

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

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

**Meeting #19**

**Teleconference on 1.12.04**

**Clarification of Requirements for Capstone Specific  
Transmission of the Emitter Category when the Flight Plan ID  
is also being transmitted**

**Presented by Gary Furr**

**SUMMARY**

**This Working Paper contains a short discussion on the transmission of the Emitter Category in the case of the Capstone specific avionics when the Flight Plan ID is being transmitted as the Mode Status Element is being alternated. A suggested clarification is proposed for the Working Paper UAT-WP-14-02 to ensure that it is clearly understood that the Emitter Category is to be transmitted regardless of whether the Call Sign or the Flight Plan ID is being transmitted, and to promote a discussion with Sensis regarding the implementation of the UAT GBT.**

## INTRODUCTION

Because of the nature of the insertion of §2.2.4.5.4.15 (Call Sign Identification [CSID]) at the end of the UAT MOPS (RTCA DO-282) review cycle, the UAT MOPS is silent in either of sections §2.2.4.5.4.1, §2.2.4.5.4.2 or §2.2.4.5.4.15 as to whether or not the Emitter Category is to be transmitted in the Capstone specific situation where the Call Sign ID bit defined in §2.2.4.5.4.15 is set to ZERO and the Flight Plan ID can be transmitted in the alternating Mode Status Element.

Because it is necessary for the GBT to understand what it is receiving in each message, we should agree that the Emitter Category is to be transmitted in each of the transmissions of the Mode Status Element as defined in Table 2-39 of the UAT MOPS.

## PROPOSAL

Since we have been told that Working Paper UAT-WP-14-02 will not be implemented as a change to the UAT MOPS, it is still never-the-less necessary to ensure that for the Capstone specific implementation of the avionics, that all transmissions are correctly specified.

Therefore, I suggest that Working Paper UAT-WP-14-02 be modified by numbering the existing notes in section §2.2.4.5.4.2, and by inserting a new, clarifying note as Note #3, worded as follows:

*Note 3: The Mode Status Element always contains the Emitter Category, encoded as defined in §2.2.4.5.4.1 and Table 2-40, regardless of whether the Call Sign or the Flight Plan ID is being conveyed.*