

<u>IP #</u>	<u>Current Status</u>	<u>IP Author</u>	<u>Description</u>	<u>Text</u>	<u>Section</u>
IP01	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)	
IP02	Rev A (Jonathan Hammer)	Stephen Heppe, ADSI, Inc	Altitude rate is problematic and should be deleted as a required ADS-B message element.	YES (App J: AI 7-6)	2.1.2.2.2.2 Appendix J New Appendix
IP03	CLOSED (IP46)	Stephen Heppe, ADSI, Inc	Effective received reporting rates should be adjusted to match operational requirements.	-----	-----
IP 04	Rev A (Ken Staub, Bill Flathers)	Gary Livack, FAA	Request that ownship's make and model or aircraft size characteristic be broadcast.	NO (AI 6-10, 7-16)	2.?? New Appendix
IP 05	Rev A (Ron Jones, Stuart Searight)	Gary Livack, FAA	Requirements needed to provide anonymity protection for GA aircraft.	YES (AI 7-13)	2.1.2.1
IP 06	Rev A (completed)	Gary Livack, FAA	Broadcasting of information from moving and stationary obstacles in and around airports.	YES	2.1.2.1.3
IP 07	REJECTED	Gary Livack, FAA	Request to broadcast additional information for future use not currently specified in ADS-B MASPS message set.	----- (AI 2-15, 2-16)	-----
IP 08	Rev A (Jim Maynard, Tony Warren)	James Maynard, UPS-AT	Current NUC definition is insufficient. Accuracy and integrity need to be separate components.	WP-242A-7-02	
IP 09	CLOSED (IP37)	Chris Moody, Mitre/CAASD	Use of velocity subtypes 3 and 4.	-----	-----
IP 10	REJECTED	Chris Moody Mitre/CAASD	Are VFR/IFR distinctions on data source requirements proper?	-----	-----
IP 11	CLOSED (IP21)	Bob Hilb, UPS	Request for clarification on "TCP Types" and the use of the "TCP Data Valid" subfield.	-----	-----
IP 12	Rev A (J. Maynard - IP33)	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.	NO	2.1.2
IP 13	Rev A (Carl Evers, Rick Cassell)	Rick Cassell, Rannoch Corp.	ADS-B transmission rates while on airport surface.	NO (AI 7-9)	
IP 14	Rev A (Ken Staub)	Rick Cassell, Rannoch Corp.	Use of a "certified navigation center" with own position.	NO (AI 6-10)	
IP 15	REJECTED	Stephen Heppe, ADSI, Inc	Effective received update rate versus altitude differential.	----- (AI 3-9)	-----

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IP 16	DEFERRED	Stephen Heppe, ADSI, Inc	State Vector reporting rate requirements for users transmitting TCPs	-----	-----
IP 17	REJECTED	Stephen Heppe, ADSI, Inc	Use of TIS-B for integrity enhancement	-----	-----
IP 18	Rev A (J. Maynard – IP33)	Gary Livack, FAA	Request to broadcast own aircraft's heading at Vstop.	NO (Jim's SV text)	
IP 19	<b>DEFERRED</b> (no one)	Gary Livack, FAA	Runway incursion alerting	----- (AI 7-17)	-----
IP 20	CLOSED	Chris Moody, Mitre/CAASD	Ambiguity of velocity subtypes.	-----	-----
IP 21	Rev A (Richard Barhydt, Tony Warren)	Tony Warren, Boeing	TCP Types and parameters to represent Trajectory Change segments.	NO (242A-WP-8-06) (AI 8-8)	<b>Close and fold into IP 26???</b>
IP 22	Rev A (Tom Foster)	Gary Livack, FAA	Means to ensure backwards compatibility with deployed ADS-B systems.	NO (AI 3-6)	
IP 23	CLOSED (IP32)	Gary Livack, FAA	Ability to broadcast capability to perform specific applications.	-----	-----
IP 24	CLOSED (IP8)	Gary Livack, FAA	NAC functions for surface movement applications	-----	-----
IP 25	DEFERRED	Gary Livack, FAA	Military formation flying message set.	-----	-----
IP 26	<b>Rev A</b> (Richard Barhydt, Tony Warren)	Richard Barhydt, NASA	Format for incorporating Short- and Long-Term Intent Information.	NO (242A-WP-8-06) (AI 8-8)	
IP 27	CLOSED (IP37)	Richard Barhydt, NASA	Benefits of including Heading and Airspeed in State Vector Report.	-----	-----
IP 28	CLOSED (IP37)	Stephen Heppe, ADSI, Inc	Air-referenced parameters should be excluded from normal/default State Vector transmissions.	-----	-----
IP 29	REJECTED (IP42)	Stephen Heppe, ADSI, Inc	The MASPS should not require geometric altitude in all SV reports.	-----	-----
IP 30	DEFERRED	Stephen Heppe, ADSI, Inc	Proposed clarification for definition of ADS-B	-----	-----
IP 31	CLOSED (IP21)	Tony Warren, Boeing	TCP Update Rate Requirements	-----	-----
IP 32	Rev A (J. Maynard)	James Maynard, UPS-AT	Revise capability code definition	NO (242A-WP-9-01)	

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IP 33	Rev A (J. Maynard)	James Maynard, UPS-AT	Re-organize the SV and MS report elements	NO (242A-WP-9-01)	
IP34	Rev A Low Priority	James Maynard, UPS-AT	Provide standard, data-link-independent, report structure format in the MASPS.	NO	
IP35	Rev A (Jonathan Hammer)	Bill Harman, MIT LL	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.	NO (AI 7-5)	Table 3-4, Note 7
IP36	Rev A (Stuart Searight)	Gene Wong, FAA	Simultaneous Parallel Approach Ranges	YES (AI 7-15)	Tables 2-4a & 3-1
IP 37	Rev A (Richard Barhydt)	Richard Barhydt, NASA	Air Reference Velocity Vector (IPs 9, 27, 28, and 3X)	YES (242A-WP-8-01)	
IP 38	OPEN (Ken Staub)	Gary Livack, FAA	Determination of Airborne and On-Ground States	NO (AI 7-16)	-----
IP 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	
IP 40	REJECTED	Gary Livack, FAA	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.	-----	-----
IP 41	Rev A (Bill Flathers)	Bill Flathers, AOPA	Emergency Locator Transmitters Functionality for General Aviation	NO (AI 7-10)	2.1.2.3.1 Appendix E
IP 42	WITHDRAWN (Bill Flathers)	Bill Flathers, AOPA	GA transponder encoder and self-test feature	----- (AI 7-11)	-----
IP 43	WITHDRAWN (Bill Flathers)	Bill Flathers, AOPA	The Need for "Aircraft Address" in Very Dense Environments	----- (AI 7-12)	-----
IP44	Rev A (Tony Warren)	Tony Warren, Boeing	Data source appendix	NO (no AI issued)	
IP45	CLOSED (IP26)	Richard Barhydt, NASA	Short term intent parameters	-----	-----
IP46	Rev A	Jonathan Hammer, Mitre/CAASD	Revise Table 3-3 and 3-4 to better reflect range dependency of requirements rather than application dependency.	YES	Table 3-3, Table 3-4
IP47	Rev A	Jonathan Hammer, Mitre/CAASD	Add approach spacing intent information as an additional example in Appendix M.	YES	Appendix M.3

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IP48	TBD	Tom Foster, Rockwell Collins	Shared Services Links	YES	3.3.6.6
IP49	TBD	Stuart Searight, FAA WJHTC	On-Condition Request for Information Report	-----	-----