

IP#	Current Status	IP Author	Last Action	Description	Text	Section
01	Rev A (Stuart Searight)	Stephen Heppe, ADSI, Inc		Turn indication is problematic and should be deleted as a required ADS-B message element.	NO (AI 7-14)	2.1.2.2, 2.1.2.2.3, Tables 2-2, Table 2-4a, 3.2.1.1, Table 3-5, 4.0
02	Rev A (Jonathan Hammer)	Stephen Heppe, ADSI, Inc	10/26/01	Altitude rate is problematic and should be deleted as a required ADS-B message element.	YES (242A-WP-12-01) (App J: AI 7-6)	2.1.2.7.1 3.4.3.16 Appendix J
03	CLOSED (IP46)	Stephen Heppe, ADSI, Inc	8/30/01	Effective received reporting rates should be adjusted to match operational requirements.	-----	-----
04	Rev A (completed)	Gary Livack, FAA	2/01/02	Request that ownship's make and model or aircraft size characteristic be broadcast.	YES (242A-WP-12-01)	2.1.2.3, 3.4.4.5 Appendix P
05	Rev A (Ron Jones, Stuart Searight)	Gary Livack, FAA	8/30/01	Requirements needed to provide anonymity protection for GA aircraft.	YES (AI 7-13)	2.1.2.1
06	Rev A (completed)	Gary Livack, FAA	2/01/02	Broadcasting of information from moving and stationary obstacles in and around airports.	YES (242A-WP-12-01)	2.1.2.2.3 3.4.4.4
07	REJECTED	Gary Livack, FAA	1/25/01	Request to broadcast additional information for future use not currently specified in ADS-B MASPS message set.	----- (AI 2-15, 2-16)	-----
08	Rev A (Jim Maynard, Tony Warren)	James Maynard, UPS-AT	2/01/02	Current NUC definition is insufficient. Accuracy and integrity need to be separate components.	YES (242A-WP-12-01)	2.1.2.11 – 2.1.2.16, 3.4.4.10 – 3.4.4.14
09	CLOSED (IP37)	Chris Moody, Mitre/CAASD	5/24/01	Use of velocity subtypes 3 and 4.	-----	-----
10	REJECTED	Chris Moody Mitre/CAASD	5/24/01	Are VFR/IFR distinctions on data source requirements proper?	-----	-----
11	CLOSED (IP21)	Bob Hilb, UPS	5/24/01	Request for clarification on "TCP Types" and the use of the "TCP Data Valid" subfield.	-----	-----
12	Rev A (completed)	Bob Hilb, UPS	2/01/02	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.	YES (242A-WP-12-01)	2.1.2.9, 2.1.2.10, 3.4.4.8, 3.4.4.9
13	DEFERRED	Rick Cassell, Rannoch Corp.	10/26/01	ADS-B transmission rates while on airport surface.	-----	-----
14	Rev A (completed)	Rick Cassell, Rannoch Corp.	2/01/02	Use of a "certified navigation center" with own position.	YES (242A-WP-12-01)	2.1.2.5,
15	REJECTED	Stephen Heppe, ADSI, Inc	2/28/01	Effective received update rate versus altitude differential.	----- (AI 3-9)	-----

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16	DEFERRED	Stephen Heppe, ADSI, Inc	2/28/01	State Vector reporting rate requirements for users transmitting TCPs	-----	-----
17	REJECTED	Stephen Heppe, ADSI, Inc	2/28/01	Use of TIS-B for integrity enhancement	-----	-----
18	Rev A (completed)	Gary Livack, FAA	2/01/02	Request to broadcast own aircraft's heading at Vstop.	YES (242A-WP-12-01)	2.1.2.8, 3.4.3.12
19	DEFERRED (no one)	Gary Livack, FAA	8/30/01	Runway incursion alerting	----- (AI 7-17)	-----
20	CLOSED	Chris Moody, Mitre/CAASD	2/13/01	Ambiguity of velocity subtypes.	-----	-----
21	CLOSED (IP26)	Tony Warren, Boeing	10/26/01	TCP Types and parameters to represent Trajectory Change segments.	-----	-----
22	Rev A (Tom Foster)	Gary Livack, FAA	2/20/01	Means to ensure backwards compatibility with deployed ADS-B systems.	NO (AI 3-6)	
23	CLOSED (IP32)	Gary Livack, FAA	5/24/01	Ability to broadcast capability to perform specific applications.	-----	-----
24	CLOSED (IP8)	Gary Livack, FAA	5/24/01	NAC functions for surface movement applications	-----	-----
25	DEFERRED	Gary Livack, FAA	5/24/01	Military formation flying message set.	-----	-----
26	Rev A (Richard Barhydt, Tony Warren)	Richard Barhydt, NASA	2/01/02	Format for incorporating Short- and Long-Term Intent Information.	YES (242A-WP-12-01)	2.1.2.18, 3.4.7, 3.4.8
27	CLOSED (IP37)	Richard Barhydt, NASA	5/24/01	Benefits of including Heading and Airspeed in State Vector Report.	-----	-----
28	CLOSED (IP37)	Stephen Heppe, ADSI, Inc	5/24/01	Air-referenced parameters should be excluded from normal/default State Vector transmissions.	-----	-----
29	REJECTED (IP42)	Stephen Heppe, ADSI, Inc	8/30/01	The MASPS should not require geometric altitude in all SV reports.	-----	-----
30	DEFERRED	Stephen Heppe, ADSI, Inc	7/19/01	Proposed clarification for definition of ADS-B	-----	-----
31	CLOSED (IP26)	Tony Warren, Boeing	5/24/01	TCP Update Rate Requirements	-----	-----
32	Rev A (completed)	James Maynard, UPS-AT	2/01/02	Revise capability code definition	YES (242A-WP-12-01)	2.1.2.9 3.4.4.8

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33	Rev A (Jim Maynard)	James Maynard, UPS-AT	2/01/02	Re-organize the SV and MS report elements	YES (242A-WP-12-01)	3.4.3, 3.4.4
34	Rev A Low Priority	James Maynard, UPS-AT	5/24/01	Provide standard, data-link-independent, report structure format in the MASPS.	NO	
35	Rev A (completed)	Bill Harman, MIT LL	2/01/02	Delete or change note 7 of Table 3-4 to assure that this note does not change or supercede the requirements defined in Table 3-4.	YES (242A-WP-12-01)	Table 3-4a
36	Rev A (completed)	Gene Wong, FAA		Simultaneous Parallel Approach Ranges	YES (IP36)	Tables 2-4a & 3-1
37	Rev A (Richard Barhydt)	Richard Barhydt, NASA	2/01/02	Air Reference Velocity Vector (IPs 9, 27, 28, and 3X)	YES (242A-WP-12-01)	3.4.6
38	Rev. A (Ken Staub, Jim Maynard)	Gary Livack, FAA	2/01/02	Determination of Airborne and On-Ground States	YES (242A-WP-12-01)	3.4.3.1, 3.4.4.9.6
39	Rev A	Gary Livack, FAA		Does the vertical height integrity (NIC) value need to be the same as the horizontal integrity level so suitably equipped aircraft can perform ACM functions against ADS-B equipped TARGET aircraft?	NO	2.1.2.15, 2.1.2.16, 3.4.4.13, 3.4.4.14
40	REJECTED	Gary Livack, FAA	5/24/01	Edit text of the ADS-B MASPS (DO-242), as needed, to embrace the notion that ADS-B application enabling software, at the discretion of the applicant, can be treated as discrete, modular software.	-----	-----
41	Rev A (completed)	Bill Flathers, AOPA	2/01/02	Emergency Locator Transmitters Functionality for General Aviation	YES (242A-WP-12-01)	2.1.2.2.3, 3.4.4.7, Appendix E
42	WITHDRAWN (Bill Flathers)	Bill Flathers, AOPA	8/30/01	GA transponder encoder and self-test feature	----- (AI 7-11)	-----
43	WITHDRAWN (Bill Flathers)	Bill Flathers, AOPA	8/30/01	The Need for "Aircraft Address" in Very Dense Environments	-----	-----
44	Rev A (Tony Warren)	Tony Warren, Boeing	7/19/01	Data source appendix	NO (no AI issued)	
45	CLOSED (IP26)	Richard Barhydt, NASA	8/16/01	Short term intent parameters	-----	-----

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46	Rev A (completed)	Jonathan Hammer, Mitre/CAASD	2/01/02	Revise Table 3-3 and 3-4 to better reflect range dependency of requirements rather than application dependency.	YES (242A-WP-12-01)	3.2.3.1, Table 3-1, Table 3-3(a), Table 3-3(b), Table 3-4
47	Rev A (completed)	Jonathan Hammer, Mitre/CAASD	8/30/01	Add approach spacing intent information as an additional example in Appendix M.	YES	Appendix M.3
48	TBD	Tom Foster, Rockwell Collins		Shared Services Links	YES	3.3.6.6
49	DEFERRED	Stuart Searight, FAA WJHTC	2/01/02	On-Condition Request for Information Report	-----	-----
50	DEFERRED	Stuart Searight, FAA WJHTC		Clarification of coast intervals and target acquisition times	-----	-----
51	DEFERRED	Chris Moody, Mitre/CAASD	2/01/02	Ability to use temp address to de-identify a/c to everyone but ATC	-----	-----
52	Rev A (completed)	Chris Moody, Mitre/CAASD	2/01/02	IDENT transponder-like feature	YES (242A-WP-12-01)	2.1.2.10, 3.4.4.9.4
53	Rev A (completed)	Chris Moody, Mitre/CAASD	2/01/02	Ability to identify a/c not flying under ATC control (squawk 1200)	YES (242A-WP-12-01)	2.1.2.10, 3.4.4.9.5
54	Rev A	Chris Moody, Mitre/CAASD		Ability to inhibit broadcast of invalid altitude data	-----	-----
55	Rev A (completed)	Stan Jones, Mitre/CAASD	2/0902	User Population Requirements	YES (242A-WP-12-01)	3.3.3.1
56	Rev A	Stuart Searight, FAA WJHTC	2/09/02	Delete "Surveillance Support Code" from Mode Status Report		
57	DEFERRED	Stephen Heppe, ADSI, Inc	2/01/02	Deletion of NACV = 4 category	-----	-----
58	Rev A (completed)	Stephen Heppe, ADSI, Inc	2/01/02	Conditional relaxation of 3 second update rate at close ranges	YES (242A-WP-12-01)	Table 3-4(a) Note 13
59	Rev A	James Maynard, UPS-AT	2/01/02	Consistent use of "NM" for abbreviation of nautical miles	YES (242A-WP-12-01)	Entire Document
60	TBD	Tony Warren, Boeing	2/01/02	Acquisition Range Requirements for Orthogonal Encounter Scenarios	-----	-----
61	TBD	Tom Mosher, UPS-AT	2/01/02	Need guidance on coping with duplicate A/V addresses	-----	-----
62	TBD	Tom Mosher, UPS-AT	2/01/02	Delete note regarding transponder codes in A/V Address requirements.	-----	-----