

CHANGE ISSUE – RTCA/DO-242

MASPS for ADS-B Rev. A

Tracking Information (committee secretary only)	
Change Issue Number	23
Submission Date	2/20/01
Status (open/closed/deferred)	CLOSED
Last Action Date	5/24/01

Short Title for Change Issue:	Message set requirements that confirm target’s ability to perform intended function (or, conversely, the inability to perform intended function).
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MASPS Document Reference:		Originator Information:	
Entire document (y/n)		Name	Gary Livack / FAA
Section number(s)	2.1.2.4	Phone	(202) 267-7954
Paragraph number(s)		E-mail	Garret.livack@faa.gov
Table/Figure number(s)		Other	livack@worldnet.att.net

Proposed Rationale for Consideration (originator should check all that apply):	
<input type="checkbox"/>	Item needed to support of near-term MASPS/MOPS development
	DO-260/ED-102 1090 MHz Link MOPS Rev A
	ASA MASPS
	TIS-B MASPS
	UAT MOPS
<input checked="" type="checkbox"/>	Item needed to support applications that have well defined concept of operation
	Has complete application description
	Has initial validation via operational test/evaluation
	Has supporting analysis, if candidate stressing application
	Item needed for harmonization with international requirements
	Item identified during recent ADS-B development activities and operational evaluations
	MASPS clarifications and correction item
	Validation/modification of questioned MASPS requirement item
	Military use provision item
	New requirement item (must be associated with traffic surveillance to support ASAS)

Nature of Issue:	<input type="checkbox"/> Editorial	<input type="checkbox"/> Clarity	<input type="checkbox"/> Performance	<input checked="" type="checkbox"/> Functional
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Issue Description:

For certain ADS-B applications, there may be a need to distinguish (either in the message set definition or on the display) those targets that are capable of a specific operation, and those targets that are not capable of that operation.

Example: In the ACM application of CR, a random target aircraft may be ADS-B / CD equipped but not CP and / or CR equipped. The target aircraft equipped with “basic” functionality will therefore be unable to take specific, guided, evasive action. Question: Will the two ADS-B systems need to exchange data regarding the target aircraft’s equipage functionally?

This above scenario could just as likely apply to other ADS-B applications, such as closely spaced parallel approach operations, LAHSO protection at crossing intersections, etc.

Originator’s proposed resolution: None Submitted.

Working Group 6 Deliberations:

May 24, 2001: This Issue Paper was discussed by the ad hoc group at their May 2001 meeting. It was agreed to CLOSE this Issue Paper and consolidate it with IP32 regarding Capability Class Codes. **AI 5-20:** Gary Livack will coordinate with Jim Maynard on a way to map capabilities, applications, features, and intended functions to the draft Advisory Circular on Guidelines to the Operational Approval for ADS-B Avionics.