

RTCA Special Committee 186, Working Group 5

ADS-B UAT MOPS (DO-282), Revision A

Meeting #15

**Correction/Modification of the Aircraft/Vehicle
Length and Width Encoding**

Presented by Gary Furr

SUMMARY

During a meeting of ICAO AMCP Working Group C, UAT Subgroup in Montreal, it was agreed that the Table which was being proposed to identify the Aircraft/Vehicle Length and Width Encoding was un-necessarily complicated and should be made simpler. This Working Paper proposes changes which were also proposed to the 1090 MOPS (DO-260A) and were accepted by RTCA SC-186 Plenary.

Introduction

During review of the table in the draft UAT Technical Manual that specified the encoding of the Aircraft/Vehicle Length and Width Code by the ICAO AMCP Working Group “C” UAT Subgroup for the production of a UAT SARPS at their meeting in Montreal 13-16 January 2003, it was agreed by the International community that there is a need to clarify this table so that anyone could understand how to interpret the table, using only the table itself, and to have a table such that all aircraft could be assigned a specific A/V-L/W Code.

Proposal

In order to easily apply the A/V L/W Tables to any aircraft of any size, it is suggested that all of the left sides of all of the inequalities for both the Length and Width columns of Table 2-35 in the UAT MOPS (DO-282) be eliminated for A/V-L/W decimal codes 0 through 13, leaving only the cases where “L” is less than a value and “W” is less than a value, in order to determine the A/V-L/W Code. For the case of a A/V-L/W code of decimal 14 or 15, the entry for Length should be “L” less than some very large value (200 meters) in order to adequately cover those aircraft that may be much wider than they are long.

This suggestion was discussed during the review of the 1090 MOPS (DO-260A) by RTCA SC-186 Plenary, 30 January 2003, and it was agreed that this change did not modify the requirement, but did in fact clarify the use of the A/V L/W Code. This proposed change was accepted by the Plenary and was implemented into the proposed publication version of DO-260A.

This change was also agreed to by all of those WG-6 contributors to the ADS-B MASPS (DO-242A) and it was agreed that there will also need to be the same change made in DO-242A.