

# RTCA SC-186 Working Group 5

## Introduction to DO-282A Update

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## RTCA SC-186 WG-3 1090ES DO-260A Change 3 Background (1)

- FAA released Notice of Proposed Rulemaking (NPRM) for ADS-B in October 2007
- Although DO-260A Change 2 was initially deemed the baseline for the Rule, it was recognized during the Rulemaking comment period that additional changes would be required in the 1090ES MOPS to support the final Rule.
- RTCA SC-186 WG-3 was waiting for Rulemaking activities to finalize prior to commencing an update to the 1090ES MOPS

# RTCA SC-186 WG-3

## 1090ES DO-260A Change 3 Background (2)

- At the April 2008 Plenary, SC-186 formed an Ad Hoc Subgroup for the purpose of reviewing the STP MOPS to determine whether parts of it should be incorporated into the Link MOPS and/or into the FAA Advisory Circulars (AC) for Navigation or ADS-B OUT:
  - Coordination with the ARC on pertinent issues including latency
  - Most of the retained material from STP MOPS will be included in ACs
- At the September 2008 SC-186 Plenary, EUROCAE WG-51 requested that the update to DO-260A (then known as “Change 3 to DO-260A”) be developed jointly with WG-51 SG-1 to produce ED-102A to support the European Rulemaking activities. The RTCA SC-186 Plenary strongly endorsed the proposal.
- WG-51 needed to obtain approval from the EUROCAE Council before commencing the activity. Subsequently, Jorg Steinleitner of Eurocontrol was chosen to lead SG-1.
- WG-3 and EUROCAE held a January 2009 initial meeting in Phoenix, followed by a February meeting in Brussels.

# 1090ES DO-260A Update Approach

- The update to the 1090ES MOPS is being jointly developed with EUROCAE WG-51 SG-1.
- Schedule to support FAA Rulemaking is the priority:
  - WG-3 and WG-51 SG-1 developed a work plan that is driven by the FAA Rulemaking schedule.
  - Some of the desired changes to the 1090ES MOPS may need to be deferred to the next MOPS revision if not required for Rulemaking, and if including them would jeopardize the schedule.
- Some of the updates to the MOPS are also MASPS issues (since they impact both 1090ES and UAT), so Working Group 6 is supporting the WG-3 and WG-51 SG-1 activities.

# How Does This Affect DO-282A ?

- During the development of the list of changes for DO-260B, it became clear that some of those changes would affect the MASPS and hence, the UAT MOPS.
- A List of proposed changes was modified to include a column to indicate whether or not the proposed change affected the MASPS.
- WG-6 is attending the WG-3/SG-1 meetings for the purpose of ensuring that a set of Issue Papers is prepared for updating DO-242A to DO-242B.
- In order for the FAA Rulemaking to be effective, it will have to reference the appropriate versions of both MOPS and MASPS, which in turn have to be approved documents at the time the Rule is issued.

# Going Forward

- WG-5 must review the list of proposed changes that will affect the MASPS and the UAT MOPS, and set out a plan to produce DO-282B in the same timeframe as DO-260B will be approved.