP+1 in DO-260A, assuming that no further changes were implemented to TCP/TCP+1 based on proposed changes currently proposed for the ADS-B MASPS, DO-242.
Section_2_2_3_3_2_4	2/5/01	Proposed correction/addition based on WP-2-04, which indicates that a requirement was placed into Appendix A of DO-260 that was not translated into a requirement in Section 2.2 or 2.4.
Section_2_2_3_3_2_6	8/27/01	During Meeting #2 it was agreed that a Version Number would be necessary. At Meeting #3 in WP-3-01A a Version Number was suggested to be added to the Aircraft Operational Status Message. During Meeting #6, while discussing other Section 2.2 and 2.4 changes necessary to implement the Version Number, it was agreed that the transmission rate of the Aircraft Operational Status Message must be increased, and that the TCP/TCP+1 Message(s) must be halted during the transmission of the high-speed transmission of the Status Message.
Section_2_2_8_4	11/1/01	Proposed deletion of Sections 2.2.8.4.1 and 2.2.8.4.2 based on WP-7-09 and the deletion of the Range Monitoring Technique. This causes previous Section 2.2.8.4.3 to be promoted to become 2.2.8.4, as the sole remaining subparagraph in that section of text.
Section_2_2_10_3	4/1/01	Proposed changes identified in WP-2-03 extending the proposed coast time in global decode from 25 to 120 seconds.
Section_2_4_3_2_7_3_3_1	2/5/01	Proposed changes as per WP-2-12, plus open discussion at Meeting #2, Melbourne Florida, as a result of an initial request by Bob Hilb at the June 2000 Plenary which approved DO-260, to add TCAS and CDTI operational status information to the CC_4 subfield of the Aircraft Operational Status Message.

PDF File Names	Date	Description
Section_2_4_3_3_2_4	4/1/01	Proposed changes identified in WP-3-10A, plus open discussion at Meeting #3, Phoenix Arizona, as a result of additions made to Section 2.2.3.3.2.4 identified in WP-2-04, which was initially proposed because of a requirement that was placed into Appendix A of DO-260 that was not translated into a requirement in Section 2.2 or 2.4.
Section_2_4_8_4	11/1/01	Proposed deletions of Sections 2.2.8.4.1 and 2.2.8.4.2 require deletion of corresponding Sections 2.4.8.4.1 and 2.4.8.4.2. This causes previous Section 2.4.8.4.3 to be promoted to become 2.4.8.4, as the sole remaining subparagraph in that section of text and to correspond to the same changes made in Section 2.2.8.4.
Section_2_4_10_3	4/1/01	Proposed changes identified in WP-2-03 extending the proposed coast time in global decode from 25 to 120 seconds.
Section_3_0	7/18/01	Add a <i>Note</i> in Section 3.0 indicating that installation of non-transponder based 1090 MHz ADS-B equipment in airplanes equipped with Mode-S transponders is prohibited, as agreed to by WG-3 in Meeting #5.
Figures-2-16abc	4/1/01	Proposed changes identified in WP-2-03 and WP-3-13A extending the proposed coast time in global decode from 25 to 120 seconds.
Table_2-1	8/27/01	As identified by a reader of DO-260, and documented in WP-6-10, there is no specific statement of requirement for antenna diversity accept in subparagraph 3.3.1. Table 2-1 was modified as per the suggested change in WP-6-10 and discussion during meeting #6, to indicate that A1, A2 and A3 class equipment require antenna diversity and a reference to subparagraph 3.3.1 was placed in a "Note."
Tables-2-3+2-4	11/1/01	(1) Proposed changes per WP-4-01 where WG-3 agreed to explicitly state that the Aircraft Operational Status Message should be transmitted by all Class A Aircraft, as well as Class B1 Aircraft. It was additionally agreed that a "Note" would be added to the list of Notes following Tables 2-3 and 2-4, indicating that if the formats for Class B2 and B3 Aircraft changed in the future, then they would be required to transmit the Message containing the Version Number. (2) Proposed changes per WP-6-02 where WG-3 agreed to specify only the MS-P and not distinguish a MS Report for IFR or VFR, and to correct a mistake in the original DO-260 in regards to compliance with DO-242 paragraph 3.4.3.2 and Tables 2-2 and 3-2.

PDF File Names	Date	Description
Table_2-5	11/1/01	(1) Proposed changes per WP-6-03 to define enhanced classes of 1090 MHz ADS-B receivers and to note the limitations of the receivers that do not incorporate the enhanced reception techniques to be outlined in DO-260A, subparagraph 2.2.4.4. (2) Proposed changes per WP-6-02 where WG-3 agreed to specify only MS-P and not distinguish a MS Report for IFR and VFR, and to delete notes related to specifying a deferent SV Report for Class B1.
Table_2-54	2/5/01	Proposed changes as per WP-2-12, plus open discussion at Meeting #2, Melbourne Florida, as a result of an initial request by Bob Hilb at the June 2000 Plenary which approved DO-260, to add TCAS and CDTI operational status information to the CC_4 subfield of the Aircraft Operational Status Message.
Tables-2-89+2-90+2-91	2/5/01	Modified as per WP-2-07, with input from WP-2-05 and open discussion and analysis at Meeting #2, Melbourne Florida, as a result of requests after the production of DO-260 to add columns to the tables expressing the Hexidecimal values of the Angular Weighted Binary Latitude and Longitude values which were already shown in degrees.
Table_A-13	2/5/01	Proposed changes as per WP-2-12, plus open discussion at Meeting #2, Melbourne Florida, as a result of an initial request by Bob Hilb at the June 2000 Plenary which approved DO-260, to add TCAS and CDTI operational status information to the CC_4 subfield of the Aircraft Operational Status Message.
App_A_7_8	7/17/01	At Meeting #4 it was agreed by WG-3 that Range-based Decoding should be eliminated from DO-260. Working Paper WP-5-01 proposed specific text to be changed or eliminated from Appendix A in Sections A.7.8.2 through A.7.8.4.
App_I4	8/27/01	(1) Modified as per WP-2-09 and WP-2-11, plus open discussion at Meeting #2, Melbourne Florida. With corrected Figures I-2 and I-3. (2) Modified as per WP-3-05 and WP-3-07 discussed at Meeting #3, Phoenix Arizona. (3) Modified subparagraphs I.3.3.2 and I.4.3.2 as per WP-4-04 and WP-5-02A, to clarify conservative error correction (4) Modified subparagraph I.4.1.2.2.2 as per discussions during Meeting #5 arising from WP-5-08, which discussed conditions for declaring preambles in reference to lead edge positions. (5) Changes identified in WP-6-09 to accommodate enhanced DMTL techniques.