

ISSUE DOCUMENTATION – RTCA SC-186



Tracking Information (committee secretary only)	
Change Issue Number	10
Submission Date	11 June 2003
Status (open/closed/deferred)	Open
Last Action Date	18 June 2003

Short Title for Change Issue:	Determination of Relative/Absolute Altitude for CDTI
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Topic:	ASA	High-level	ASAS	STP	ASSAP	CDTI
Document Reference:	DO-289			Originator Information:		
Entire document (y/n)	No			Name	T. E. Foster	
Section number(s)	3.3.3			Phone	(406) 556-8066	
Paragraph number(s)				E-mail	tefoster@montanadsl.net	
Table/Figure number(s)				Other		

Proposed Rationale for Consideration (originator should check all that apply):	
<input type="checkbox"/>	Item needed to coordinate with other documents
<input type="checkbox"/>	ASA MASPS
<input type="checkbox"/>	1090 MHz Link MOPS
<input type="checkbox"/>	UAT Link MOPS
<input type="checkbox"/>	TIS-B MASPS
<input type="checkbox"/>	Previously written CDTI MOPS
<input type="checkbox"/>	Other (include document title):
<input type="checkbox"/>	Item needed for harmonization with international requirements
<input type="checkbox"/>	Item identified during recent ADS-B development activities and operational evaluations
<input checked="" type="checkbox"/>	MOPS clarifications and correction item
<input type="checkbox"/>	Validation/modification of questioned MOPS requirement item
<input type="checkbox"/>	Military use provision item
<input type="checkbox"/>	New requirement item

Nature of Issue:	<input type="checkbox"/> Editorial	<input checked="" type="checkbox"/> Clarity	<input type="checkbox"/> Performance	<input checked="" type="checkbox"/> Functional
Issue Description (attach additional sheets if necessary):				
<p>The ASA MASPS and/or ASAS MOPS needs to clarify which choice of altitude sources is best for determining the relative or absolute altitude of a traffic target being displayed on CDTI.</p> <p>For <u>Relative Altitude</u>: The ADS-B information from a target includes both barometric pressure altitude (referenced to standard temperature and pressure) and geometric altitude. Geometric altitude will not always be available, especially for the lower NAV_p values. Therefore, normally target pressure altitude would be differenced with ownship pressure altitude to determine a target's relative altitude value. When pressure altitude from a target is not available or invalid, then the target geometric altitude and ownship geometric altitude would be differenced to determine the relative altitude of the target. This should provide an equivalent relative altitude except for parameter accuracy and resolution differences, however, these differences would likely not be observed on the CDTI display.</p> <p>For <u>Absolute Altitude</u>: The ADS-B barometric pressure altitude information from a target only provides barometric altitude referenced to standard temperature and pressure. No barometric corrected altitude or barometric correction value is available. ADS-B requires that the pressure altitude source be the same source that is used and reported by Mode C or Mode S equipment on the aircraft. Like TCAS, CDTI only has standard altitude available from a target for use to display the absolute altitude for the target. An issue has been raised regarding the display of standard altitude for targets on CDTI when ownship is being operated with barometric corrected ownship altitude by the flight crew. Is this an operational problem?</p>				

Originator's proposed resolution if any (attach additional sheets if necessary):

Clarify the usage of altitude sources for determination of relative and absolute altitude of a target for display on CDTI.

Author's Recommended Resolution: For Relative Altitude for CDTI targets, require the altitude difference to be based on pressure altitude, unless pressure altitude from a target is not available or invalid, then the target geometric altitude and ownship geometric altitude would be differenced to determine the relative altitude of the target. For Absolute Altitude for CDTI targets, clarify that the absolute altitude displayed for CDTI targets is always based on standard altitude, irrespective of the altitude (corrected or standard) being used by ownship flight crew.

Response from Bob Hilb (10 June 2003):

Although I generally agree with your paper, I do have a couple of concerns.

As far as relative altitude, except for RVSM approved aircraft, I believe GPS geometric altitude would give better accuracy than barometric and WAAS geometric better than any barometric. In any case, I believe we should use the best available as the rule.

As far as actual, we are following the TCAS standard. Which is, if the system has the barometric correction available to correct the barometric altitude then actual altitude could be displayed any time the crew would want it. If the correction is not available, then the actual altitude can be displayed full time only above transition altitude (in the US FL180). Below transition altitude the display of actual altitude is limited to 30 seconds.

The above implementations would be covered in crew training so the only distinction on the screen would be to differentiate relative from actual.