

CHANGE ISSUE – RTCA/DO-242

MASPS for ADS-B

Rev B

Tracking Information (committee secretary only)	
Change Issue Number	78
Submission Date	03/01/09
Status (open/closed/deferred)	CLOSED
Last Action Date	09/15/2010

Short Title for Change Issue:	Removing vertical component from NIC, NAC, and SIL
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MASPS Document Reference:		Originator Information:	
Entire document (y/n)	n	Name	Dean Miller, Boeing
Section number(s)	2.1.2.12, 2.1.2.13, & 2.1.2.15	Phone	425-266-1584
Paragraph number(s)		E-mail	dean.c.miller@boeing.com
Table/Figure number(s)	Tables 2-2, & 2-3	Other	

Proposed Rationale for Consideration (originator should check all that apply):	
<input type="checkbox"/>	Item needed to support of near-term MASPS/MOPS development
X	DO-260()/ED-102() 1090 MHz Link MOPS / SARPs
X	UAT MOPS / SARPs
<input type="checkbox"/>	STP/ASAS MOPS
<input type="checkbox"/>	ASA MASPS
<input type="checkbox"/>	ADS-B or related TSO's, AC's or other regulatory guidelines
<input type="checkbox"/>	Item needed to support applications that have well defined concept of operation
<input type="checkbox"/>	RTCA OSED / SPR/Interop: (Approved/In Progress)
<input type="checkbox"/>	RFG OSED / SPR/Interop: (Approved/In Progress)
<input type="checkbox"/>	Has supporting analysis, if candidate stressing application
<input type="checkbox"/>	Item needed to support Ground Station Requirements/Specifications
<input type="checkbox"/>	Item identified during recent ADS-B development activities and operational evaluations
<input type="checkbox"/>	ADS-B MASPS clarifications and/or correction item
<input type="checkbox"/>	Validation/modification of questioned MASPS requirement item
X	New requirement item (must be associated with traffic surveillance to support ASAS or ATC Services)
<input type="checkbox"/>	Other: (Explain)

Nature of Issue:	<input type="checkbox"/> Editorial	<input type="checkbox"/> Clarity	<input type="checkbox"/> Performance	X	Functional
<u>Issue Description:</u>					
<p>During the RTCA SC-186 Plenary in September 2007, Boeing representatives presented an Issue Paper which proposed the removal of the dependency of the vertical component of the NIC, NAC and SIL parameter definitions. Boeing objected to the general concept of dependence on vertical accuracy and integrity for these horizontal quality parameters. This issue was again presented by the Co-Chair of the ASSAP MOPS Subgroup in a Working Paper to the RTCA SC-186 Plenary in January 2008, and again in an Issue Paper from Boeing during the September 2008 RTCA SC-186 Plenary.</p>					

Originator's proposed resolution if any:

Remove VPL considerations from NIC = 9, 10, 11 and VEPU from NAC_v = 9, 10, and 11. This will effectively remove vertical considerations from SIL as well.

Note: Attach additional sheets to capture supporting discussion with source and date.

Issue History:

From SC-186 WG-3 Meeting #27, Working Paper 1090-WP27-15:

Working Paper 1090-WP27-15 proposed removal of vertical components of NIC, NAC and SIL, and was accepted to be implemented.

Working Group 6 Deliberations:

9/15/2010 – Meeting #17

The reconvened WG-6 reviewed this Issue Paper and agreed that all of the proposed changes have been made to the respective Link MOPS and to the working draft of DO-242B as it will be combined with DO-289.