

RTCA Special Committee 186 Working Group 6

ADS-B / ASA MASPS Maintenance

Meeting #16

Teleconference

9:00am EDT (Washington DC)

29 July 2010

Issue Papers from ADS-B MASPS that may still be relevant to DO-242B

Gary Furr, Engility Corporation

Supporting the FAA, ATO-P at the FAA Technical Center, AJP-653

SUMMARY

This Working Paper summarizes Issue Papers that have been retained in the ADS-B MASPS archive that are still relevant to the discussion now concerning the combining of the ADS-B and ASA MASPS documents.

1. INTRODUCTION

During the development of the revisions to the original ADS-B MASPS in the 2001 – 2002 timeframe, Issue Papers were maintained in an archive and used as talking papers for proposed changes to what became RTCA DO-242A as it was published in June 2002.

The majority of the Issue Papers were closed with the publication of DO-242A. However, there were some Issue Papers that were not directly addressed in DO-242A and were deferred. This Working Paper offers for discussion a list of Issue Papers that were

- (a) Collected from the time of the development of the current RTCA DO-242A document in the 2002 timeframe, but were not specifically included in the published DO-242A,
- (b) Those Issue Papers that were produced as a result of the development of the UAT SARPs and issues that were uncovered during that process that made their way back into the publication of DO-282A, as well as Change 1 and Change 2 to DO-260A, and
- (c) Those Issue Papers that were written as a result of the updated ADS-B MOPS, RTCA DO-260B and RTCA DO-282B as they were published by RTCA in December 2009.

It is not the purpose of this Working Paper to review in detail all of the issues behind each of the following Issue Papers, but rather to introduce the fact that these are the issues that are relevant to the updating of the source document that will be combined with the ASA MASPS as the work product of this Working Group 6 effort.

2. ISSUE PAPERS

<u>IP #</u>	<u>Status</u>	<u>Last Action</u>	<u>Author</u>	<u>Description</u>
<u>IP 12</u>	Rev. A	2/22/02	Bob Hilb, UPS	Request that an aircraft's CDTI and TCAS/ACAS capabilities and TCAS/ACAS RA information be broadcast as part of the ADS-B message Mode Status reports.
<u>IP 39</u>	Rev. A	2/22/02	Gary Livack, FAA	Vertical height integrity (NIC).
<u>IP 53</u>	Rev. A	2/22/02	Chris Moody, Mitre/CAASD	Request from Anchorage ARTCC in support of Capstone for ability to identify that an aircraft <u>is not</u> flying under ATC control, equivalent to "Squawk 1200".
<u>IP 61</u>	Deferred	2/22/02	Tom Mosher, UPS-AT	Need guidance on coping with duplicate A/V addresses
<u>IP 70</u>	OPEN	4/17/03	Gary Furr, Engility Corp.	Clarification needed for wording of "IDENT Switch Active" Flag.
<u>IP 71</u>	OPEN	4/17/03	Gary Furr, Engility Corp.	Problems with On-Ground / Airborne Status determination.
<u>IP 72</u>	OPEN	4/17/03	Gary Furr, Engility Corp.	Requested expansion of TCAS CC and OM codes.
<u>IP 73</u>	OPEN	4/17/03	Gary Furr, Engility Corp.	Clarification requested for A/V Length and Width Codes.
<u>IP 74</u>	OPEN	5/01/03	Chris Moody, Mitre/CAASD	Request to make NIC levels better correspond to HPL levels.
<u>IP 75</u>	OPEN	3/1/09	Stuart Searight, FAA	Make Latency Requirements consistent with other standards.
<u>IP 76</u>	OPEN	3/1/09	Stuart Searight, FAA	ATC Operational Requirement for transmission of Mode A Code.
<u>IP 77</u>	OPEN	3/1/09	Stuart Searight, FAA	Make NACv levels consistent with GPS outputs.

<u>IP #</u>	<u>Status</u>	<u>Last Action</u>	<u>Author</u>	<u>Description</u>
<u>IP 78</u>	OPEN	3/1/09	Stuart Searight, FAA	Remove vertical components for SIL and NIC and NAC levels ≥ 9 .
<u>IP 79</u>	OPEN	3/1/09	Stuart Searight, FAA	Request for Class A1 without Antenna diversity (A1S)
<u>IP 80</u>	OPEN	3/1/09	Stuart Searight, FAA	Move Selected Altitude broadcast into the Target State and Status Message
<u>IP 81</u>	OPEN	11/18/09	Dean Miller Boeing	Redefinition of the SIL Parameter
<u>IP 82</u>	OPEN	11/18/09	Tom Pagano FAA	Remove the CDTI Traffic Display Capability Flag from the Link MOPS and replace with the 1090ES IN and UAT IN Flags.
<u>IP 83</u>	OPEN	11/19/09	Tom Pagano FAA	Remove the Barometric Altitude Quality (BAQ) field and replace it with the Geometric Vertical Accuracy (GVA) field.
<u>IP 84</u>	OPEN	11/19/09	Tom Pagano FAA	Remove the IFR Capability Flag and set the "Receiving ATC Services" Flag to "Reserved."
<u>IP 85</u>	OPEN	11/19/09	Tom Pagano FAA	Potential Wake Vortex and Arrival Management ADS-B Applications
<u>IP 86</u>	OPEN	11/19/09	Tom Pagano FAA	Revise References and Definitions of TCAS/ACAS Operational and TCAS/ACAS Resolution Advisory Active
<u>IP 87</u>	OPEN	11/23/09	Tom Pagano FAA	Add References for the GPS Antenna Offset and integrate into the ADS-B Position Reference Point and A/V Length/Width language where necessary