

Table 2-63: Payload Type Code Allocation

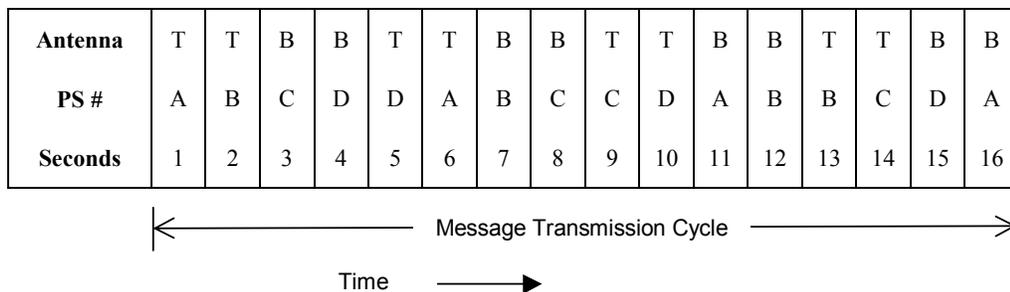
Equipment Class	PS-A	PS-B	PS-C	PS-D
A0, A1L, A1H, B0, B1	1	0	2	0
A1H, B1 (see Note 2)	3	6	0	6
A2	1	4	4	4
A3	1	4	5	4
B2, B3	1	0	0	0

Notes:

1. This schedule is to be followed regardless of the unavailability of any payload fields.
2. Optional Payload Type Code assignment if the installation can support transmission of *Trajectory-Target* State information.

2.2.6.1.3 Message Transmission Cycle (Transmitter Diversity)

A message transmission cycle of 16 seconds is defined to ensure a proper mix of message payloads for installations that support ADS-B Message transmission from dual (diversity) antennas (§2.1). When an aircraft is determined to be in the AIRBORNE condition, transmissions **shall** occur through Top (T) (if so equipped) and Bottom (B) antennas each Message Transmission Cycle as shown in [Figure 2-7](#).

**Figure 2-7: Transmitter Antenna Use for Diversity Installations****Notes:**

1. There is no requirement that transmission cycle boundaries be aligned among A/Vs; it is used only to ensure proper mix of transmitted message types.
2. For receivers with antenna diversity provided by switching according to §2.2.8.1, this transmission pattern ensures that each payload type is communicated via each possible transmit/receive antenna combination (T/T, T/B, B/T, B/B) once during each 16 second cycle. It also minimizes the maximum spacing between any two transmissions of the same type.

When an aircraft is determined to be in the ON-GROUND condition (§2.2.4.5.2.5.1), the top antenna (if so equipped) **shall** be selected for all transmissions. The transmission sequences are as shown in [Figure 2-7](#), second and third rows.