

**RTCA Special Committee 186, Working Group 5**

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

**Meeting #17**

**Teleconference on 11.06.03**

**Proposed Changes to DO-282 that may be considered for  
Change-1 of DO-282**

**Maintained by Gary Furr**

**SUMMARY**

**This Working Paper contains a number of proposed changes to DO-282 for the purpose of considering the publication of a Change-1. Some of the proposed changes in this Working Paper are clearly corrections to typos and errors! Other proposed changes were found by people who were reviewing the document for themselves or their companies, or trying to verify Test Procedures. Still others are a result of the creation of the UAT SARPS and the UAT SARPS Technical Manual by the ICAO ACP WG-C UAT Subgroup. This list of changes will continue to be maintained, and as changes are accepted by WG-5, this document will become a change history for the production of any published change to DO-282. In the following table, those items shaded in yellow are those that I believe will require discussion by the Working Group for approval.**

## Changes proposed by WG-5 for changes to the UAT MOPS in preparation for DO-282A

Section	DO-282 Page #	Change Source	Date Accepted	Description
Various Capitalization		Editorial	WG Telecon 8/6/03	During the review of the proposed UAT SARPS Technical Manual, it has been pointed out that there were inconsistencies in the treatment of capitalization in some Tables in DO-282 that reference the names of Fields versus those of subfields. This comment will affect numerous field names in several Tables and in paragraph text in DO-282A. <b>Implemented</b>
Various Flight Plan ID		New Rqmt		Working Paper UAT-WP-14-02 was prepared for the purpose of identifying new or revised UAT MOPS text for adding a Flight Plan ID reporting element to the Mode Status Message. Preparation of this Working Paper was in response to issues concerning ATC automation system requirements raised at the RTCA SC-186 Plenary in June 2002.
§1.3.1 Figure 1-1 §1.3.3	5 6	Errata	WG Telecon 8/6/03	The last MSO should be numbered <b>3951</b> in: (1) Figure 1-1, (2) as the last number in the paragraph following Figure 1-1, and (3) at the end of the first sentence in the first paragraph of §1.3.3. <b>Implemented</b>
§2.2.2.3 Note 2	18	Editorial	WG Telecon 8/6/03	In the second line of Note 2, change “frequency offset” to “frequency deviation” <b>Implemented</b>
§2.2.2.4	18	SARPS Review	WG Telecon 8/6/03	To address an issue that arose during the discussion of the UAT SARPS Technical Manual, it appears that for the sake of completeness and to rule out some potential anomalous behavior, §2.2.2.4 should be amended to include a requirement for the horizontal dimension of the eye opening as well as the vertical dimension. Working Paper UAT-WP-15-01 discusses this proposed change and suggests changing the beginning of the text in §2.2.2.4 to read: “The minimum <i>vertical</i> opening ...” <b>Additionally</b> , add a second paragraph reading “ <i>The minimum horizontal opening of the eye diagram of the transmitted signal (measured at 978 MHz) shall be no less than 0.624 microseconds (0.65 symbol periods) when measured over an entire Long ADS-B Message containing pseudorandom payload data.</i> ” <b>Implemented</b>
§2.2.2.6 Figure 2-2	20	SARPS Review	Wait for Biggs Action Rpt in UAT Subgroup	In order to clarify the “necessary” or “occupied” bandwidth, the UAT SARPS Subgroup suggested adding a dashed line at the 0.65MHz position in Figure 2-2 and labeling it as “Necessary Bandwidth” in order to conform to the change also made in the Note below the table. <b>Additionally</b> add a vertical label on the right side of the plot in Figure 2-2 indicating “250% Boundary.”
§2.2.2.6 Note below Fig 2-2	20	SARPS Review	Wait for Biggs Action Rpt in UAT Subgroup	To conform to a proposed change in the UAT SARPS, in the Note following Figure 2-2: (1) add “+/-” in front of the value 250%, (2) change both occurrences of “occupied bandwidth” to “necessary bandwidth” (3) after 1.3MHz, add “(+/- 0.65MHz)” and (4) change the word “determined” to “measured”

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§2.2.3.2.2	23	Expanded Rqmt	WG-5 Meeting 16 9/17/03	Working Paper UAT-WP-15-08 proposed a format for Information Frames that would contain the incremental units of information conveyed in the UAT Ground Uplink Message. This framework of Information Frames offers the flexibility to support various kinds of uplink information as well as a mixture of information types within each Ground Uplink Message. WG-5 agreed with the recommendations of UAT-WP-15-08 and directed that the additions proposed in the Working Paper be made in §2.2.3.2.2 and §2.2.3.2.2.2, as appropriate. <b>Implemented</b>
§2.2.3.2.2.1.4	24	SARPS Review	WG Telecon 8/6/03	During the review of the proposed UAT SARPS Technical Manual, it was agreed by the UAT SARPS Subgroup that this paragraph should be re-written for clarity as: “The “UTC Coupled” flag is a 1-bit (bit 1 of byte 7) flag used to indicate whether or not the ground station 1 Pulse Per Second timing is valid. An encoding of ONE represents that the Ground Station is UTC-Coupled (§2.2.5.1). An encoding of ZERO represents that the Ground Station is not UTC-Coupled (§2.2.5.2).” <b>Implemented</b>
§2.2.4.5.1.2 Table 2-10	29		Withdrawn pending implementation of the TQL parameter from ASA MASPS	We can identify an ADS-B and a TIS-B Message, but we have no separate way to indicate ADS-B re-broadcast. It may be important to distinguish ADS-B from ADS-R in order to do range validation properly. And, we may need to distinguish ADS-R from TIS-B (radar) to properly interpret latency and possibly NIC/NAC/SIL.  <u>Proposed Resolution:</u> Consider assigning one of the two reserved states in Table 2-10 to “ADS-B Re-broadcast.”
§2.2.4.5.1.3.2	30	Errata		The ground systems folks have a strong requirement that, if a participant uses a Temporary Address, that it always be the same address within one flight segment, regardless of how many times the pilot toggles the ICAO versus Temporary selection. The reason being that having multiple Temporary addresses from the same participant in a short period of time (less than 1 minute coast time) can cause bogus conflict alerts on the ATC controller displays.  <u>Proposed Resolution:</u> At the top of page 30 where the values of M(1), M(2) and TIME are described: change “at the time the temporary address option is selected” to “the first time the temporary address option is selected”
§2.2.4.5.2.1	31	Editorial	WG Telecon 8/6/03	In paragraph (a), second line, change: “encode the latitude of the ADS-B Transmitting System” to “encode the latitude provided to the ADS-B Transmitting System” <b>Implemented</b>
§2.2.4.5.2.1	32	Errata	WG Telecon 8/6/03	In paragraph (b), second line, change: “encode the latitude of the ADS-B Transmitting System” to “encode the longitude provided to the ADS-B Transmitting System” <b>Implemented</b>

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§2.2.4.5.2.1 Table 2-11	32	Errata		Two errors have been discovered in Table 2-12 during implementation of the UAT Capstone GBT. 1. For the bit definition “1011 1111 1111 1111 1111 1111” the Longitude <b>should be</b> “(90+LSB) degrees West” 2. For the bit definition “1100 0000 0000 0000 0000 0000” the Latitude <b>should be</b> “+90 degrees (South Pole)”
§2.2.4.5.2.1 Figure 2-5	33	SARPS Review	WG Telecon 8/6/03	During the review of the proposed UAT SARPS Technical Manual, it was agreed by the UAT SARPS Subgroup that the following changes would be made to Figure 2-5 for clarity: 1. In the lower half of the figure, change: “270 degrees E = 90 degrees W” to “90 degrees W” 2. In the lower half of the figure, add a label at the center of the globe indicating “N Pole” <b>Implemented</b>
§2.2.4.5.2.2	34	Errata	WG-5 Meeting 16 9/17/03	When transmission of Pressure Altitude is inhibited (i.e. made not-available), does that force the Altitude Type field to assume the 'I' value (i.e. Geometric Altitude becomes Primary)? The question arises due to a lack of clarity in the last sentence of the 3rd paragraph of this section (i.e. "If only one ALTITUDE TYPE is available, then that Altitude shall be indicated in the "ALTITUDE TYPE" field"). But note that the ALTITUDE TYPE field always refers to both types of altitude, by assigning one of them as "primary" (though it doesn't use that word), and the other as the SECONDARY ALTITUDE.  <u>Proposed resolution:</u> Change the last sentence of the 3rd paragraph: " If only one altitude source is available, then the use of that Altitude <b>shall</b> be reflected in both the “ALTITUDE TYPE” and “ALTITUDE” fields.” <b>Implemented</b>
§2.2.4.5.2.5.1 Table 2-17	37	Errata	WG Telecon 8/6/03	Working Paper UAT-WP-15-02 describes the error that caused the value of 100 feet to be placed into the “Radio Altitude” column. Replace all “100 feet” values with “50 feet” <b>Implemented but could change based on agreement to change ASA MASPS</b>
§2.2.4.5.2.5.1 and §2.2.4.5.2.5.2	36 to 38	Errata		As initiated by the review of the UAT SARPS Technical Manual, and as documented in Issue Paper 71, the errors in the determination and validation of the Air/Ground State were originally defined in DO-260 and were carried forward to the ADS-B MASPS (DO-242A), the UAT MOPS (DO-282), and the revised 1090 MHz ES MOPS (DO-260A). The RTCA SC-186 Plenary on 9/18/03 established an ad hoc working group to resolve the errors and to recommend language for the draft ASA MASPS. Working Paper <b>UAT-WP-17-03</b> details the text agreed to by that ad hoc working group, and that will additionally be reviewed by the Technical Subgroup of the ICAO SCRSP for inclusion in the revision of the 1090 SARPS. It is recommended that the text of UAT WP-17-03 as included in the ASA MASPS be adopted to replace the text and tables of these referenced paragraphs in DO-282.

Section	DO-282 Page #	Change Source	Date Accepted	Description
§2.2.4.5.2.5.1 Table 2-17	37	Expanded Rqmt	<p>Comment needs to be added to the IP 71 for consideration of WG-6</p> <p>AND</p> <p>Has been reflected in changes proposed to the ASA MASPS</p> <p>See UAT-WP-17-03</p>	<p>Row 2 of the Table requires that LIGHT aircraft must always report the AIRBORNE condition. Because of a misunderstanding of the intent of DO-242A, this is not strictly required by R3.45 of that document. DO-242A contains no requirement to report the Air/Ground state at all. Instead, DO-242A sets requirements for what elements of the State Vector Report must be present (see DO-242A, §3.4.3.1, first paragraph). In the case of participants that do not have an automatic means of determining their Air/Ground state, the intention of R3.45 was to guarantee particularly that the participant Altitude is included in the State Vector (SV) Report. See DO-242A Table 3-6 for a list of the required SV Report elements by Air/Ground state. Since UAT equipped aircraft always include Altitude in all SV reports, there is no reason for forcing special conditions on UAT participants for the LIGHT emitter category.</p> <p><u>Proposed Resolution (1):</u> In Table 2-17, use the same conditions for LIGHT participants as the SMALL through HEAVY participants.</p> <p><i>Note: This resolution would allow the Capstone program to continue using a velocity-based Air/Ground switch, as they presently use.</i></p> <p><u>Proposed Resolution (2):</u> For LIGHT participants, add the following Note to the table: <i>Note: When appropriate, LIGHT participants may use a Ground Speed threshold to determine their Air/Ground status. The Ground Speed threshold used should be appropriate for the performance characteristics of the aircraft.</i></p>
§2.2.4.5.2.7.2 Table 2-35	45	SARPS Review	WG Telecon 8/6/03	<p>As a result of review of the proposed UAT SARPS Technical manual, Working Paper UAT-WP-15-03 describes the request to simplify the “Length” and “Width” Category columns by eliminating the left side of all of the inequalities.</p> <p><b>Implemented</b></p>
§2.2.4.5.3 Table 2-38	46	SARPS Editorial	WG Telecon 8/6/03	<p>During the review of the proposed UAT SARPS Technical Manual, it was requested that a “<i>Note</i>” be added after Table 2-38, reading: “<i>Design of the TIS-B Ground Subsystem is in a preliminary phase. The message structure in Table 2-38 may evolve as this design matures.</i>”</p> <p><b>Implemented</b></p>

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§2.2.4.5.3.1	46	SARPS Editorial	WG Telecon 8/6/03	<p>During the review of the proposed UAT SARPS Technical Manual, it was requested that the “Notes” in this section be revised to be clearer. The proposed Notes would read: “1. The “UTC” field shown in Table 2-11 for the State Vector Element is not provided for TIS-B transmissions. The “UTC Coupled” status of the ground station transmitting TIS-B information is available in the UAT Ground Uplink Message (§2.2.3.2.2.1.4)” and 2. The application that uses TIS-B reports is assumed to make appropriate checks for a TIS-B Site ID of value ZERO. If the Address Qualifier shown in Table 2-10 indicates that this is a TIS-B Message, and the TIS-B SITE ID indicates a value of ZERO, an error condition is indicated.”</p> <p style="text-align: right;"><b>Implemented</b></p>
§2.2.4.5.4.5 Table 2-43	51	Editorial	WG-5 Meeting 16 9/17/03	<p>The UAT MOPS at present contains no requirements on use of the MOPS Version field by an ADS-B receiver. The only requirement is that it be transmitted, and that it be the value ONE. At a minimum, some guidance on how to use the Version Number would be appropriate.</p> <p><u>Proposed Resolution:</u> Add Note 2 below Table 2-43 stating:  <i>“It is assumed that future changes to the UAT MOPS will be backward-compatible with previous versions. Given this, the function of the UAT MOPS Version Number is to support forward compatibility with future revisions of these MOPS. For example, future MOPS Version UAT equipment may safely assume that it may ignore any “reserved” data fields in received messages from the earlier versions of these MOPS. Also, future MOPS Version equipment should ignore the content of all reserved fields shown in the original RTCA DO-282, until the receiving equipment obtains a participant's MOPS Version number. Fields that are defined in a earlier version of these MOPS may be relied upon to remain consistent with later MOPS versions.”</i></p> <p style="text-align: right;"><b>Implemented</b></p>
§2.2.4.5.4.12.2	54	Errata	WG Telecon 8/6/03	<p>As per discussion in Working Paper UAT-WP-15-04, there appears to have been an inconsistency between the TCAS equipment interface requirements in the ADS-B MASPS and the UAT MOPS. This analysis is supported by discussion of the UAT SARPS Subgroup and the proposed changes are consistent with changes made to the UAT SARPS Technical Manual. Following the suggested changes in UAT-WP-15-04, the sentence in the ADS-B MASPS §3.4.4.9.1, which contains the requirement R3.102-B, will be inserted prior to the last sentence in the first paragraph of §2.2.4.5.4.12.2. Additionally, in the second existing paragraph, the last word will be changed from “ZERO” to “ONE.” Finally, the “Note” from the ADS-B MASPS §3.4.4.9.1 will be inserted after the second paragraph.</p> <p style="text-align: right;"><b>Implemented</b></p>

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§2.2.4.5.4.13.1	55	Errata	WG Telecon 8/6/03	As per discussion in Working Paper UAT-WP-15-04, there appears to have been an inconsistency between the TCAS equipment interface requirements in the ADS-B MASPS and the UAT MOPS. This analysis is supported by discussion of the UAT SARPS Subgroup and the proposed changes are consistent with changes made to the UAT SARPS Technical Manual. Following the suggested changes in UAT-WP-15-04, the sentence in the ADS-B MASPS §3.4.4.10.1, which contains the requirement R3.110-B, will be inserted prior to the last sentence in the first paragraph of §2.2.4.5.4.13.1. Additionally, in the second existing paragraph, the last word will be changed from “ZERO” to “ONE.” <b>Implemented</b>
§2.2.5.1	63	SARPS Editorial	WG Telecon 8/6/03	During the review of the proposed UAT SARPS Technical Manual, it was requested by the UAT SARPS Subgroup that the second sentence of the “ <i>Note</i> ” in this section be re-written as: “ <i>Short term GNSS outages are mitigated by UAT ground infrastructure providing timing information and/or by the ability of UAT avionics to prevent Airborne UAT Transmitting Subsystems from transmitting in the Ground Uplink Segment for a minimum of 20 minutes in the absence of GNSS (§2.2.5.2 [d]).</i> ” <b>Implemented</b>
§2.2.6.1.2	66	Errata	WG Telecon 8/6/03	In Note 2 under Table 2-63, second line change “Trajectory State” to “Target State” <b>Implemented</b>
§2.2.6.2.2	67			Clarification is required as to whether the “1 second UTC epoch,” referenced in the 3 <sup>rd</sup> line of the first paragraph, is specified as the reference point for Tx MSO timing, is the Time Mark signal presented to the equipment, as specified in §2.2.5 and Figure 2-6, page 64. Using the Time Mark signal as presented to the equipment would remove any implied requirement for the UAT equipment to compensate for errors in an externally supplied 1PPS time mark signal.
§2.2.7.1 Table 2-64	69	Errata	WG Telecon 8/6/03	Element #13 (Track Angle) is listed as Mandatory for Class A1L. The requirement in §2.2.4.5.2.6 is that while in the GROUND state, the State Vector data includes Ground Speed and either Heading or Track Angle. It makes little sense for Ground Speed and Heading interfaces to be Optional, but a Track Angle interface to be Mandatory, as shown in Table 2-64.  <u>Proposed Resolution:</u> Mark the Track Angle interface as Optional for A1L. <b>Implemented</b>
§2.2.8.2.1.1	73	Editorial	WG Telecon 8/6/03	In the title, change “is Desired” to “As Desired” <b>Implemented</b>
§2.2.8.2.1.2	73	Editorial	WG Telecon 8/6/03	In the title, change “is Desired” to “As Desired” <b>Implemented</b>
§2.2.8.2.1.2	73	SARPS Review	WG Telecon 8/6/03	To conform to a proposed addition to the UAT SARPS Technical Manual, insert a new paragraph entitled “Basic UAT ADS-B Message As Desired Signal.” Copy the existing text of §2.2.8.2.1.1 for “long” and change the desired signal level to “-94dBm.” <b>Implemented</b>

Section	DO-282 Page #	Change Source	Date Accepted	Description
§2.2.8.2.1.3 (new)	73	SARPS Review	WG Telecon 8/6/03	<p>The existing §2.2.8.2.1.2 will be renumbered to §2.2.8.2.1.3 if the proposal to insert a new paragraph is accepted. However, in the published §2.2.8.2.1.2, in order to have consistency with the ICAO VDL documentation, it is proposed that subparagraph (a) be changed from a value of 600 knots <b>to a value</b> of 850 knots, and that a <b>Note</b> be added under (a) stating that:</p> <p><b>Note:</b> <i>The 850 knot ground station closure rate is derived from a 600 knot true air speed, added to a 250 knot worst-case wind velocity. The 1200 knot air-to-air closure remains valid because both aircraft are assumed to be within the same air mass, so the wind velocity makes no difference to the closure rate.</i></p> <p style="text-align: right;"><b>Implemented</b></p>
§2.2.8.3.3	77	Errata	Moshier Pagano Bachman Wilson Action to review for 11/6/03 Telecon	<p>The requirements for processing ADS-B sync Trigger events do not provide a minimum requirement for the time interval between overlapping message events. (i.e. gives no guidance on the rate of overlapping messages). This implies that all successful messages may be overlapping messages. The test procedure (§2.4.8.3.3, page 252) presents without justification that 100 overlapping messages per second is sufficient to validate this requirement.</p> <p><u>Proposed Resolution:</u> Review the requirement and test procedure to determine if the requirement is fully specified, and if the test procedure provides appropriate validation.</p> <p><b>SEE WORKING PAPER UAT-WP-17-02</b></p>
§2.2.8.3.5	78	SARPS Review		<p>During the review of the UAT SARPS Technical Manual, it was agreed by the UAT SARPS Subgroup that in writing this requirement, we forgot about the reference point for the measurement. Therefore, to conform to a proposed change to this requirement in the UAT SARPS Technical Manual, it is proposed to revise subparagraph (c) to read: “<i>Accuracy of +/- 500 nanoseconds relative to the optimum sample point of the first bit of the synchronization sequence applied at the receiver terminals for UAT equipment using either an internal or external UTC Coupled time source.</i>”</p>
§2.2.12	82	New Rqmt		<p>During the review of the UAT SARPS Technical Manual, it was agreed by the UAT SARPS Subgroup that the title of this requirement in the Tech Manual would be changed to “Mutual Suppression Pulses,” and that the text of this section will be changed to be:</p> <p>a. UAT equipment <b>shall</b> provide an output suitable for sending suppression signals.</p> <p>b. UAT equipment <b>shall not</b> respond to suppression signals.</p> <p><b>Note:</b> <i>UAT equipment is not to inhibit or delay its transmissions based on suppression signals. There is no need to desensitize the UAT receiver based on suppression signals.</i></p>

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§2.3.1 Table 2-70	91	SARPS Review	WG Telecon 8/6/03	To conform to a proposed addition to the UAT SARPS Technical Manual, it is proposed that we add a new paragraph §2.3.2.12 entitled “Basic UAT ADS-B Message As Desired Signal.” Indicate appropriate tests for the new §2.3.2.12. Increase all of the following paragraph numbers in the 2.3.2.13 through 20 range. <b>Implemented</b>
§2.3.2.11	95	Editorial	WG Telecon 8/6/03	In the title, change “is Desired” to “As Desired” <b>Implemented</b>
§2.3.2.12	95	Editorial	WG Telecon 8/6/03	In the title, change “is Desired” to “As Desired” <b>Implemented</b>
§2.3.2.12	95	SARPS Review	WG Telecon 8/6/03	To conform to a proposed addition to the UAT SARPS Technical Manual, it is proposed that we add a new paragraph entitled “Basic UAT ADS-B Message As Desired Signal.” Reference the correct test procedure paragraph. <b>Implemented</b>
§2.4.2.1 Table 2-71	98	Errata		Working Paper UAT-WP-15-13 raises concerns about using the root raised cosine filter when setting up the Vector Signal Analyzer for this test procedure. Further investigation will be performed by various individuals and reported on during the 17 September 2003 WG Meeting #16 so that a conclusion may be reached on what change, if any, to apply here.  <u>Proposed Resolution:</u> (Tom Mosher) For the measurement filter selection, replace "root raised cosine" with "low pass".
§2.4.2.4	101	Expanded Rqmt	WG Telecon 8/6/03	Pursuant to the acceptance of the change suggested in Working Paper UAT-WP-15-01 for §2.2.2.4 with the addition of the paragraph for the horizontal eye diagram, update the Purpose/Introduction with the new text from the requirement change in §2.2.2.4. <b>Implemented</b>  Write the test procedure to accommodate the new requirement for the horizontal eye opening.
§2.4.3.2.2.2	114	Expanded Rqmt	9/17/03	Working Paper UAT-WP-15-08 proposed a format for Information Frames that would contain the incremental units of information conveyed in the UAT Ground Uplink Message. This framework of Information Frames offers the flexibility to support various kinds of uplink information as well as a mixture of information types within each Ground Uplink Message. WG-5 agreed during Meeting #16 with the recommendations of UAT-WP-15-08 and directed that the additions proposed in the Working Paper be made in §2.2.3.2.2 and §2.2.3.2.2.2, as appropriate. There are no additional test procedures required because of this implementation. <b>Implemented</b>

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2.4.4.5.2	125	Errata		<p>ALTITUDE TYPE Test Procedure: Steps 1, 3, and 4 says to provide "valid non-zero altitude information". The term "non-zero" is redundant, since sea-level is a perfectly valid altitude. <u>Proposed Resolution:</u> Delete the phrase "non-zero" from the text of Steps 1, 3, and 4.</p> <p>The 2nd sentence of Step 1 says to verify the test procedures for Message Types, but none of the remaining test procedure steps make any mention of Message Types (since the Altitude field is included in the basic State Vector which is common to all messages). <u>Proposed Resolution:</u> Delete the 2nd sentence of Step 1.</p> <p>In the title of Step 3, change the phrase "in Failure Mode" to "not available".</p> <p>In Step 3, 5<sup>th</sup> paragraph, end of the first sentence, add the phrase "and resume the input of Barometric Pressure Altitude."</p>
§2.4.4.5.2.5.1 Table 2-82	132	Errata		Working Paper UAT-WP-15-02 describes an error that caused the value of 100 feet to be placed into the "Radio Altitude" column of Table 2-17. All values of "100 feet" were replaced with "50 feet." This test procedure will need to be re-written based on modification of the criteria for On-Ground determination documented in the ASA MASPS.
§2.4.4.5.2.5.2 Table 2-83	135	Errata		This test procedure will need to be double checked for logic based on modification of the criteria for On-Ground determination documented in the ASA MASPS.
§2.4.4.5.4.3.1 Table 2-91	164	Errata	WG Telecon 8/6/03	In the "Call Sign Character" column, in the row specific to the "Small – 15,500 to 75,000 lbs" Emitter Category, change the "Call Sign" value from "KG000000" to "MG000000" <b>Implemented</b>
§2.4.4.5.4.3.2 Table 2-92	165	Errata	WG Telecon 8/6/03	Numerous corrections to the "Call Sign Characters" values associated with the Binary Encoding for Bytes 20 and 21. No changes to any of the Binary Encoding values. <b>Implemented</b>
§2.4.4.5.4.3.3 Table 2-93	166	Errata	WG Telecon 8/6/03	Numerous corrections to the "Call Sign Characters" values associated with the Binary Encoding for Bytes 22 and 23. These changes are the same as applied to Table 2-92 Call Sign Characters. No changes to any of the Binary Encoding values. <b>Implemented</b>
§2.4.4.5.4.12.2	173	Errata	WG Telecon 8/6/03	As per changes suggested in Working Paper UAT-WP-15-04, modify the Purpose/Introduction to be consistent with §2.2.4.5.4.12.2. Add an additional Test Procedure step to test the new requirement being added in §2.2.4.5.4.12.2, and alter Step 3 to test for a condition of "ONE" instead of "ZERO." <b>Implemented</b>

Section	DO-282 Page #	Change Source	Date Accepted	Description
§2.4.4.5.4.13.1	174	Errata	WG Telecon 8/6/03	As per changes suggested in Working Paper UAT-WP-15-04, modify the Purpose/Introduction to be consistent with §2.2.4.5.4.13.1. Add an additional Test Procedure step to test the new requirement being added in §2.2.4.5.4.13.1 and alter Step 3 to test for a condition of “ONE” instead of “ZERO.” <b>Implemented</b>
§2.4.7.1 Table 2-98	202	Errata	WG Telecon 8/6/03	Element #13 (Track Angle) is listed as Mandatory for Class A1L. The requirement in §2.2.4.5.2.6 is that while in the GROUND state, the State Vector data includes Ground Speed and either Heading or Track Angle. It makes little sense for Ground Speed and Heading interfaces to be Optional, but a Track Angle interface to be Mandatory, as shown in Table 2-98.  <u>Proposed Resolution:</u> Mark the Track Angle interface as Optional for A1L. <b>Implemented</b>
§2.4.8.2.1.1	216	Editorial	WG Telecon 8/6/03	In the title, change “is Desired” to “As Desired” <b>Implemented</b>
§2.4.8.2.1.2	217	Editorial	WG Telecon 8/6/03	In the title, change “is Desired” to “As Desired” <b>Implemented</b>
§2.4.8.2.1.2	217	SARPS Review	WG Telecon 8/6/03	To conform to a proposed addition to the UAT SARPS Technical Manual, it is proposed that we add a new paragraph §2.4.8.2.1.2 entitled “Basic UAT ADS-B Message As Desired Signal.” <b>Implemented</b>  <b>A new Test Procedure must be written for this new requirement.</b>
§2.4.8.2.1.3 (new)	217 218	SARPS Review	WG Telecon 8/6/03	The existing §2.4.8.2.1.2 will be renumbered to §2.4.8.2.1.3. However, in the published §2.4.8.2.1.2, in order to have consistency with the ICAO VDL documentation, it is proposed that in the “Purpose/Introduction” subparagraph “(a)” there be a change from a value of 600 knots to a value of 850 knots. <b>Implemented</b>  <b>Additional changes could be required to the Test procedure in the “Equipment Required” section and possibly to the “Measurement Procedures.”</b>
§2.4.8.3.1.2 Table 2-105 Table 2-108	244 247	Editorial	WG Telecon 8/6/03	Row 2 of Table 2-105 and Row 6 of Table 108 have a font size larger than the other rows causing the columns not to line up with the other rows. <b>Implemented</b>

Section	DO-282 Page #	Change Source	Date Accepted	Description
§2.4.8.3.3	252	Expanded Rqmt		<p>The requirements for processing ADS-B sync Trigger events do not provide a minimum requirement for the time interval between overlapping message events. (i.e. gives no guidance on the rate of overlapping messages). This implies that all successful messages may be overlapping messages. This test procedure presents without justification that 100 overlapping messages per second are sufficient to validate this requirement.</p> <p><u>Proposed Resolution:</u> Review the requirement and test procedure to determine if the requirement is fully specified, and if the test procedure provides appropriate validation.</p> <p><b>SEE WORKING PAPER UAT-WP-16-02 – to be revised for 11/6/03 telecon</b></p>
§2.4.8.3.5	257	SARPS Review		If the change is accepted for §2.2.8.3.5 suggested above, then the Test Procedure must be updated to reflect the corrected requirements text for subparagraph (c).
§2.4.10.3	262	Errata	WG-5 Meeting 16 9/17/03	The existing test procedure in this section requires the use of an external report interface, which is inconsistent with other requirements in DO-282, as described in Working Paper UAT-WP-15-09. Suggestions are made in the Working Paper for modifying the “Measurement Procedure” text, and Steps 3 and 6. The Working Group agreed with the recommended changes during Meeting #16 held 17 September 2003.
§2.4.12	265	Expanded Rqmt		Because of the proposed change in §2.2.12 --- it will become necessary to write a Test Procedure here, and/or refer to the proposed new Appendix on the Diplexer.
3.5.8	297	New Rqmt		<p>ATC has expressed a requirement as feedback from the MEARTS design review. ATC requests the addition of a new paragraph:</p> <p>3.5.8 “Flight Plan Identification Source”</p> <p>For installations that require a source of Flight Plan Identification, the source used <b>shall</b> be derived from the same cockpit interface facility as is used for other Air Traffic services.</p>
Appendix C Table C-1	C-4	Errata		<ul style="list-style-type: none"> <li>• Payload Type Code is shown as 4 bits, should be 5. (i.e. '00000')</li> <li>• Address Qualifier is shown as 4 bits, should be 3 (i.e. '000')</li> </ul> <p>No other changes to Table C-1 are necessary.</p>

Section	DO-282 Page #	Change Source	Date Accepted	Description
Appendix C Table C-2	C-6	Errata		<ul style="list-style-type: none"> <li>• Payload Type Code "Value" column should be '1', not '0', and should be represented as '00001'. As published, the example represents Payload Type Code 2.</li> <li>• Address Qualifier is shown as 4 bits, should be 3 (i.e. '000')</li> <li>• Data Field label "Participant Category Code" should read "Emitter Category"</li> <li>• For completeness, the description of the Emitter Category should indicate that the "Small" category is represented by the character code '2'.</li> <li>• The phrase "Flight ID" should be replaced by "Call Sign".</li> <li>• The character string <b>AB</b> should be represented in quotes, indicating that these characters are members of the radix-40 character set. Similarly, the character strings <b>CD1</b> and <b>234</b> should be represented in quotes as well.</li> </ul>
Appendix C	C-7	Errata		Because of the error in the Payload Type in Table C-2, the FEC Parity Bits for this example are incorrect and must be revised. The original author of Appendix C would be the best candidate to provide the corrections.
Appendix D	D-12	Errata		There are several incorrect references in the paragraph just prior to Figure D-7 because Appendix K was reorganized late in the publication process and references to Appendix K inside Appendix D were not corrected. In the 7 <sup>th</sup> line of the paragraph prior to Figure D-7, change "K.3.3.2 and K.3.4" to "K.4.1 and K.4.2." Additionally, delete the last sentence of this paragraph because it incorrectly references a section "D.3.1.2" that does not exist.
Appendix H	H-6	Editorial		<p>In the last sentence of the paragraph under Figure H-2, it is stated that: "<i>Note that prior to the synchronization sequence (i.e., during ramp up), the waveform is assumed to be modulated with zeroes as specified in the MOPS.</i>" However, the MOPS contains no such requirement during the ramp-up period.</p> <p><u>Proposed Resolution:</u> In the interest of clarity, I suggest that we replace the sentence with the following:  "<i>Note that prior to the synchronization sequence (i.e., during ramp up), the waveform is assumed to be modulated with zeroes. Although the MOPS do not specify the type of modulation to be applied prior to the synchronization sequence, an input of some kind is required by the Nyquist filter, and the all zero bit pattern is shown as a representative example.</i>"</p>