

CHANGE ISSUE – RTCA/DO-242

MASPS for ADS-B Rev. A

Tracking Information (committee secretary only)	
Change Issue Number	47
Submission Date	08/15/01
Status (open/closed/deferred)	Rev. A - CLOSED
Last Action Date	08/30/01

Short Title for Change Issue:	Add approach spacing intent information as an additional example in appendix M.
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MASPS Document Reference:		Originator Information:	
Entire document (y/n)	n	Name	Jonathan Hammer
Section number(s)	Appendix M	Phone	703-883-5209
Paragraph number(s)	M.3	E-mail	Jhammer@mitre.org
Table/Figure number(s)		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 Rev A
<input type="checkbox"/>	ASA MASPS
<input type="checkbox"/>	TIS-B MASPS
X	UAT MOPS
<input type="checkbox"/>	Item needed to support applications that have well defined concept of operation
<input type="checkbox"/>	Has complete application description
X	Has initial validation via operational test/evaluation
X	Has supporting analysis, if candidate stressing application
<input type="checkbox"/>	Item needed for harmonization with international requirements
X	Item identified during recent ADS-B development activities and operational evaluations
<input type="checkbox"/>	MASPS clarifications and correction item
<input type="checkbox"/>	Validation/modification of questioned MASPS requirement item
<input type="checkbox"/>	Military use provision item
<input type="checkbox"/>	New requirement item (must be associated with traffic surveillance to support ASAS)

Nature of Issue:	<input checked="" type="checkbox"/> Editorial	<input type="checkbox"/> Clarity	<input type="checkbox"/> Performance	<input checked="" type="checkbox"/> Functional
<u>Issue Description:</u>				
As requirements have begun to mature for approach spacing applications, it will be useful to add to the appendix M some possible additional information requirements. As appendix M is non-normative, this provides guidance information for manufacturers and does not affect requirements.				

<u>Originator's proposed resolution if any:</u>
Add the follow new section to Appendix M:
(see next page)

Originator's proposed resolution (continued):

M.3 On Condition Report for Advanced Approach Spacing Operations

The advanced approach spacing operation on condition report contains information regarding planned speeds and ranges from the threshold for final approach. The update rate for this report is TBD.

The final approach speed is entered manually by the flight crew. All other entries are derived by the approach spacing algorithm.

Table M-3 Advanced Approach Spacing On-Condition Report Definition

Element	Contents
1	Participant Address (Section 2.1.2.1.2)
2	Planned final approach air-speed (knots)
3	Planned final approach deceleration range (from threshold) (ft)
4	Number of additional planned speed changes
5	Planned deceleration range 1 (last deceleration before deceleration to final approach speed)
6	Planned air speed after deceleration range 1
7	Planned deceleration range 2
8	Planned air speed after deceleration range 2
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.	.
	Planned deceleration range N
	Planned air speed after deceleration range N

Working Group 6 Deliberations:

August 30, 2001: This Issue Paper was reviewed at the August WG6 meeting. It was agreed this Issue Paper will be addressed in Revision A by included the new section to Appendix M found in the proposed resolution for this Issue Paper.

Working Group 6 Final Resolution:

The new section to Appendix M as shown above was included in the draft DO-242A delivered to RTCA on March 4, 2002.