

RTCA Special Committee 186 Working Group 6

ADS-B / ASA MASPS Maintenance

Meeting #17

Boeing, 1200 Wilson Blvd., Rosslyn/Arlington Virginia

9:00am – 5:00pm EDT

14 – 16 September 2010

Issue Papers from ADS-B MASPS Under Consideration for Closing

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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 do not have a status of “Closed.” During the WG-6 Teleconference on 29 July, it was agreed that there would be a small group that would review all of the Issue Papers that were not closed and recommend closure or further action.

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 that were available in the database at the time of the publication of DO-242A were closed. This generally covers those Issue Papers numbered One (1) through Sixty Five (65). IP 66 through IP 87 were written since the publication of DO-242A and may never have been reviewed by WG-6 and are given a status of “TBD.”

During the WG-6 Teleconference on 29 July 2010, it was agreed that there would be a small group of WG-6 members that should take a look at each of the Issue Papers 66 through 87 and suggest either a “Closed” status, or suggest any further action that may be necessary. What follows in the Table is that listing of those Issue Papers 66 through 87 which are open for discussion and review.

2. ISSUE PAPERS

IP #	Status	Last Action	Author	Description
IP 66	TBD	4/10/03	Steve Creamer, FAA	Request for means to correlate flight plans to unique ID.
IP 67	TBD	7/01/02	Ronnie Jones, FAA	Clarification requested on operational range requirements between equipage classes.
IP 68	TBD	7/10/02	Rocky Stone, United Airlines	Request to reexamine update rates for long-range applications.
IP 69	TBD	4/16/03	Stuart Searight, FAA	Mode indicator fields and other short-term intent information is not specifically defined within different FMS/autopilot systems.
IP 70	TBD	4/17/03	Gary Furr, Engility Corp.	Clarification needed for wording of "IDENT Switch Active" Flag.
IP 71	TBD	4/17/03	Gary Furr, Engility Corp.	Problems with On-Ground / Airborne Status determination.
IP 72	TBD	4/17/03	Gary Furr, Engility Corp.	Requested expansion of TCAS CC and OM codes.
IP 73	TBD	4/17/03	Gary Furr, Engility Corp.	Clarification requested for A/V Length and Width Codes.
IP 74	TBD	5/01/03	Chris Moody, Mitre/CAASD	Request to make NIC levels better correspond to HPL levels.
IP 75	TBD	3/1/09	Stuart Searight, FAA	Make Latency Requirements consistent with other standards.
IP 76	TBD	3/1/09	Stuart Searight, FAA	ATC Operational Requirement for transmission of Mode A Code.
IP 77	TBD	3/1/09	Stuart Searight, FAA	Make NACv levels consistent with GPS outputs.
IP 78	TBD	3/1/09	Stuart Searight, FAA	Remove vertical components for SIL and NIC and NAC levels ≥ 9
IP 79	TBD	3/1/09	Stuart Searight, FAA	Request for Class A1 without Antenna diversity (A1S)
IP 80	TBD	3/1/09	Stuart Searight, FAA	Move Selected Altitude broadcast into the Target State and Status Message
IP 81	TBD	11/18/09	Dean Miller Boeing	Redefinition of the SIL Parameter
IP 82	TBD	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.
IP 83	TBD	11/19/09	Tom Pagano, FAA	Remove the Barometric Altitude Quality (BAQ) field and replace it with the Geometric Vertical Accuracy (GVA) field.
IP 84	TBD	11/19/09	Tom Pagano, FAA	Remove the IFR Capability Flag and set the "Receiving ATC Services" Flag to "Reserved."
IP 85	TBD	11/19/09	Tom Pagano, FAA	Potential Wake Vortex and Arrival Management ADS-B Applications
IP 86	TBD	11/19/09	Tom Pagano, FAA	Revise References and Definitions of TCAS/ACAS Operational and TCAS/ACAS Resolution Advisory Active
IP 87	TBD	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