

-----Original Message-----

From: Ronnie Jones
Sent: Monday, August 06, 2001 3:50 PM
To: Stuart Searight
Subject: Re:ADS-B Anonymous Mode Update

Stuart -

On the subject of the "VFR" or perhaps just "VF" as radio call sign (i.e., flight ID) prefix for ADS-B aircraft operating in the anonymous mode, I have contacted ICAO secretary for the SICAS Panel and he is investigating if in fact either VFR or VF would conflict with any existing radio call-sign assignments. He is also looking into what it would take to have a suitable prefix assigned for use by ADS-B as a temporary radio call-sign for VFR aircraft. I really want an ICAO acceptable solution since both 1090 ES and VDL-M4 are also subject to ICAO standards. As far as I know the only aircraft radio call signs under FAA control would be those associated with the N tail numbers (ground facilities are different however). Air carriers get their radio call sign prefixes assigned by ICAO (via IATA).

Ron Jones

-----Original Message-----

From: Ronnie Jones
Sent: Monday, August 13, 2001 4:14 PM
To: Stuart Searight; vaorlando@cs.com; orlando@ll.mit.edu
Subject: Re:RE: ADS-B Anonymous Mode Update

Stu -

This is to give you a brief summary of what I have found out concerning the idea of using the prefix "VFR" or just "VF" for the call sign to be included in an ADS-B message from an aircraft operating in anonymous mode. Greg Joiner of the ICAO secretariat has investigated the aeronautical radio call sign assignments and he has reported back to me that:

- 1) no State or Organization has been assigned to date a prefix that would conflict with "VF" or "VFR"
- 2) the U.S. is only assigned the radio callsign prefix "N", Canada is only assigned "C".
- 3) the radio callsign prefixes are assigned by ITU (not ICAO) and therefore if we want to reserve the prefix "VF" or "VFR" this would need to be done through ITU.

Clearly it would take some time to complete such coordination with ITU and we certainly don't want to hold up DO-242a for this. One alternative would be to not consider nor describe this as a radio call sign. In the case of a VFR aircraft operating in anonymous mode the use of temporary value for flight ID in the ADS-B message would be to allow in order for all users displaying the position of this target to see a common identifier. In fact this would not be the actual radio callsign of this aircraft and perhaps in the MASPS we could simply call this an anonymous aircraft identifier (i.e., not implying this is used for the purpose of radio voice communications). The only problem might be if ITU were to ever actually assign the same prefix for use by some State for radio callsigns. One way around this would be to select a value that would never be legal for use as a radio callsign. This idea could result in a prefix such as "+V" where the plus sign would not be a legal radio call sign character.

Perhaps you would like to bounce this idea off of some of the other WG6 members before the next meeting.

Ron Jones