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**Minimum Operational Performance Standards for  
1090 MHz Extended Squitter  
Automatic Dependent Surveillance – Broadcast (ADS-B)  
and  
Traffic Information Services – Broadcast (TIS-B)**

RTCA DO-260C  
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## Foreword

This document was prepared by Special Committee 186 (SC-186) and approved by the RTCA Program Management Committee (PMC) on December 17, 2020.

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## Table of Contents

<b>1.0</b>	<b>PURPOSE AND SCOPE .....</b>	<b>1</b>
1.1	INTRODUCTION.....	1
1.2	SYSTEM OVERVIEW .....	4
1.2.1	DEFINITIONS .....	4
1.2.2	1090 MHz ADS-B SYSTEM .....	6
1.2.3	ADS-B AVIONICS INTEGRITY .....	6
1.2.4	1090 MHz ADS-B SUBSYSTEM IMPLEMENTATIONS .....	7
1.2.5	TYPICAL SYSTEM OPERATION.....	10
1.2.6	ADS-B MESSAGE CONTENT .....	10
1.2.7	ADS-B REPORT CONTENT .....	11
1.3	OPERATIONAL APPLICATIONS .....	12
1.3.1	GENERAL SUPPORT FOR SURVEILLANCE.....	12
1.3.2	‘ADS-B OUT’ APPLICATIONS .....	12
1.3.3	‘ADS-B IN’ APPLICATIONS .....	13
1.3.4	COLLISION AVOIDANCE SYSTEMS.....	15
1.3.5	ADS-B WEATHER APPLICATIONS.....	15
1.3.6	OPTIONAL ADDITIONAL FEATURES .....	17
1.3.7	ADS-B CONFIGURATION IDENTIFICATION .....	18
1.4	ADS-B FUNCTIONS.....	19
1.4.1	ADS-B MESSAGE GENERATION FUNCTION .....	19
1.4.2	ADS-B MESSAGE EXCHANGE FUNCTION.....	19
1.4.3	ADS-B REPORT ASSEMBLY FUNCTION.....	20
1.5	OPERATIONAL GOALS .....	21
1.6	ASSUMPTIONS AND RATIONALE.....	21
1.7	TEST PROCEDURES.....	21
1.7.1	ENVIRONMENTAL TESTS .....	21
1.7.2	QUALIFICATION TESTS .....	21
1.7.3	INSTALLED TESTS .....	22
1.8	ADS-B MOPS VERSION 3 OVERVIEW .....	22
1.9	DEFINITION OF KEY TERMS .....	24
1.10	AIRCRAFT EQUIPMENT INFORMATION VULNERABILITIES .....	25
1.11	ADDITIONAL INFORMATION .....	26
<b>2.0</b>	<b>EQUIPMENT PERFORMANCE REQUIREMENTS AND TEST PROCEDURES .....</b>	<b>27</b>
2.1	GENERAL REQUIREMENTS.....	27
2.1.1	ADWORTHINESS .....	27
2.1.2	INTENDED FUNCTION .....	27
2.1.3	COMMUNICATION REGULATIONS .....	27
2.1.4	FIRE PROTECTION .....	27
2.1.5	OPERATION OF CONTROLS .....	27
2.1.6	ACCESSIBILITY OF CONTROLS.....	27
2.1.7	EQUIPMENT INTERFACES.....	28
2.1.8	EFFECTS OF TEST .....	28
2.1.9	DESIGN ASSURANCE .....	28
2.1.10	INTEGRATION AND INTEROPERABILITY WITH A MODE S TRANSPONDER.....	28
2.1.11	EQUIPAGE CLASS DEFINITIONS .....	29
2.1.12	EQUIPAGE CLASS CATEGORIES .....	30

2.2	MINIMUM PERFORMANCE STANDARDS - STANDARD CONDITIONS AND SIGNALS .....	35
2.2.1	DEFINITIONS .....	35
2.2.2	ADS-B TRANSMITTER CHARACTERISTICS .....	36
2.2.3	BROADCAST MESSAGE CHARACTERISTICS .....	41
2.2.4	ADS-B RECEIVER CHARACTERISTICS .....	232
2.2.5	ADS-B TRANSMISSION DEVICE MESSAGE PROCESSOR CHARACTERISTICS .....	245
2.2.6	ADS-B RECEIVING DEVICE MESSAGE PROCESSOR CHARACTERISTICS .....	272
2.2.7	ADS-B MESSAGE PROCESSOR CHARACTERISTICS .....	275
2.2.8	ADS-B REPORT CHARACTERISTICS .....	276
2.2.9	ADS-B REPORT TYPE REQUIREMENTS .....	346
2.2.10	ADS-B RECEIVER REPORT ASSEMBLY AND DELIVERY .....	352
2.2.11	SELF TEST AND MONITORS .....	374
2.2.12	RESPONSE TO MUTUAL SUPPRESSION PULSES .....	376
2.2.13	ANTENNA SYSTEM .....	377
2.2.14	INTERFACES .....	381
2.2.15	POWER INTERRUPTION .....	382
2.2.16	COMPATIBILITY WITH OTHER SYSTEMS .....	382
2.2.17	TRAFFIC INFORMATION SERVICES – BROADCAST (TIS-B) .....	383
2.2.18	ADS-B REBROADCAST SERVICE – FORMATS AND CODING .....	393
2.2.19	TRAFFIC UPLINK MANAGEMENT MESSAGE .....	407
2.3	EQUIPMENT PERFORMANCE - ENVIRONMENTAL CONDITIONS .....	410
2.3.1	ENVIRONMENTAL TEST CONDITIONS .....	411
2.3.2	DETAILED ENVIRONMENTAL TEST PROCEDURES .....	414
2.4	EQUIPMENT TEST PROCEDURES .....	460
2.4.1	VERIFICATION OF DEFINITIONS (§2.2.1) .....	460
2.4.2	VERIFICATION OF ADS-B TRANSMITTER CHARACTERISTICS (§2.2.2) .....	461
2.4.3	VERIFICATION OF BROADCAST MESSAGE CHARACTERISTICS (§2.2.3) .....	466
2.4.4	VERIFICATION OF ADS-B RECEIVER CHARACTERISTICS (§2.2.4) .....	795
2.4.5	VERIFICATION OF ADS-B TRANSMISSION DEVICE MESSAGE PROCESSOR CHARACTERISTICS (§2.2.5) .....	857
2.4.6	VERIFICATION OF ADS-B RECEIVING DEVICE MESSAGE PROCESSOR CHARACTERISTICS (§2.2.6) .....	889
2.4.7	VERIFICATION OF THE ADS-B MESSAGE PROCESSOR CHARACTERISTICS (§2.2.7) .....	891
2.4.8	VERIFICATION OF THE ADS-B REPORT CHARACTERISTICS (§2.2.8) .....	892
2.4.9	VERIFICATION OF THE ADS-B REPORT TYPE REQUIREMENTS (§2.2.9) .....	996
2.4.10	VERIFICATION OF THE ADS-B RECEIVER REPORT ASSEMBLY AND DELIVERY (§2.2.10) .....	999
2.4.11	VERIFICATION OF SELF TEST AND MONITORS (§2.2.11) .....	1033
2.4.12	VERIFICATION OF RESPONSE TO MUTUAL SUPPRESSION PULSES (§2.2.12) .....	1039
2.4.13	VERIFICATION OF ANTENNA SYSTEM (§2.2.13) .....	1041
2.4.14	VERIFICATION OF INTERFACES (§2.2.14) .....	1046
2.4.15	VERIFICATION OF POWER INTERRUPTION (§2.2.15) .....	1049
2.4.16	VERIFICATION OF COMPATIBILITY WITH OTHER SYSTEMS (§2.2.16) .....	1051
2.4.17	VERIFICATION OF TRAFFIC INFORMATION SERVICES – BROADCAST (TIS-B) (§2.2.17) .....	1051
2.4.18	VERIFICATION OF THE ADS-B REBROADCAST SERVICE – FORMATS AND CODING (§2.2.18) .....	1062
2.4.19	VERIFICATION OF TRAFFIC UPLINK MANAGEMENT MESSAGE (§2.2.19) .....	1072
<b>3.0</b>	<b>INSTALLED EQUIPMENT PERFORMANCE .....</b>	<b>1075</b>
3.1	INSTALLED EQUIPMENT CONSIDERATIONS .....	1075
3.1.1	DATA SOURCES .....	1076
3.1.2	ADS-B TRANSMIT POWER .....	1076
3.1.3	ADS-B RECEIVER .....	1076
3.1.4	REPORT GENERATOR .....	1076
3.1.5	APPLICATIONS .....	1077
3.2	EQUIPMENT INSTALLATION .....	1077
3.2.1	AIRCRAFT ENVIRONMENT .....	1077

3.2.2	AIRCRAFT POWER SOURCE .....	1077
3.2.3	ACCESSIBILITY .....	1077
3.2.4	DISPLAY VISIBILITY .....	1077
3.2.5	INDICATORS .....	1078
3.2.6	ALERTS .....	1078
3.2.7	FAILURE PROTECTION .....	1078
3.2.8	FAILURE INDICATION .....	1078
3.2.9	INTERFERENCE EFFECTS.....	1078
3.3	ANTENNA INSTALLATION.....	1079
3.3.1	GENERAL CONSIDERATIONS.....	1079
3.3.2	TRANSMISSION LINES.....	1079
3.3.3	ANTENNA LOCATION .....	1079
3.3.4	ANTENNA GAIN PERFORMANCE.....	1080
3.4	FLIGHT ENVIRONMENT DATA SOURCES.....	1094
3.4.1	NAVIGATION ACCURACY CATEGORY (NAC <sub>p</sub> ) .....	1095
3.4.2	ALTITUDE .....	1095
3.4.3	AIR/GROUND STATUS .....	1095
3.5	AIRCRAFT / VEHICLE DATA .....	1095
3.5.1	STATIC DATA .....	1095
3.5.2	VARIABLE DATA .....	1095
3.5.3	ON-CONDITION SENSORS .....	1096
3.5.4	CLASS CODE (BASIC).....	1096
3.5.5	CAPABILITY CLASS DATA .....	1096
3.6	FLIGHT TEST PROCEDURES .....	1096
3.6.1	DISPLAYED DATA READABILITY .....	1096
3.6.2	INTERFERENCE EFFECTS.....	1097
3.6.3	SURVEILLANCE TESTING.....	1097
<b>4.0</b>	<b>OPERATIONAL CHARACTERISTICS AND FUNCTIONAL REQUIREMENTS.....</b>	<b>1099</b>
4.1	SYSTEM OPERATION .....	1099
4.1.1	GENERAL OPERATION: TRANSMITTING SUBSYSTEM.....	1099
4.1.2	GENERAL OPERATION: RECEIVING SUBSYSTEM.....	1099
4.2	OPERATING MODES.....	1099
4.2.1	OPERATING MODES: TRANSMIT .....	1099
4.2.2	AUTOMATIC OPERATION.....	1100
4.3	SELF TEST .....	1100
4.3.1	RECEIVE .....	1100
4.3.2	TRANSMIT .....	1100
4.4	CONTROL .....	1101
4.4.1	POWER CONTROL (OPTIONAL).....	1101
4.4.2	MANUAL TEST (OPTIONAL) .....	1101
4.4.3	PARTICIPANT ADDRESS (OPTIONAL).....	1102
4.4.4	FLIGHT IDENTIFICATION (OPTIONAL).....	1102
4.4.5	RESERVED SECTION .....	1102
4.4.6	STANDBY .....	1102
4.4.7	MODE CONTROL .....	1102
4.4.8	BAROMETRIC ALTITUDE .....	1102
<b>4.9</b>	<b>MEMBERSHIP .....</b>	<b>1103</b>
<b>APPENDIX A</b>	<b>EXTENDED SQUITTER AND TIS-B FORMATS AND CODING DEFINITIONS .....</b>	<b>A-1</b>

A.1	ADS-B 1090 MHz FORMATS AND CODING .....	A-1
A.1.1	INTRODUCTION.....	A-1
A.1.2	REGISTER ALLOCATION RELATED TO EXTENDED SQUITTER.....	A-2
A.1.3	GENERAL CONVENTIONS ON DATA FORMATS.....	A-3
A.1.4	EXTENDED SQUITTER FORMATS.....	A-4
A.1.5	INITIALIZATION AND TIMEOUT.....	A-122
A.1.6	GENERAL FORMATTER/MANAGER (GFM).....	A-128
A.1.7	LATITUDE/LONGITUDE CODING USING COMPACT POSITION REPORTING (CPR) .....	A-129
A.1.8	FORMATS FOR EXTENDED SQUITTER.....	A-146
A.2	TRAFFIC INFORMATION SERVICES – BROADCAST (TIS-B) FORMATS AND CODING .....	A-168
A.2.1	INTRODUCTION.....	A-168
A.2.2	TIS-B FORMAT DEFINITION.....	A-168
A.2.3	CONTROL FIELD ALLOCATION .....	A-168
A.2.4	TIS-B SURVEILLANCE MESSAGE DEFINITION .....	A-169
A.2.5	RESERVED SECTION .....	A-173
A.2.6	TIS-B REPORT GENERATION.....	A-173
A.2.7	FORMATS FOR 1090 MHz TIS-B MESSAGES.....	A-174
A.3	ADS-B REBROADCAST SERVICE – FORMATS AND CODING .....	A-178
A.3.1	INTRODUCTION.....	A-178
A.3.2	ADS-B REBROADCAST FORMAT DEFINITION .....	A-178
A.3.3	CONTROL FIELD ALLOCATION .....	A-178
A.3.4	ADS-B REBROADCAST SURVEILLANCE MESSAGE DEFINITIONS.....	A-178
A.4	TRAFFIC UPLINK MANAGEMENT MESSAGE .....	A-182

**APPENDIX B ACRONYMS AND DEFINITION OF TERMS ..... B-1**

B.1	ACRONYMS .....	B-1
B.2	DEFINITION OF TERMS .....	B-10
B.3	ILLUSTRATIONS OF GEODETIC COORDINATE DEFINITIONS.....	B-20
B.3.1	LATITUDE, LONGITUDE AND GEODETIC HEIGHT.....	B-20
B.3.2	LATITUDE AND LONGITUDE REPRESENTATIONS.....	B-22

**APPENDIX C BROADCAST MESSAGE FORMAT ALGORITHM (BMFA) VALIDATION TEST VECTORS..... C-1**

C.1	BACKGROUND.....	C-1
C.2	CONFIGURATION AND INITIALIZATION .....	C-1
C.3	FORMAT .....	C-2
C.4	TEST CASES .....	C-2
C.4.1	TAKEOFF.....	C-3
C.4.2	LANDING.....	C-3
C.4.3	LANDING AND TAKEOFF.....	C-4
C.4.4	ENROUTE.....	C-4
C.4.5	TAXI.....	C-4

**APPENDIX D 1090 MHz ADS-B USAGE IN ATC SURVEILLANCE SYSTEMS..... D-1**

D.1	INTRODUCTION AND PURPOSE.....	D-1
D.2	REFERENCES OF SPECIFICATIONS FOR ADS-B GROUND SYSTEMS.....	D-1

**APPENDIX E ADS-B WEATHER (ADS-B WX) AIREP MESSAGE PARAMETER INPUT RECOMMENDATIONS ..... E-1**

E.1	INTRODUCTION.....	E-1
E.2	DERIVING AND POPULATING MESSAGE ELEMENTS.....	E-2
E.2.1	AIR TEMPERATURE.....	E-2
E.2.2	AIR TEMPERATURE TYPE.....	E-2
E.2.3	AIRCRAFT CONFIGURATION.....	E-2
E.2.4	AIRCRAFT TYPE.....	E-3
E.2.5	AIRSPPEED.....	E-3
E.2.6	AIRSPPEED TYPE.....	E-4
E.2.7	EDDY DISSIPATION RATE (EDR): MEAN EDR, PEAK EDR, AND PEAK EDR OFFSET.....	E-4
E.2.8	GROSS WEIGHT.....	E-7
E.2.9	ICING STATUS.....	E-8
E.2.10	STATIC AIR PRESSURE.....	E-9
E.2.11	WATER VAPOR.....	E-9
E.2.12	WIND VELOCITY.....	E-10
E.2.13	WIND QUALITY INDICATOR.....	E-11
E.2.14	WINGSPAN.....	E-11
E.2.15	HEADING.....	E-11
E.2.16	HEADING TYPE.....	E-11
E.2.17	ROLL ANGLE.....	E-12

**APPENDIX F ADS-B POSITION REFERENCE POINT ..... F-1**

**APPENDIX G ADS-B WEATHER (ADS-B WX) PILOT REPORT (PIREP) CONCEPT OF OPERATIONS (CONOPS).....G-1**

G.1	INTRODUCTION.....	G-1
G.2	PIREP GUIDANCE.....	G-2
G.3	PILOT-TO-PILOT METEOROLOGICAL INFORMATION TRANSFER.....	G-3
G.4	APPROACHES FOR ADS-B Wx PIREP PARAMETER INPUT.....	G-6
G.5	ADS-B Wx PIREP MESSAGE SUBTYPES.....	G-8
G.6	ADS-B Wx PIREP MESSAGE SUB FIELDS.....	G-8
G.6.1	ADS-B Wx PIREP SUBTYPE=0 (FLIGHT WEATHER) MESSAGE.....	G-13
G.6.2	ADS-B Wx PIREP SUBTYPE=1 (TEMP, WIND & TURBULENCE) MESSAGE.....	G-19
G.6.3	ADS-B Wx PIREP SUBTYPE=0 (HAZARDOUS WEATHER) MESSAGE.....	G-23
G.7	ADS-B Wx PIREP SUBTYPE MESSAGE BROADCAST.....	G-29
G.8	ADS-B Wx PIREP MESSAGE RECEIPT AND DISTRIBUTION.....	G-31
G.9	ADS-B Wx PIREP MESSAGE CORRELATION, PARAMETER VALIDATION, AND ADS-B PIREP ENCODING.....	G-31
G.10	ENCODED PIREP DISSEMINATION.....	G-37
G.11	SUMMARY.....	G-38

**APPENDIX H REPORT ASSEMBLY GUIDANCE.....H-1**

H.1	SCOPE AND PURPOSE.....	H-1
H.2	DATA FLOW INTO AND OUT OF THE REPORT ASSEMBLY FUNCTION.....	H-1
H.2.1	OPTIONAL REPORT CONTROL INTERFACE.....	H-1
H.2.2	TYPE 1 AND TYPE 2 REPORT ASSEMBLY FUNCTIONS.....	H-2
H.2.3	TIS-B REPORT ASSEMBLY FUNCTION.....	H-2
H.3	MESSAGES AND REPORTS.....	H-3
H.3.1	ADS-B MESSAGES (INPUT DATA FOR REPORT ASSEMBLY).....	H-3
H.3.2	ADS-B REPORTS (DATA DELIVERED BY REPORT ASSEMBLY FUNCTION).....	H-3

H.4	ESTIMATING REPORT FIELD VALUES .....	H-10
H.4.1	ESTIMATING HORIZONTAL POSITION (LATITUDE AND LONGITUDE) .....	H-10
H.4.2	ESTIMATING HORIZONTAL VELOCITY .....	H-13
H.4.3	COMPUTING GEOMETRIC ALTITUDE (HEIGHT ABOVE WGS-84 ELLIPSOID) .....	H-14
H.5	TRACKING ADS-B PARTICIPANTS.....	H-14
H.6	TRACK ACQUISITION AND COAST CONSIDERATIONS .....	H-15
<b>APPENDIX I EXTENDED SQUITTER ENHANCED RECEPTION TECHNIQUES .....</b>		<b>I-1</b>
I.1	PURPOSE AND SCOPE.....	I-1
I.2	BACKGROUND.....	I-1
I.3	CURRENT SQUITTER RECEPTION TECHNIQUES .....	I-1
I.3.1	OVERVIEW OF CURRENT TECHNIQUES .....	I-2
I.3.2	CURRENT TECHNIQUES FOR BIT AND CONFIDENCE DECLARATION .....	I-2
I.3.3	CURRENT ERROR DETECTION AND CORRECTION TECHNIQUES .....	I-4
I.4	ENHANCED SQUITTER RECEPTION TECHNIQUES .....	I-5
I.4.1	ENHANCED PREAMBLE DETECTION .....	I-5
I.4.2	ENHANCED BIT AND CONFIDENCE DECLARATION .....	I-10
I.4.3	ENHANCED ERROR DETECTION AND CORRECTION TECHNIQUES .....	I-15
I.5	IMPROVED RECEPTION PERFORMANCE IN A HIGH FRUIT ENVIRONMENT .....	I-22
I.6	SUMMARY .....	I-23
<b>APPENDIX J DETERMINING THE NAVIGATION ACCURACY CATEGORY FOR VELOCITY (NAC<sub>v</sub>) .....</b>		<b>J-1</b>
J.1	PURPOSE AND SCOPE.....	J-1
J.2	RATIONALE FOR DETERMINING NAC <sub>v</sub> BASED ON POSITION SOURCE DECLARED HORIZONTAL VELOCITY ERROR .....	J-1
J.3	TESTS TO DETERMINE VELOCITY ACCURACY FOR SUPPORT SETTING NAC <sub>v</sub> = 1, 2, OR 3.....	J-2
J.3.1	HORIZONTAL VELOCITY ACCURACY TEST CONDITIONS COMMENSURATE WITH NAC <sub>v</sub> = 1 .....	J-3
J.3.2	ADDITIONAL TESTS TO DEMONSTRATE ACCURACY COMMENSURATE WITH NAC <sub>v</sub> = 2 OR 3.....	J-5
<b>APPENDIX K COMMITMENT TO LICENSE PHASE OVERLAY TECHNOLOGY .....</b>		<b>K-1</b>
<b>APPENDIX L IMPACT OF RADIO FREQUENCY INTERFERENCE ON EXTENDED SQUITTER REPORT INTEGRITY.....</b>		<b>L-1</b>
L.1	UNDETECTED REPORT ERROR RATE .....	L-1
<b>APPENDIX M EXTENDED RANGE RECEPTION TECHNIQUES .....</b>		<b>M-1</b>
M.1	PURPOSE AND SCOPE.....	M-1
M.2	BACKGROUND.....	M-1
M.3	CURRENT RECEPTION RANGE .....	M-1
M.4	TECHNIQUES FOR EXTENDED RECEPTION RANGE .....	M-1
M.4.1	OPTIMIZED 1090 MHz ANTENNA.....	M-2
M.4.2	OPTIMIZED RECEIVER CHARACTERISTICS .....	M-3
M.5	TRANSMISSION POWER .....	M-4

**APPENDIX N PROPOSED RTCA DO-260C/EUROCAE ED-102B PROVISIONS FOR BACKWARD COMPATIBILITY WITH RTCA DO-260/EUROCAE ED-102, RTCA DO-260A, AND RTCA DO-260B/EUROCAE ED-102A MESSAGE FORMATS ..... N-1**

N.1 INTRODUCTION..... N-1

N.1.1 PURPOSE OF THIS APPENDIX..... N-1

N.1.2 MESSAGE VERSION NUMBER ..... N-1

N.1.3 MESSAGE TYPE CODES ..... N-1

N.1.4 REPORT TO ADS-B MESSAGE MAPPING ..... N-4

N.2 1090 MHz ADS-B VERSION ZERO (0) MESSAGE PROCESSING ..... N-4

N.2.1 ADS-B VERSION ZERO (0) MESSAGE TYPES ..... N-4

N.2.2 STATE VECTOR REPORTS GENERATED USING VERSION ZERO (0) MESSAGES ..... N-6

N.2.3 MODE STATUS REPORTS GENERATED USING VERSION ZERO (0) MESSAGES..... N-14

N.2.4 AIR REFERENCED VELOCITY REPORTS GENERATED USING VERSION ZERO (0) MESSAGES ..... N-23

N.2.5 TARGET STATE REPORTS GENERATED USING VERSION ZERO (0) MESSAGES..... N-29

N.3 1090 MHz ADS-B VERSION 1 MESSAGE PROCESSING ..... N-29

N.3.1 ADS-B VERSION ONE (1) MESSAGE TYPES ..... N-29

N.3.2 STATE VECTOR REPORTS GENERATED USING VERSION ONE (1) MESSAGES ..... N-30

N.3.3 MODE STATUS REPORTS GENERATED USING VERSION ONE (1) MESSAGES ..... N-38

N.3.4 AIR REFERENCED VELOCITY REPORTS GENERATED USING VERSION ONE (1) MESSAGES ..... N-48

N.3.5 TARGET STATE REPORTS GENERATED USING VERSION ONE (1) MESSAGES ..... N-48

N.4 1090MHz ADS-B VERSION TWO (2) MESSAGE PROCESSING..... N-48

N.4.1 ADS-B VERSION TWO (2) MESSAGE TYPES ..... N-48

N.4.2 STATE VECTOR REPORTS GENERATED USING VERSION TWO (2) MESSAGES..... N-49

N.4.3 MODE STATUS REPORTS GENERATED USING VERSION TWO (2) MESSAGES..... N-55

N.4.4 AIR REFERENCED VELOCITY REPORTS GENERATED USING VERSION TWO (2) MESSAGES..... N-61

N.4.5 TARGET STATE REPORTS GENERATED USING VERSION TWO (2) MESSAGES..... N-62

N.5 FORMATS FOR VERSION ZERO (0), VERSION ONE (1), AND VERSION TWO (2) 1090 MHz ADS-B MESSAGES ..... N-62

N.5.1 FORMATS FOR VERSION ZERO (0) 1090 MHz ADS-B MESSAGES..... N-62

N.5.2 FORMATS FOR VERSION ONE (1) 1090 MHz ADS-B MESSAGES ..... N-70

N.5.3 FORMATS FOR VERSION TWO (2) 1090 MHz ADS-B MESSAGES..... N-79

**APPENDIX O SAMPLE BROADCAST MESSAGE FORMAT ALGORITHM.....O-1**

O.1 INTRODUCTION AND PURPOSE..... O-1

O.2 ALGORITHM INPUTS ..... O-1

O.2.1 GNSS SENSOR DATA ..... O-1

O.2.2 AIR DATA..... O-1

O.2.3 PERSISTENT DATA..... O-2

O.3 DESIGN CONSIDERATIONS ..... O-2

O.3.1 AIRBORNE BIAS ..... O-2

O.3.2 SLOPE CALCULATION ..... O-3

O.3.3 VERTICAL STATE ..... O-3

O.3.4 LANDING CONDITION ..... O-4

O.3.5 DATA VALIDITY ..... O-4

O.4 ALGORITHM DESCRIPTION ..... O-5

O.4.1 TRANSITIONS TO AIRBORNE FORMAT ..... O-5

O.4.2 TRANSITIONS TO SURFACE FORMAT ..... O-6

O.4.3 FORMAT NOT DETERMINED ..... O-7

O.4.4 TRANSITIONS TO UNKNOWN FORMAT..... O-8

O.5 ALGORITHM FLOWCHART ..... O-8

**APPENDIX P 1090 MHz SYSTEM PERFORMANCE SIMULATION RESULTS..... P-1**

<b>APPENDIX Q</b>	<b>RESERVED APPENDIX.....</b>	<b>Q-1</b>
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<b>APPENDIX R</b>	<b>EXTENDED SQUITTER BROADCAST RATE ANALYSIS .....</b>	<b>R-1</b>
-------------------	--	------------

R.1	PURPOSE AND SCOPE.....	R-1
R.2	BACKGROUND.....	R-1
R.3	ANALYSIS OF EXTENDED SQUITTER BROADCAST RATES FOR SPECIFIC SCENARIOS .....	R-3
R.3.1	SCENARIO 1: AIRBORNE STEADY STATE CONDITIONS WITHOUT OPTIONAL MESSAGES .....	R-3
R.3.2	SCENARIO 2: AIRBORNE WITHOUT OPTIONAL MESSAGES WITH MODE A CODE CHANGE.....	R-4
R.3.3	SCENARIO 3: AIRBORNE, TSS, PERMANENT ALERT STATE (7400, 7500, 7600, 7700) .....	R-5
R.3.4	SCENARIO 4: AIRBORNE, NO TSS, NAC/SIL CHANGE .....	R-6
R.3.5	SCENARIO 5: AIRBORNE, NO TSS, CAS/NAC/SIL CHANGE, MODE A CODE CHANGE .....	R-7
R.3.6	SCENARIO 6: ON-THE-GROUND, MOVING, MODE A CODE CHANGE, NIC <sub>SUPP</sub> /NAC/SIL CHANGE ....	R-8
R.3.7	SCENARIO 7: AIRBORNE STEADY STATE CONDITIONS WITH ALL OPTIONAL MESSAGES .....	R-9
R.3.8	SCENARIO 8: AIRBORNE, TSS, PERMANENT ALERT STATE (7400, 7500, 7600, 7700); CHANGE IN THE STATUS OF ONE OR MORE OF CAS/NAC/SIL; RA.....	R-10
R.3.9	SCENARIO 9: AIRBORNE, CAS/NAC/SIL CHANGE, MODE A CODE CHANGE .....	R-11

<b>APPENDIX S</b>	<b>INTERROGATION/REPLY MONITOR (IRM) APPLICATION .....</b>	<b>S-1</b>
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S.1	PURPOSE .....	S-1
S.2	DESIGN REQUIREMENTS.....	S-1
S.2.1	INTERROGATION/REPLY MONITOR (“ME” FIELD) MESSAGE .....	S-1
S.2.2	PHASE OVERLAY INTERROGATION/REPLY RATE MONITOR MESSAGE.....	S-7
S.2.3	IRM MESSAGE SQUITTER RATES .....	S-32
S.2.4	IRM MESSAGE BROADCAST INITIALIZATION.....	S-32
S.2.5	IRM MESSAGE DATA SUBFIELD TIMEOUT.....	S-32
S.2.6	IRM MESSAGE TERMINATION.....	S-33
S.3	TEST PROCEDURES.....	S-35
S.3.1	PHASE OVERLAY INTERROGATION RATE MONITOR MESSAGE DATA DEFINITIONS .....	S-35
S.3.2	PHASE OVERLAY REPLY RATE MONITOR MESSAGE DATA DEFINITIONS.....	S-51
S.3.3	INTERROGATION/REPLY MONITOR (IRM) MESSAGES.....	S-75
S.3.4	IRM MESSAGE SQUITTER RATES (§S.2.3) .....	S-76
S.3.5	IRM MESSAGE BROADCAST INITIALIZATION (§S.2.4) .....	S-76
S.3.6	IRM MESSAGE TIMEOUT AND TERMINATION (§S.2.5, §S.2.6).....	S-76

<b>APPENDIX T</b>	<b>INTRODUCTION AND TUTORIAL FOR COMPACT POSITION REPORTING (CPR) ...</b>	<b>T-1</b>
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T.1	PURPOSE .....	T-1
T.2	MOTIVATION FOR COMPACT POSITION REPORTING (CPR) .....	T-1
T.3	CPR COORDINATE SYSTEM.....	T-2
T.3.1	LATITUDE ZONES .....	T-5
T.3.2	LONGITUDE ZONES AND BINS .....	T-8
T.4	CPR ENCODING .....	T-12
T.5	CPR DECODING .....	T-14
T.5.1	GLOBAL DECODING FOR AIRBORNE POSITION .....	T-15
T.5.2	SURFACE GLOBAL DECODING.....	T-22
T.5.3	AIRBORNE LOCALLY UNAMBIGUOUS DECODING.....	T-24
T.5.4	SURFACE LOCAL DECODING .....	T-30
T.6	ADDITIONAL INFORMATION .....	T-31
T.6.1	NL TRANSITION LATITUDES .....	T-31

T.6.2	NL FUNCTION REFERENCE TABLE .....	T-48
T.7	DERIVATION OF EQUATIONS FOR NL AND NL TRANSITION LATITUDES .....	T-49
T.8	ENCODING COMPUTATION .....	T-53
T.9	CPR REFERENCE IMPLEMENTATION .....	T-54
T.10	SUMMARY .....	T-55

**APPENDIX U TOTAL AND UNCOMPENSATED LATENCY IN 1090 MHZ EXTENDED SQUITTER ADS-B .....U-1**

U.1	INTRODUCTION.....	U-1
U.2	DESCRIPTION OF THE PROBLEM.....	U-1
U.3	TIMING NOTATION .....	U-2
U.4	LATENCY DEFINITIONS .....	U-3
U.5	TOTAL LATENCY .....	U-4
U.6	UNCOMPENSATED LATENCY .....	U-6

## List of Figures

Figure 1-1: Scope of the 1090 MHz ADS-B System .....	5
Figure 1-2: Scope of the 1090 MHz TIS-B System .....	6
Figure 1-3: 1090 MHz ADS-B Subsystems .....	7
Figure 2-1: Unwanted Output Power .....	40
Figure 2-2: ADS-B Message Transmission Waveform .....	41
Figure 2-3: ADS-B and TIS-B Message Baseline Format Structure .....	43
Figure 2-4: ADS-B Airborne Position Message Format .....	55
Figure 2-5: Altitude Subfield Encoding For “Q=0” .....	65
Figure 2-6: ADS-B Surface Position Message Format .....	72
Figure 2-7: ADS-B Aircraft Identification and Category Message Format .....	82
Figure 2-8: Register 08 <sub>16</sub> Aircraft Identification Data Processing .....	84
Figure 2-9: ADS-B Airborne Velocity Message Subtype ”1&2” .....	86
Figure 2-10: “Target State and Status” Message Format .....	98
Figure 2-11: “Target State and Status Message” (Subtype=1 Format) .....	100
Figure 2-12: “Aircraft Operational Status” ADS-B Message “ME” Field Format .....	111
Figure 2-13: “TEST” Message with Subtype=0 Format .....	135
Figure 2-14: “Surface System Status” ADS-B Message “ME” Field Format .....	136
Figure 2-15: HVA Position Message Format .....	138
Figure 2-16: HVA Velocity Message Format .....	142
Figure 2-17: ADS-B Wx AIREP Message (Aircraft State) (TYPE=26, Subtype=0) .....	147
Figure 2-18: ADS-B Wx AIREP Message (Weather State) (TYPE=26, Subtype=1) .....	147
Figure 2-19: ADS-B Wx AIREP Message (Alternate Weather State) (TYPE=26, Subtype=2) .....	148
Figure 2-20: 1090ES Aircraft Status Message (Emergency/Priority Status) (TYPE=28, Subtype=1) .....	161
Figure 2-21: 1090ES Aircraft Status Message (TCAS RA Broadcast Message) (TYPE=28, Subtype=2) .....	167
Figure 2-22: 1090ES Aircraft Status Message (Operational Coordination Message) (TYPE=28, Subtype=3) .....	168
Figure 2-23: 1090ES Aircraft Status Message (UAS/RPAS Contingency Message) (TYPE=28, Subtype=4) .....	169
Figure 2-24: 1090ES ADS-B Wx PIREP Message (Flight Weather) (TYPE = 27, Subtype = 0) .....	173
Figure 2-25: 1090ES ADS-B Wx PIREP Message (Temp, Wind & Turbulence) (TYPE=27, Subtype=1) .....	173
Figure 2-26: 1090ES ADS-B Wx PIREP Message (Hazardous Weather) (TYPE=27, Subtype=2) .....	173
Figure 2-27: 1090ES Phase Overlay Reply Data Structure .....	209
Figure 2-28: PPM Data Interval .....	210
Figure 2-29: PPM/Reed-Solomon Data Format .....	210
Figure 2-30: PPM/LDPC Data Format .....	211
Figure 2-31: LDPC Parity Check Matrix .....	212
Figure 2-32: Transmitted 1090ES Phase Overlay Reply Data Format .....	213
Figure 2-33: Phase Overlay Airborne ADS-B State and Status Message Format .....	216
Figure 2-34: Latitude and Longitude Data Encoding .....	218
Figure 2-35: Phase Overlay Surface ADS-B State and Status Message Format .....	226
Figure 2-36: Phase Overlay Waveform .....	238
Figure 2-37: ADS-B Message Structure with Phase Message Overlay .....	239
Figure 2-38: PPM/Reed-Solomon Data Format .....	240
Figure 2-39: Phase Overlay Signal Data Structure .....	240
Figure 2-40: Received Phase Overlay Signal Data Structure .....	241
Figure 2-41: Wide Data Pulse Transition Interval .....	242
Figure 2-42: ADS-B Receiver / Report Assembly Functional Types .....	272

Figure 2-43: ADS-B PPM Output Message Format Structure.....	274
Figure 2-44: ADS-B PO Output Message Format Structure.....	274
Figure 2-45: ADS-B and TIS-B Message Reception Function Output Message Delivery .....	275
Figure 2-46: ADS-B Message And Report General Data Flow.....	353
Figure 2-47: Illustration of Report State Changes In A Typical Case .....	354
Figure 2-48: Report Assembly Airborne State Transition Diagram .....	355
Figure 2-49: Detailed Report Assembly State Transition Diagram .....	356
Figure 2-50: Various ADS-B Receiving Architectures.....	380
Figure 2-51: TIS-B Baseline Format Definition .....	384
Figure 2-52: TIS-B Fine Airborne Position Message Format.....	385
Figure 2-53: TIS-B Fine Surface Position Message Format .....	386
Figure 2-54: TIS-B Identification and Category Message Format.....	387
Figure 2-55: TIS-B Velocity Message, Subtypes 1 and 2.....	388
Figure 2-56: TIS-B Tracks .....	392
Figure 2-57: ADS-R Airborne Position Message Format .....	395
Figure 2-58: ADS-R Surface Position Message Format .....	396
Figure 2-59: ADS-R Airborne Velocity Message Subtype 1 & 2 Format .....	398
Figure 2-60: ADS-R Aircraft Emergency/Priority Status Message Format.....	401
Figure 2-61: ADS-R “Target State and Status” Message Format.....	402
Figure 2-62: ADS-R Aircraft Operational Status Message “ME” Field Format.....	403
Figure 2-63: Airborne Capability Class (CC) Code Format in Version 3 ADS-R Messages. ....	403
Figure 2-64: ADS-R ADS-B Wx AIREP Message Subtype 0 (Aircraft State) Format.....	405
Figure 2-65: ADS-R ADS-B Wx AIREP Message Subtype 1 (Weather State) Format .....	405
Figure 2-66: ADS-B Wx AIREP Message (Alternate Weather State) (TYPE=26, Subtype=2).....	406
Figure 2-67: Traffic Uplink Management Message Format .....	407
Figure 2-68: Service Status Message Format.....	409
Figure 2-69: ADS-B Receiving Subsystem Environmental Test Scenario Pattern.....	449
Figure 2-70: Phase Overlay Transmitter Test Setup .....	733
Figure 2-71: Phase Overlay Receiver Test Setup.....	815
Figure 2-72: High FRUIT Test Configuration .....	855
Figure 3-1: Antenna Test Configuration - 1.....	1085
Figure 3-2: Antenna Test Configuration - 2.....	1092
Figure A-1: “Altitude” Encoding For “Q=0” .....	A-14
Figure A-2: Aircraft Flight Path.....	A-38
Figure A-3: Airborne Capability Class (CC) Code for Version 3 Systems .....	A-45
Figure A-4: Surface Capability Class (CC) Code for Version 3 Systems.....	A-45
Figure A-5: Airborne Operational Mode (OM) Subfield Format .....	A-46
Figure A-6: Surface Operational Mode (OM) Subfield Format.....	A-46
Figure A-7: “Collision Avoidance Coordination Capability Bits (CCCB)” Subfield Format .....	A-56
Figure A-8: Phase Overlay Airborne ADS-B State and Status Message Format.....	A-108
Figure A-9: Latitude and Longitude Data Encoding.....	A-110
Figure A-10: Phase Overlay Surface ADS-B State and Status Message Format.....	A-117
Figure A-11: Extended Squitter Airborne Position.....	A-147
Figure A-12: Extended Squitter Surface Position .....	A-148
Figure A-13: Extended Squitter Identification and Category .....	A-149
Figure A-14: Extended Squitter Airborne Velocity (Subtypes 1 and 2: Velocity) .....	A-150
Figure A-15: Extended Squitter Aircraft Status (Subtype 1: Emergency/Priority Status).....	A-151
Figure A-16: Extended Squitter Aircraft Status (Subtype 2: 1090ES TCAS RA Broadcast).....	A-152
Figure A-17: Extended Squitter Aircraft Status (Subtype 3: Operational Coordination Message) .....	A-153
Figure A-18: Extended Squitter Aircraft Status (Subtype 4: UAS/RPAS Contingency, Current TCP).....	A-154
Figure A-19: Extended Squitter Aircraft Status (Subtype 4: UAS/RPAS Contingency, Next TCP)....	A-155

Figure A-20: Target State and Status (Subtype = 1) .....	A-156
Figure A-21: Aircraft Operational Status .....	A-157
Figure A-22: IRM - Interrogation Rate Monitor Message .....	A-158
Figure A-23: IRM - Reply Rate Monitor Message .....	A-159
Figure A-24: ADS-B Wx AIREP (Subtype 0: Aircraft State) .....	A-160
Figure A-25: ADS-B Wx AIREP (Subtype 1: Weather State) .....	A-161
Figure A-26: ADS-B Wx AIREP (Subtype 2: Alternate Weather State).....	A-162
Figure A-27: Extended Squitter ADS-B Wx PIREP (Subtype 0: Flight Weather).....	A-163
Figure A-28: Extended Squitter ADS-B Wx PIREP (Subtype 1: Temp, Wind & Turbulence) .....	A-164
Figure A-29: Extended Squitter ADS-B Wx PIREP (Subtype 2: Hazardous Weather) .....	A-165
Figure A-30: High Velocity and/or Altitude (HVA) Message (Subtype 0: Position).....	A-166
Figure A-31: High Velocity and/or Altitude (HVA) Message (Subtype 1: Velocity) .....	A-167
Figure A-32: TIS-B Format Definition .....	A-168
Figure A-33: TIS-B Fine Airborne Position Message .....	A-174
Figure A-34: TIS-B Fine Surface Position Message.....	A-175
Figure A-35: TIS-B Identification and Category Message .....	A-176
Figure A-36: TIS-B Velocity Messages (Subtypes 1 and 2: Velocity).....	A-177
Figure A-37: “Extended Difference From Barometric Altitude” Subfield Format.....	A-180
Figure B-1: Geodetic Coordinate Definitions .....	B-20
Figure B-2: Latitude Definition .....	B-21
Figure B-3: Representations of Latitude and Longitude .....	B-22
Figure F-1: ADS-B Position Reference Point Definition – Aircraft .....	F-3
Figure F-2: ADS-B Position Reference Point Definition - Rotorcraft.....	F-4
Figure H-1: ADS-B Message and Report General Data Flow. ....	H-1
Figure H-2: Expressing a Small Change in Latitude and Longitude ( $\phi$ , $\lambda$ ) As a Change in Local Cartesian Coordinates ( $x,y$ ). ....	H-11
Figure H-3: Non-Rectangular Latitude/Longitude Graticule Near the Poles.....	H-13
Figure I-1: Mode S Extended Squitter Waveform .....	I-2
Figure I-2: Current and Enhanced Bit Demodulation Techniques.....	I-3
Figure I-3: Overlap of a Weak Signal by a Later and Stronger Signal .....	I-7
Figure I-4: Overview of Extended Squitter Preamble Detection .....	I-9
Figure I-5: Center Amplitude Bit and Confidence Declaration .....	I-11
Figure I-6: Whole Message Top Level Error Correction Algorithm .....	I-18
Figure I-7: Whole Message Detailed Error Correction Algorithm .....	I-19
Figure I-8: Whole Message Error Correction Example .....	I-20
Figure I-9: Error Detection and Correction.....	I-21
Figure L-1: Simulation Results Giving Acceptance Probability and Undetected Error Rate. ....	L-2
Figure N-1: Version Zero (0) Extended Squitter Airborne Position Message .....	N-63
Figure N-2: Version Zero (0) Extended Squitter Surface Position Message .....	N-64
Figure N-3: Version Zero (0) Extended Squitter Aircraft Identification and Category Message .....	N-65
Figure N-4: Version Zero (0) Extended Squitter Airborne Velocity Message (Subtypes 1 and 2: Velocity Over Ground) .....	N-66
Figure N-5: Version Zero (0) Extended Squitter Airborne Velocity Message (Subtypes 3 and 4: Airspeed and Heading).....	N-67
Figure N-6: Version Zero (0) Extended Squitter Aircraft Status Message (Subtype 1: Emergency/Priority Status).....	N-68
Figure N-7: Version Zero (0) Aircraft Operational Status Message .....	N-69
Figure N-8: Version One (1) Extended Squitter Airborne Position.....	N-71
Figure N-9: Version One (1) Extended Squitter Surface Position Message .....	N-72
Figure N-10: Version One (1) Extended Squitter Identification and Category Message.....	N-73

Figure N-11: Version One (1) Extended Squitter Airborne Velocity (Subtypes 1 and 2: Velocity Over Ground).....	N-74
Figure N-12: Version One (1) Extended Squitter Airborne Velocity Message (Subtypes 3 and 4: Airspeed and Heading).....	N-75
Figure N-13: Version One (1) Extended Squitter Aircraft Status (Subtype 1: Emergency/Priority Status) .....	N-76
Figure N-14: Version One (1) Target State and Status Message .....	N-77
Figure N-15: Version One (1) Aircraft Operational Status Message.....	N-78
Figure N-16: Version Two (2) Extended Squitter Airborne Position .....	N-80
Figure N-17: Version Two (2) Extended Squitter Surface Position .....	N-81
Figure N-18: Version Two (2) Extended Squitter Identification and Category.....	N-82
Figure N-19: Version Two (2) Extended Squitter Airborne Velocity (Subtypes 1 and 2: Velocity Over Ground).....	N-83
Figure N-20: Version Two (2) Extended Squitter Airborne Velocity (Subtypes 3 and 4: Airspeed and Heading).....	N-84
Figure N-21: Version Two (2) Extended Squitter Aircraft Status (Subtype 1: Emergency/Priority Status and Mode A Code) .....	N-85
Figure N-22: Version Two (2) Extended Squitter Aircraft Status (Subtype 2: 1090ES TCAS RA Broadcast) .....	N-86
Figure N-23: Version Two (2) Target State and Status Information (Subtype = 1: Compatible with RTCA DO-260B/EUROCAE ED-102A, ADS-B Version Number=2).....	N-87
Figure N-24: Version Two (2) Aircraft Operational Status .....	N-88
Figure O-1 Algorithm Flow Chart .....	O-9
Figure S-1: Interrogation Rate Monitor Message (System Status Message, Subtype=2) .....	S-2
Figure T-1: Latitude Zone Boundaries (Red is Even; Blue is Odd).....	T-3
Figure T-2: Longitude Zone Boundaries (Red is Even; Blue is Odd).....	T-4
Figure T-3: Latitude Zone Indexing.....	T-5
Figure T-4: Definition of Latitude Zone Sizes.....	T-6
Figure T-5: Latitude Zones and Bins .....	T-7
Figure T-6: YZ for Even and Odd Latitude Zones at 43.054N.....	T-8
Figure T-7: Reduction in Number of Longitude Zones at High Latitudes.....	T-9
Figure T-8: NL Values and Transition Latitudes .....	T-10
Figure T-9: Even and Odd Longitude Zones With Transition Latitudes .....	T-11
Figure T-10: XZ for Even and Odd Longitude Zones at 76.06°W .....	T-12
Figure T-11: YZ <sub>i</sub> When Latitude is in Northernmost 1/2 Bin of Latitude Zone .....	T-14
Figure T-12: Principle of Global Decoding .....	T-15
Figure T-13: Points in Zones With Different Zone Index Numbers .....	T-18
Figure T-14: Relationship Between $j$ and Zone Index .....	T-19
Figure T-15: Local Decoding Sliding Region Behavior .....	T-24
Figure T-16: Local Decoding Requirement Half Zone Reduction Example .....	T-25
Figure T-17: Local Decoding Zone Index Determination when $f_{RP} > 1/2$ .....	T-27
Figure T-18: Local Decoding Zone Index Determination when $f_{RP} < 1/2$ .....	T-28
Figure T-19: Example of relationships between input latitude, $Rlat_i$ and $NL$ .....	T-32
Figure T-20: Longitude Zone Length.....	T-49
Figure T-21: Example of Arcs Used in Application of Spherical Law of Cosines.....	T-50
Figure U-1: Functional Architecture Diagram.....	U-1
Figure U-2: The General Timing Diagram .....	U-3
Figure U-3: Timing of two consecutive position updates .....	U-5

## List of Tables

Table 1-1: ADS-B Optional Additional Features.....	18
Table 2-1: Subsystem Classes and Their Features .....	31
Table 2-2: ADS-B Message To Requirement Cross-Reference Table.....	32
Table 2-3: ADS-B Class A Transmitter Equipment To Message Coverage .....	33
Table 2-4: ADS-B Class B Transmitter Equipment To Message Coverage .....	34
Table 2-5: ADS-B Class A Receiver Equipment To Report Coverage .....	35
Table 2-6: ADS-B Transmission Message Spectrum .....	42
Table 2-7: “CF” Field Code Definitions .....	46
Table 2-8: Determining The Type of Address in the AA Field .....	47
Table 2-9: Determining ADS-B Message Type (DF=17 or DF=18 and CF=0, 1 or 6).....	49
Table 2-10: Determining TIS-B or Traffic Uplink Management Message Type (DF=18, CF=2, 4 or 5) .....	50
Table 2-11: “TYPE” Subfield Code Definitions (DF=17 or 18).....	57
Table 2-12: “Surveillance Status” Subfield Code Definitions .....	63
Table 2-13: “Movement” Subfield Code Definitions .....	74
Table 2-14: “Status Bit for Heading/Ground Track” Encoding .....	75
Table 2-15: “Heading/Ground Track” Encoding .....	75
Table 2-16: “ADS-B Emitter Category SET” Code Definitions.....	83
Table 2-17: Airborne Velocity Message “Subtype” Code Field Encoding.....	87
Table 2-18: Determining NAC <sub>v</sub> Based on Position Source Declared Horizontal Velocity Error .....	88
Table 2-19: “East/West Direction Bit” Encoding .....	89
Table 2-20: “East/West Velocity” (subsonic) Encoding.....	89
Table 2-21: “North/South Direction Bit” Encoding.....	90
Table 2-22: “North/South Velocity” (subsonic) Encoding .....	90
Table 2-23: “Source Bit for Vertical Rate” Encoding.....	91
Table 2-24: “Sign Bit for Vertical Rate” Encoding .....	91
Table 2-25: “Vertical Rate” Encoding .....	91
Table 2-26: “Difference From Barometric Altitude Sign Bit” Encoding .....	92
Table 2-27: “Extended Difference From Barometric Altitude” Encoding.....	93
Table 2-28: “NIC Supplement-D” Encoding .....	94
Table 2-29: “East/West Velocity” (supersonic) Encoding.....	96
Table 2-30: “North/South Velocity” (supersonic) Encoding .....	96
Table 2-31: “Subtype” Code Subfield Encoding .....	99
Table 2-32: “SIL Supplement” Subfield Encoding .....	100
Table 2-33: “Selected Altitude Type” Subfield Encoding .....	101
Table 2-34: “MCP / FCU Selected Altitude or FMS Selected Altitude” Subfield Encoding .....	102
Table 2-35: “Barometric Pressure Setting (Minus 800 millibars)” Subfield Encoding .....	103
Table 2-36: “Selected Heading Status” Subfield Encoding .....	104
Table 2-37: “Selected Heading Sign” Subfield Encoding .....	104
Table 2-38: “Selected Heading Status, Sign and Data” Subfields Encoding .....	105
Table 2-39: “Status of MCP / FCU Mode Bits” Subfield Encoding.....	107
Table 2-40: “Autopilot Engaged” Subfield Encoding.....	108
Table 2-41: “VNAV Engaged” Subfield Encoding .....	108
Table 2-42: “Altitude Hold Mode” Subfield Encoding.....	109
Table 2-43: “Approach Mode” Subfield Encoding .....	109
Table 2-44: “Collision Avoidance Operational” Subfield Encoding .....	109
Table 2-45: “LNAV” Mode Engaged” Subfield Encoding.....	110
Table 2-46: “Subtype” Code Subfield in Aircraft Operational Status Messages Encoding.....	112
Table 2-47: Airborne Capability Class (CC) Code Format in Version 3 Transmitting Subsystems.....	113

Table 2-48: Surface Capability Class (CC) Code Format in Version 3 Transmitting Subsystems.....	113
Table 2-49: Encoding of “1090ES IN” CC Subfield in Aircraft Operational Status Messages.....	114
Table 2-50: Encoding of the “Transponder Side Indication” CC Subfield in Aircraft Operational Status Messages .....	115
Table 2-51: Encoding of “Tx Power” CC Subfield in Aircraft Operational Status Messages.....	115
Table 2-52: Encoding of “UAT IN” CC Subfield in Aircraft Operational Status Messages.....	116
Table 2-53: Encoding of “RCE” CC Subfield in Aircraft Operational Status Messages.....	117
Table 2-54: Encoding of “DAA” CC Subfield in Aircraft Operational Status Messages.....	118
Table 2-55: Airborne Operational Mode (OM) Subfield Format.....	118
Table 2-56: Surface Operational Mode (OM) Subfield Format.....	119
Table 2-57: “Mode S Reply Rate Limiting Status” Encoding .....	121
Table 2-58: “System Design Assurance” OM Subfield in Aircraft Operational Status Messages .....	121
Table 2-59: Lateral Axis “GPS Antenna Offset” Encoding.....	123
Table 2-60: Longitudinal Axis “GPS Antenna Offset” Encoding .....	124
Table 2-61: Collision Avoidance Coordination Capability Bits (CCCBs) Subfield Format .....	124
Table 2-62: Sense: Vertical and Horizontal (H/V) Encoding .....	125
Table 2-63: Aircraft CAS Type/Capability Encoding.....	125
Table 2-64: “RWC Active” Encoding.....	126
Table 2-65: Longitudinal Axis Transponder Antenna Offset Encoding .....	127
Table 2-66: ADS-B Version Number Subfield Encoding.....	127
Table 2-67: PIC to NIC, PPM Type Code and NIC Supplement Mapping .....	129
Table 2-68: Navigation Accuracy Category for Position (NAC <sub>p</sub> ) Encoding .....	131
Table 2-69: Encoding of the Geometric Vertical Accuracy (GVA) Subfield in Aircraft Operational Status Messages .....	132
Table 2-70: “SIL” Subfield Encoding.....	133
Table 2-71: “Aircraft/Vehicle Length and Width Code” Encoding.....	134
Table 2-72: Track Angle/Heading Encoding .....	134
Table 2-73: Horizontal Reference Direction (HRD) Encoding.....	134
Table 2-74: “Subtype” Subfield in System Status Messages .....	136
Table 2-75: “Subtype” Subfield in HVA Messages.....	138
Table 2-76: “HVA Geometric Altitude (HAE)” Subfield Encoding .....	139
Table 2-77: “HVA Latitude” Subfield Encoding.....	139
Table 2-78: “HVA Longitude” Subfield Encoding.....	140
Table 2-79: HVA East/West Velocity Encoding .....	143
Table 2-80: “HVA North/South Velocity” Encoding .....	144
Table 2-81: “HVA Vertical Rate” Encoding.....	145
Table 2-82: “Position Integrity Category” (PIC) Subfield Encoding.....	145
Table 2-83: “Subtype” Subfield in ADS-B W <sub>x</sub> AIREP Messages .....	149
Table 2-84: “Aircraft Configuration” Subfield Encoding.....	150
Table 2-85: “Gross Weight” Ranges and Resolutions .....	151
Table 2-86: “Icing Status” Subfield Encoding.....	153
Table 2-87: “Wind Quality Indicator” Subfield Encoding.....	154
Table 2-88: “Wind Speed” Subfield Encoding .....	155
Table 2-89: “Wind Direction” Subfield Encoding.....	155
Table 2-90: “Air Temperature Type” Subfield Encoding.....	156
Table 2-91: “Air Temperature” Subfield Encoding .....	156
Table 2-92: “Airspeed Type” Subfield Encoding .....	156
Table 2-93: “Airspeed” (TAS or IAS) Subfield Encoding.....	157
Table 2-94: “Roll Angle” Subfield Encoding .....	158
Table 2-95: “Heading Type” Subfield Encoding .....	158
Table 2-96: “Heading” Subfield Encoding .....	159

Table 2-97: “Emergency/Priority Status” Subfield Encoding.....	162
Table 2-98: Emergency/Priority Status – Priority Order .....	163
Table 2-99: “Manned/Unmanned Operation” Subfield Encoding .....	164
Table 2-100: “Mean EDR” Subfield Encoding.....	164
Table 2-101: “Peak EDR” Subfield Encoding.....	165
Table 2-102: “Peak EDR Offset” Subfield Encoding .....	165
Table 2-103: “Water Vapor” Subfield Encoding .....	166
Table 2-104: “Contingency Plan” Subfield Encoding .....	170
Table 2-105: “Current or Next” Subfield Encoding.....	170
Table 2-106: “UAS/RPAS TCP Altitude” Subfield Encoding .....	171
Table 2-107: ADS-B Wx PIREP Message “Subtype” Code Encoding .....	174
Table 2-108: “PIREP Time” Encoding .....	174
Table 2-109: “Flight Visibility” Encoding.....	175
Table 2-110: “Flight Weather” Encoding .....	175
Table 2-111: “Layer Height” Encoding .....	179
Table 2-112: “Layer Thickness” Encoding.....	180
Table 2-113: “Layer Height Type” Encoding .....	180
Table 2-114: “Layer Coverage” Encoding.....	181
Table 2-115: “PIREP Air Temperature” Encoding.....	182
Table 2-116: “PIREP Wind Direction” Encoding.....	183
Table 2-117: “Turbulence Duration” Encoding.....	183
Table 2-118: “Turbulence Intensity” Encoding .....	184
Table 2-119: “Turbulence Location” Encoding.....	184
Table 2-120: “PIREP Icing” Encoding .....	186
Table 2-121: “Airspeed Change” Encoding.....	187
Table 2-122: “Wind Shear Height” Encoding.....	188
Table 2-123: “Braking Action” Encoding.....	188
Table 2-124: “Runway Number” Encoding .....	189
Table 2-125: “Runway Position” Encoding.....	189
Table 2-126: “Flight Weather Vicinity Direction” Encoding .....	191
Table 2-127: “Turbulence Type” Encoding .....	191
Table 2-128: 1090 MHz Extended Squitter ADS-B Message Broadcast Rates.....	193
Table 2-129: Phase Data Encoding .....	214
Table 2-130: PO Message Type Field Encoding .....	214
Table 2-131: Angular Weighted Binary Encoding of Latitude and Longitude.....	217
Table 2-132: “Geometric Altitude” Encoding .....	220
Table 2-133: “E/W” and “N/S Horizontal Velocity” Encoding.....	221
Table 2-134: “Vertical Rate” Encoding .....	222
Table 2-135: “Position Integrity Category (PIC)” Encoding .....	222
Table 2-136: “Airspeed Type” Encoding.....	223
Table 2-137: “Emitter Category” Coding .....	224
Table 2-138: “Emitter Category” Coding .....	231
Table 2-139: ADS-B Class “A” Equipment Receiver Sensitivity .....	234
Table 2-140: ADS-B Receiver Out-of-Band Rejection .....	235
Table 2-141: Phase Data Decoding.....	238
Table 2-142: ADS-B State Vector Data Elements - Source Data Mapping To Report Structure.....	280
Table 2-143: ADS-B Report Type Coding .....	283
Table 2-144: ADS-B State Vector Report Structure Coding .....	284
Table 2-145: ADS-B State Vector Report Validity Flag Requirements .....	286
Table 2-146: “Address Source” Coding.....	287
Table 2-147: “Address Qualifier” Coding .....	288

Table 2-148: “Report Time of Applicability” Parameter Coding .....	289
Table 2-149: “Report Mode” Encoding .....	301
Table 2-150: “Duplicate Address Flag” Encoding.....	301
Table 2-151: “Declared Air/Ground Status” Encoding.....	301
Table 2-152: ADS-B Mode Status Data Elements - Source Data Mapping To Report Structure.....	303
Table 2-153: ADS-B Mode Status Report Structure Coding .....	307
Table 2-154: ADS-B Mode Status Report Validity Flag Requirements .....	307
Table 2-155: ADS-B Mode Status Report ‘Data Update’ Flag Requirements .....	309
Table 2-156: Emitter Category Encoding .....	311
Table 2-157: Capability Class (CC) Code Mapping .....	313
Table 2-158: Operational Mode Code Mapping .....	314
Table 2-159: True/Magnetic Heading and HRD Encoding.....	316
Table 2-160: ADS-B Target State Data Elements - Source Data Mapping To Report Structure .....	318
Table 2-161: ADS-B Target State Report – Structure Parameter Coding .....	321
Table 2-162: ADS-B Target State Report Validity Flag Requirements.....	322
Table 2-163: ADS-B Air Referenced Velocity Data Elements - Source Data Mapping To Report Structure .....	326
Table 2-164: ADS-B Air Referenced Velocity Report – Structure Parameter Coding.....	328
Table 2-165: ADS-B Air Referenced Velocity Report – Validity Flag Coding .....	328
Table 2-166: Airspeed Type Encoding .....	330
Table 2-167: Heading Type Encoding .....	330
Table 2-168: ADS-B Wx AIREP Data Elements – Source Data Mapping to Report Structure .....	332
Table 2-169: ADS-B Wx AIREP Structure Coding.....	335
Table 2-170: ADS-B Wx Air Report Validity Flag Requirements .....	335
Table 2-171: Report Time of Applicability Parameter Coding.....	336
Table 2-172: Air Temperature Type Encoding.....	337
Table 2-173: Aircraft State Report Data Elements – Source Data Mapping to Report Structure.....	341
Table 2-174: Aircraft State Report Structure Coding .....	343
Table 2-175: Aircraft State Report Validity Flag Requirements .....	343
Table 2-176: ADS-B Class A Equipment Reporting Requirements .....	347
Table 2-177: ADS-B State Vector Required Report Elements .....	348
Table 2-178: ADS-B Mode Status Required Report Elements.....	349
Table 2-179: ADS-B Target State Required Report Elements.....	350
Table 2-180: ADS-B Air Referenced Velocity Required Report Elements.....	350
Table 2-181: ADS-B Wx AIREP Required Report Elements.....	351
Table 2-182: Aircraft State Required Report Elements .....	351
Table 2-183: Minimum Participant Track File Capacity .....	370
Table 2-184: “CF” Field Code Definitions in DF=18 ADS-B and TIS-B Messages.....	384
Table 2-185: “Difference from Barometric Altitude” Encoding in TIS-B Messages .....	390
Table 2-186: ADS-R “Extended Difference From Barometric Altitude” Encoding.....	399
Table 2-187: Management Message Bit Field .....	408
Table 2-188: Service Status Coding.....	409
Table 2-189: Environmental Test Groups.....	412
Table 2-190: Performance Test Requirements During Environmental Tests .....	413
Table 2-191: Input A: Preamble Pulse Characteristics .....	432
Table 2-192: Input B: Preamble Pulse Characteristics.....	433
Table 2-193: Input C: Preamble Pulse Characteristics.....	433
Table 2-194: Input D: Preamble Pulse Characteristics .....	433
Table 2-195: Input A: Preamble Pulse Characteristics .....	435
Table 2-196: Input B: Preamble Pulse Characteristics.....	435
Table 2-197: Input C: Preamble Pulse Characteristics.....	435

Table 2-198: Input D: Preamble Pulse Characteristics .....	435
Table 2-199: Input E: Preamble Pulse Characteristics .....	436
Table 2-200: Input F: Preamble Pulse Characteristics .....	436
Table 2-201: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Class A1S and A1 Equipment .....	441
Table 2-202: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Class A2 Equipment .....	441
Table 2-203: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Class A3 Equipment .....	441
Table 2-204: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Phase Overlay Capable Equipment .....	442
Table 2-205: Success Criteria for Data Block Tests with Mode S FRUIT – Class A1S and A1 Equipment .....	444
Table 2-206: Success Criteria for Data Block Tests with Mode S FRUIT – Class A2 Equipment .....	444
Table 2-207: Success Criteria for Data Block Tests with Mode S FRUIT – Class A3 Equipment .....	444
Table 2-208: Success Criteria for Data Block Tests with Mode S FRUIT – Phase Overlay Capable Equipment .....	445
Table 2-209: Success Criteria for Re-Triggering Test with Varying Position Mode S FRUIT – Class A1S and A1 Equipment .....	447
Table 2-210: Success Criteria for Re-Triggering Test with Varying Position Mode S FRUIT – Class A2 Equipment .....	447
Table 2-211: Success Criteria for Re-Triggering Test with Varying Position Mode S FRUIT – Class A3 Equipment .....	447
Table 2-212: ADS-B Receiving Subsystem Environmental Test Scenario .....	450
Table 2-213: “PI” Field Encoding .....	473
Table 2-214: Verification of Air/Ground Status Test Data .....	475
Table 2-215: Barometric Altitude Data Inputs .....	487
Table 2-216: Geometric Altitude Data Inputs .....	488
Table 2-217: Airborne Position Encoding Values .....	491
Table 2-218: Verification of Transition Table .....	516
Table 2-219: Surface Position Encoding Values .....	518
Table 2-220: Discrete Values for East/West Velocity .....	552
Table 2-221: Discrete Values for North/South Velocity .....	556
Table 2-222: Vertical Rate Discrete Values .....	561
Table 2-223: Difference from Barometric Altitude Discrete Values .....	564
Table 2-224: East/West Velocity Discrete Values .....	567
Table 2-225: North/South Velocity Discrete Values .....	570
Table 2-226: MCP / FCU Selected Altitude in Target State and Status Messages (ARINC Label ‘102’) .....	575
Table 2-227: FMS Selected Altitude in Target State and Status Messages (ARINC Label ‘102’) .....	576
Table 2-228: Barometric Pressure Setting in Target State and Status Messages (ARINC Label ‘234’) ..	577
Table 2-229: MCP / FCU Selected Heading Data in Target State and Status Messages (ARINC Label ‘101’)..	578
Table 2-230: FMS Selected Heading Data in Target State and Status Messages (ARINC Label ‘101’) .....	579
Table 2-231: Geometric Vertical Accuracy Validation Values .....	608
Table 2-232: Discrete Values for HVA Geometric Altitude .....	616
Table 2-233: Discrete Values for HVA East/West Velocity .....	624
Table 2-234: Discrete Values for HVA North/South Velocity .....	627
Table 2-235: Discrete Values for HVA Vertical Rate .....	629
Table 2-236: “Aircraft Configuration” Subfield Encoding Test Values .....	634

Table 2-237: “Aircraft Type” Subfield Encoding Test Values .....	636
Table 2-238: “Gross Weight” Subfield Encoding Test Values .....	637
Table 2-239: “Wingspan” Subfield Encoding Test Values .....	639
Table 2-240: “Wind Speed” Subfield Encoding Test Values .....	644
Table 2-241: “Wind Direction” Subfield Encoding .....	645
Table 2-242: “Air Temperature” Subfield Encoding Test Values .....	650
Table 2-243: “Airspeed” (TAS or IAS) Encoding Test Values .....	656
Table 2-244: “Roll Angle” Subfield Encoding Test Values .....	660
Table 2-245: “Heading” Subfield Encoding Test Values .....	663
Table 2-246: “Mean EDR” Subfield Encoding Test Values .....	670
Table 2-247: “Peak EDR” Subfield Encoding Test Values .....	672
Table 2-248: “Water Vapor” Encoding Test Values .....	674
Table 2-249: Airborne Position Encoding Values .....	741
Table 2-250: Barometric Altitude Encoded Values .....	742
Table 2-251: Geometric Altitude Encoded Values .....	743
Table 2-252: Discrete Values for East/West Horizontal Velocity .....	746
Table 2-253: ½ LSB Values for East/West Horizontal Velocity .....	746
Table 2-254: Discrete Values for North/South Horizontal Velocity .....	749
Table 2-255: ½ LSB Values for North/South Horizontal Velocity .....	749
Table 2-256: Discrete Values for Vertical Rate with Sign .....	751
Table 2-257: Surface Position Encoding Values .....	771
Table 2-258: Input A: Preamble Pulse Characteristics .....	810
Table 2-259: Input B: Preamble Pulse Characteristics .....	811
Table 2-260: Input C: Preamble Pulse Characteristics .....	811
Table 2-261: Input D: Preamble Pulse Characteristics .....	811
Table 2-262: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT for Phase Overlay Data .....	824
Table 2-263: Success Criteria for Data Block Tests with Mode S FRUIT for Phase Overlay Data .....	825
Table 2-264: Input A: Preamble Pulse Characteristics .....	830
Table 2-265: Input B: Preamble Pulse Characteristics .....	830
Table 2-266: Input C: Preamble Pulse Characteristics .....	831
Table 2-267: Input D: Preamble Pulse Characteristics .....	831
Table 2-268: Input E: Preamble Pulse Characteristics .....	832
Table 2-269: Input F: Preamble Pulse Characteristics .....	832
Table 2-270: Inputs G through W: Preamble Pulse Characteristics .....	833
Table 2-271: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Class A1S and A1 Equipment .....	846
Table 2-272: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Class A2 Equipment .....	847
Table 2-273: Success Criteria for Preamble and Data Block Tests with Mode A/C FRUIT – Class A3 Equipment .....	847
Table 2-274: Success Criteria for Data Block Tests with Mode S FRUIT – Class A1S and A1 Equipment .....	848
Table 2-275: Success Criteria for Data Block Tests with Mode S FRUIT – Class A2 Equipment .....	849
Table 2-276: Success Criteria for Data Block Tests with Mode S FRUIT – Class A3 Equipment .....	849
Table 2-277: Success Criteria for Re-Triggering Test with Varying Position Mode S FRUIT – Class A1S and A1 Equipment .....	851
Table 2-278: Success Criteria for Re-Triggering Test with Varying Position Mode S FRUIT – Class A2 Equipment .....	851
Table 2-279: Success Criteria for Re-Triggering Test with Varying Position Mode S FRUIT – Class A3 Equipment .....	851

Table 2-280: Success Criteria for Re-Triggering Test with Fixed Position Mode S FRUIT – Class A1S and A1 Equipment .....	852
Table 2-281: Success Criteria for Re-Triggering Test with Fixed Position Mode S FRUIT – Class A2 Equipment .....	852
Table 2-282: Success Criteria for Re-Triggering Test with Fixed Position Mode S FRUIT – Class A3 Equipment .....	852
Table 2-283: High FRUIT RF Generator Settings .....	856
Table 2-284: Success Criteria for High Mode A, C, S FRUIT Tests .....	857
Table 2-285: ADS-B Message Reception .....	891
Table 2-286: Report Structure Identification Bit Test Data .....	894
Table 2-287: Position Message Contents for Position TOA Verification .....	900
Table 2-288: Velocity Time of Applicability Example Test Data .....	901
Table 2-289: Longitude Test Data .....	903
Table 2-290: Latitude Test Data .....	904
Table 2-291: Geometric Altitude Test Data .....	906
Table 2-292: Geometric Altitude Test Data (Q Bit = 0) .....	907
Table 2-293: Difference From Barometric Altitude (w/ Sign) Test Data .....	908
Table 2-294: North/South Velocity (Subsonic) Test Data .....	909
Table 2-295: North/South Velocity (Supersonic) Test Data .....	910
Table 2-296: East/West Velocity (Subsonic) Test Data .....	912
Table 2-297: East/West Velocity (Supersonic) Test Data .....	913
Table 2-298: Ground Speed Test Data .....	914
Table 2-299: Heading Subfield Test Data .....	915
Table 2-300: Barometric (Pressure) Altitude Test Data (Q Bit = 1) .....	916
Table 2-301: Barometric (Pressure) Altitude Test Data (Q Bit = 0) .....	917
Table 2-302: Non-Barometric Vertical Rate Test Data .....	919
Table 2-303: Vertical Rate Test Data .....	920
Table 2-304: Interpretation of NUC <sub>P</sub> Codes from Version Zero Transmitting Subsystems When Received by Version One or above ADS-B Receiving Subsystems .....	922
Table 2-305: Estimated Longitude Test Data .....	924
Table 2-306: Estimated Latitude Test Data .....	925
Table 2-307: Surveillance Status Test Conditions .....	933
Table 2-308: Report Mode Encoding .....	934
Table 2-309: Mode Status Report Call Sign Encoding .....	942
Table 2-310: Mode Status Report Emitter Category Meaning .....	944
Table 2-311: Input Data for Global Unambiguous Airborne Decode Zone Checks .....	1002
Table 2-312: Input Data for Global Unambiguous Surface Decode Zone Checks .....	1007
Table 2-313: Input Data for Local Unambiguous Airborne Decode Zone Checks .....	1011
Table 2-314: Input Date for Local Unambiguous Surface Decode Zone Check .....	1019
Table 2-315: Participant Track File Stimulus Requirements .....	1023
Table 3-1: Example System .....	1076
Table 3-2: Minimum Ranges for Receiving Reliability .....	1081
Table A-1: Register Allocation .....	A-2
Table A-2: “TYPE” Subfield Code Definitions (DF = 17 or 18) .....	A-5
Table A-3: “Movement” Encoding .....	A-15
Table A-4: “Heading/Ground Track” Encoding .....	A-16
Table A-5: Aircraft Identification Character Coding .....	A-19
Table A-6: “ADS-B Emitter Category Set” Code Definitions .....	A-20
Table A-7: Determining NAC <sub>V</sub> Based on Position Source Declared Horizontal Velocity Error .....	A-21
Table A-8: “East/West Velocity” (subsonic) Encoding .....	A-22
Table A-9: “East/West Velocity” (supersonic) Encoding .....	A-22

Table A-10: “North/South Velocity” (subsonic) Encoding .....	A-23
Table A-11: “North/South Velocity” (supersonic) Encoding .....	A-23
Table A-12: “Vertical Rate” Encoding .....	A-24
Table A-13: “Extended Difference From Barometric Altitude” Encoding.....	A-25
Table A-14: “NIC Supplement-D” Encoding .....	A-26
Table A-15: “SIL Supplement” Encoding .....	A-27
Table A-16: “Selected Altitude Type” Encoding.....	A-28
Table A-17: “MCP / FCU Selected Altitude or FMS Selected Altitude” Encoding.....	A-29
Table A-18: “Barometric Pressure Setting (Minus 800 millibars)” Encoding.....	A-30
Table A-19: “Selected Heading Status” Encoding.....	A-30
Table A-20: “Selected Heading Sign” Encoding .....	A-30
Table A-21: “Selected Heading Status, Sign and Data” Encoding .....	A-32
Table A-22: “Navigation Accuracy Category for Position (NAC <sub>p</sub> )” Encoding.....	A-33
Table A-23: “Source Integrity Level (SIL)” Encoding.....	A-34
Table A-24: “Status of MCP / FCU Mode Bits” Encoding .....	A-35
Table A-25: “Autopilot Engaged” Encoding .....	A-35
Table A-26: “VNAV Engaged” Encoding .....	A-35
Table A-27: “Altitude Hold Mode” Encoding.....	A-36
Table A-28: “Approach Mode” Encoding .....	A-36
Table A-29: “Collision Avoidance Operational” Encoding.....	A-37
Table A-30: “LNAV” Mode Engaged” Encoding .....	A-37
Table A-31: Register 62 <sub>16</sub> Parameters.....	A-38
Table A-32: “Version Number” Encoding.....	A-47
Table A-33: PIC to NIC, PPM Type Code and NIC Supplement Mapping .....	A-48
Table A-34: “Geometric Vertical Accuracy (GVA)” Encoding .....	A-49
Table A-35: “A/V Length and Width” Encoding.....	A-50
Table A-36: “Horizontal Reference Direction (HRD)” Encoding .....	A-51
Table A-37: “System Design Assurance” Encoding.....	A-52
Table A-38: “Lateral Axis GPS Antenna Offset” Encoding.....	A-53
Table A-39: “Longitudinal Axis GPS Antenna Offset” Encoding.....	A-54
Table A-40: “RCE” Encoding.....	A-55
Table A-41: “DAA” Encoding.....	A-55
Table A-42: “Sense: Vertical and Horizontal (H/V)” Encoding.....	A-56
Table A-43: “Aircraft CAS Type/Capability” Encoding .....	A-57
Table A-44: “Longitudinal Axis Transponder Antenna Offset” Encoding.....	A-58
Table A-45: “Transponder Side Indication” Encoding .....	A-58
Table A-46: “Tx Power” Encoding.....	A-59
Table A-47: “Emergency/Priority Status” Encoding .....	A-62
Table A-48: Emergency/Priority Status – Priority Order.....	A-63
Table A-49: “Manned/Unmanned Operation” Encoding.....	A-64
Table A-50: “Mean EDR” Encoding .....	A-64
Table A-51: “Peak EDR” Encoding.....	A-64
Table A-52: “Peak EDR Offset” Encoding.....	A-65
Table A-53: “Water Vapor” Encoding.....	A-65
Table A-54: “Contingency Plan” Encoding .....	A-67
Table A-55: “Current or Next” Encoding .....	A-67
Table A-56: “UAS/RPAS TCP Altitude” Encoding .....	A-68
Table A-57: “HVA Geometric Altitude (HAE)” Encoding .....	A-70
Table A-58: “HVA Latitude” Encoding.....	A-70
Table A-59: “HVA Longitude” Encoding .....	A-71
Table A-60: “HVA East/West Velocity” Encoding.....	A-73

Table A-61: “HVA North/South Velocity” Encoding .....	A-74
Table A-62: “HVA Vertical Rate” Encoding.....	A-75
Table A-63: “Position Integrity Category (PIC)” Encoding .....	A-76
Table A-64: “Aircraft Configuration” Encoding .....	A-77
Table A-65: “Gross Weight” Ranges and Resolutions .....	A-79
Table A-66: “Icing Status” Encoding.....	A-81
Table A-67: “Wind Quality Indicator” Encoding .....	A-82
Table A-68: “Wind Speed” Encoding.....	A-83
Table A-69: “Wind Direction” Encoding.....	A-83
Table A-70: “Air Temperature Type” Encoding.....	A-84
Table A-71: “Air Temperature” Encoding.....	A-84
Table A-72: “Airspeed Type” Encoding.....	A-84
Table A-73: “Airspeed” Encoding .....	A-85
Table A-74: “Roll Angle” Encoding.....	A-86
Table A-75: “Heading Type” Encoding.....	A-87
Table A-76: “Heading” Encoding .....	A-87
Table A-77: “PIREP Time” Encoding .....	A-89
Table A-78: “Flight Visibility” Encoding.....	A-90
Table A-79: “Flight Weather” Encoding .....	A-90
Table A-80: “Layer Height” Encoding .....	A-94
Table A-81: “Layer Thickness” Encoding .....	A-95
Table A-82: “Layer Height Type” Encoding .....	A-95
Table A-83: “Layer Coverage” Encoding.....	A-96
Table A-84: “PIREP Air Temperature” Encoding.....	A-97
Table A-85: “PIREP Wind Direction” Encoding.....	A-97
Table A-86: “Turbulence Duration” Encoding .....	A-98
Table A-87: “Turbulence Intensity” Encoding .....	A-98
Table A-88: “Turbulence Location” Encoding.....	A-99
Table A-89: “PIREP Icing” Encoding .....	A-101
Table A-90: “Airspeed Change” Encoding.....	A-102
Table A-91: “Wind Shear Height” Encoding.....	A-102
Table A-92: “Braking Action” Encoding.....	A-103
Table A-93: “Runway Number” Encoding .....	A-103
Table A-94: “Runway Position” Encoding .....	A-104
Table A-95: “Flight Weather Vicinity Direction” Encoding .....	A-105
Table A-96: “Turbulence Type” Encoding .....	A-106
Table A-97: Angular Weighted Binary Encoding of Latitude and Longitude.....	A-109
Table A-98: “Geometric Altitude” Encoding.....	A-112
Table A-99: “E/W” and “N/S Horizontal Velocity” Encoding.....	A-113
Table A-100: “Vertical Rate” Encoding .....	A-114
Table A-101: “Emitter Category” Coding .....	A-115
Table A-102: CF Field Code Definitions in DF=18 ADS-B and TIS-B Messages .....	A-169
Table A-103: “Difference From Barometric Altitude” Encoding.....	A-173
Table A-104: ADS-R “Extended Difference From Barometric Altitude” Encoding.....	A-180
Table C-1: Aircraft Characteristics .....	C-1
Table C-2: Takeoff Test Vectors.....	C-3
Table C-3: Landing Test Vectors.....	C-3
Table C-4: Landing and Takeoff Test Vectors.....	C-4
Table C-5: En Route Test Vectors .....	C-4
Table C-6: Taxi Test Vectors.....	C-4
Table F-1: Dimensions of Defining Rectangle for Position Reference Point .....	F-2

Table G-1: Encoded PIREP Elements.....	G-4
Table G-2: ADS-B Wx PIREP Parameters by Message Subtype.....	G-8
Table G-3: Example Use Cases for Layer Characteristic Encoding .....	G-9
Table G-4: Rationale for Visibility Value Selection.....	G-13
Table G-5: Use Cases for Layer Coverage Values .....	G-17
Table G-6: Encoded PIREP Item Data Source.....	G-32
Table H-1: 1090 MHz ADS-B Message Types .....	H-3
Table H-2: State Vector Report Data.....	H-4
Table H-3: Mode Status Report Data.....	H-5
Table H-4: Target State Report Data .....	H-7
Table H-5: Air Referenced Velocity Report Data.....	H-8
Table H-6: ADS-B Weather Air Report Data .....	H-9
Table H-7: Aircraft State Report Data .....	H-10
Table I-1: Combining Odd and Even Outputs .....	I-15
Table J-1: Platform Dynamics for the Horizontal Velocity Accuracy Test.....	J-3
Table L-1: Undetected Report Error Rate.....	L-1
Table N-1: Format TYPE Codes for Version 0 through Version 3 Messages.....	N-2
Table N-2: Version Zero (0) ADS-B Message Types.....	N-5
Table N-3: ADS-B State Vector Data Elements – Version Zero (0) 1090 MHz ADS-B Messages to Report Structure Mapping.....	N-8
Table N-4: Version Zero (0) Format Type Code Mapping to Navigation Source Characteristics .....	N-12
Table N-5: ADS-B Mode Status Data Elements – Version Zero (0) 1090 MHz ADS-B Messages to Report Structure Mapping.....	N-15
Table N-6: Version Zero (0), One (1), and Two (2) Emitter Category Encodings .....	N-18
Table N-7: Version Zero (0) “Emergency/Priority Status” Mapping .....	N-19
Table N-8: En Route Operational Capabilities Encoding .....	N-20
Table N-9: Type Code to NAC <sub>P</sub> Mapping .....	N-21
Table N-10: SIL Reporting .....	N-22
Table N-11: Track/Heading and HRD Subfield.....	N-23
Table N-12: ADS-B Air Referenced Velocity Data Elements – Version Zero (0) 1090 MHz ADS-B Messages to Report Structure Mapping .....	N-25
Table N-13: Version Zero (0) Airspeed Type Mapping to Version Three (3).....	N-27
Table N-14: “Airspeed” (IAS or TAS) (supersonic) Mapping .....	N-28
Table N-15: ADS-B State Vector Data Elements – Version One (1) 1090 MHz ADS-B Messages to Report Structure Mapping.....	N-32
Table N-16: Version One (1) Format Type Code Mapping to Navigation Source Characteristics .....	N-36
Table N-17: ADS-B Mode Status Data Elements – Version One (1) Source Data Mapping To Report Structure.....	N-39
Table N-18: Version One (1) “Aircraft/Vehicle Length and Width Code” Decoding.....	N-42
Table N-19: Version One (1) “Emergency/Priority Status” Mapping .....	N-43
Table N-20: Capability Class Code Mapping .....	N-44
Table N-21: ADS-B Version One (1) True/Magnetic Heading Encoding.....	N-45
Table N-22: Version One (1) Operational Mode Code Mapping .....	N-47
Table N-23: ADS-B State Vector Data Elements – Version Two (2) 1090 MHz ADS-B Messages to Report Structure Mapping.....	N-51
Table N-24: Version Two (2) NIC mapping to Version Three (3) .....	N-54
Table N-25: ADS-B Mode Status Data Elements – Version Two (2) 1090 MHz ADS-B Messages to Report Structure Mapping.....	N-56
Table N-26: Capability Class Code Mapping .....	N-60
Table N-27: Version Two (2) Operational Mode Code Mapping.....	N-61
Table O-1: GNSS Sensor Data.....	O-1

Table O-2: Air Data .....	O-1
Table O-3: Persistent Data .....	O-2
Table R-0: Nominal and High/On-condition ADS-B Message Broadcast Rates.....	R-2
Table R-1: Airborne Steady State Conditions.....	R-3
Table R-2: Airborne with Mode A Code Change .....	R-4
Table R-3: Airborne, TSS, Permanent Alert State (7400, 7500, 7600, 7700).....	R-5
Table R-4: Airborne, no TSS, NAC/SIL Change.....	R-6
Table R-5: Airborne, no TSS, CAS/NAC/SIL Change, Mode A Code Change.....	R-7
Table R-6: On-the-Ground, Moving, Mode A Code Change, NIC <sub>SUPP</sub> /NAC/SIL Change.....	R-8
Table R-7: Airborne Steady State Conditions, All Options .....	R-9
Table R-8: Airborne, TSS, Permanent Alert State (7400, 7500, 7600, 7700).....	R-10
Table R-9: Airborne, TSS, CAS/NAC/SIL Change, Mode A Code change, RA .....	R-11
Table S-1: Phase Overlay Interrogation Rate Report Data Structure.....	S-8
Table S-2: “1-sec Minimum ATCRBS Suppression Rate” Encoding .....	S-9
Table S-3: “1-sec Minimum ATCRBS-Only All-Call Interrogation Rate” Encoding.....	S-9
Table S-4: “1-sec Minimum Short Air-Air Surveillance Interrogation Rate” Encoding .....	S-10
Table S-5: “1-sec Minimum Long Air-Air Surveillance Interrogation Rate” Encoding .....	S-10
Table S-6: “1-sec Minimum TCAS Broadcast Interrogation Rate” Encoding.....	S-11
Table S-7: “1-sec Minimum Identity and Altitude Surveillance Interrogation Rate” Encoding.....	S-11
Table S-8: “1-sec Minimum Identity and Altitude Comm-A Interrogation Rate” Encoding .....	S-12
Table S-9: “1-sec Minimum Mode S-Only All-Call Interrogation Rate” Encoding.....	S-12
Table S-10: “1-sec Minimum Other Uplink Formats Interrogation Rate” Encoding .....	S-13
Table S-11: “1-sec Maximum ATCRBS Suppression Rate” Encoding.....	S-13
Table S-12: “1-sec Maximum ATCRBS-Only All-Call Interrogation Rate” Encoding .....	S-14
Table S-13: “1-sec Maximum Short Air-Air Surveillance Interrogation Rate” Encoding .....	S-14
Table S-14: “1-sec Maximum Long Air-Air Surveillance Interrogation Rate” Encoding.....	S-15
Table S-15: “1-sec Maximum TCAS Broadcast Interrogation Rate” Encoding.....	S-15
Table S-16: “1-sec Maximum Identity and Altitude Surveillance Interrogation Rate” Encoding.....	S-16
Table S-17: “1-sec Maximum Identity and Altitude Comm-A Interrogation Rate” Encoding.....	S-17
Table S-18: “1-sec Maximum Mode S-Only All-Call Interrogation Rate” Encoding .....	S-17
Table S-19: “1-sec Maximum Other Uplink Formats Interrogation Rate” Encoding.....	S-18
Table S-20: Phase Overlay Reply Rate Report Data Structure .....	S-19
Table S-21: “1-sec Minimum ATCRBS Reply Rate” Encoding .....	S-20
Table S-22: “1-sec Minimum Short Mode S Reply Rate” Encoding.....	S-20
Table S-23: “1-sec Minimum Long Mode S Reply Rate” Encoding .....	S-21
Table S-24: “1-sec Minimum Short Air-Air Surveillance Reply Rate” Encoding .....	S-21
Table S-25: “1-sec Minimum Long Air-Air Surveillance Reply Rate” Encoding.....	S-22
Table S-26: “1-sec Minimum Identity and Altitude Surveillance Reply Rate” Encoding.....	S-22
Table S-27: “1-sec Minimum Identity and Altitude Comm-B Reply Rate” Encoding.....	S-23
Table S-28: “1-sec Minimum All-Call Reply Rate” Encoding.....	S-23
Table S-29: “1-sec Maximum ATCRBS Reply Rate” Encoding.....	S-24
Table S-30: “1-sec Maximum Short Mode S Reply Rate” Encoding .....	S-24
Table S-31: “1-sec Maximum Long Mode S Reply Rate” Encoding .....	S-25
Table S-32: “1-sec Maximum Short Air-Air Surveillance Reply Rate” Encoding.....	S-25
Table S-33: “1-sec Maximum Long Air-Air Surveillance Reply Rate” Encoding.....	S-26
Table S-34: “1-sec Maximum Identity and Altitude Surveillance Reply Rate” Encoding .....	S-26
Table S-35: “1-sec Maximum Identity and Altitude Comm-B Reply Rate” Encoding .....	S-27
Table S-36: “1-sec Maximum All-Call Reply Rate” Encoding .....	S-27
Table S-37: “100-ms Maximum ATCRBS Reply Rate” Encoding .....	S-28
Table S-38: “100-ms Maximum Short Mode S Reply Rate” Encoding.....	S-28
Table S-39: “100-ms Maximum Long Mode S Reply Rate” Encoding.....	S-29

Table S-40: “100-ms Maximum Long Air-Air Surveillance Reply Rate” Encoding .....	S-29
Table S-41: “25-ms Maximum Short Mode S Reply Rate” Encoding.....	S-30
Table S-42: “25-ms Maximum Long Mode S Reply Rate” Encoding.....	S-30
Table S-43: “1.6-ms Maximum Short Mode S Reply Rate” Encoding.....	S-31
Table S-44: “1.6-ms Maximum Long Mode S Reply Rate” Encoding.....	S-31
Table T-1: Message bits required for position encoding with and without CPR.....	T-1
Table T-2: CPR Latitude Encoding Resolution .....	T-7
Table T-3: 32bAWB boundaries for NL Transition latitudes - surface even encoding .....	T-34
Table T-4: 32bAWB Boundaries for NL Transition Latitudes - Surface Odd Encoding .....	T-37
Table T-5: 32bAWB Boundaries for NL Transition Latitudes - Airborne Even Encoding.....	T-41
Table T-6: 32bAWB boundaries for NL Transition latitudes - airborne odd encoding .....	T-44
Table T-7: 32bAWB Transition Latitude Table – Northern Hemisphere .....	T-48
Table T-8: Sample Latitudes for Encoding .....	T-54

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## 1.0 PURPOSE AND SCOPE

### 1.1 Introduction

This document contains Minimum Operational Performance Standards (MOPS) for airborne equipment for Automatic Dependent Surveillance-Broadcast (ADS-B) and Traffic Information Service – Broadcast (TIS-B) utilizing 1090 MHz Mode S Extended Squitter (1090ES). The supporting hardware can be incorporated within other on-board equipment, or alternatively, the ADS-B equipment may be a separate avionics unit.

*Note: Definitions of acronyms (e.g., MOPS, ADS-B, 1090ES) and of many other terms (e.g., “Extended Squitter”) can be found in Appendix B of these MOPS.*

Compliance with these standards by manufacturers, installers and users is recommended as one means of assuring that the equipment will satisfactorily perform its intended functions under conditions encountered in routine aeronautical operations. The regulatory application of these standards is the responsibility of appropriate government agencies. For example, in the United States, the Federal Aviation Administration (FAA) publishes and maintains a Technical Standard Order (TSO-C166) for 1090ES ADS-B equipment to reference the requirements and bench test procedures in Section 2 of this document. In the European Union, the European Aviation Safety Agency (EASA) publishes and maintains a European Technical Standard Order (ETSO-C166) for 1090ES ADS-B equipment to the same reference in this document.

Since the equipment implementation includes a computer software package, the most recent version of the *Software Considerations in Airborne Systems and Equipment Certification*, (RTCA DO-178C/EUROCAE ED-12C) is applicable. When determining the level of software requirements, as defined in RTCA DO-178C/EUROCAE ED-12C, or subsequent versions, the equipment manufacturer should consider the criticality level appropriate for the installation certification, equipment failure analysis, and the fault monitoring being accomplished.

In addition, since the measured values of equipment performance characteristics may be a function of the measurement method, standard test conditions and methods of test are recommended in this document.

1090ES is documented and standardized internationally at ICAO. Relevant ICAO documents include Annex 10 Volume IV Standards and Recommended Practices (SARPs) as well as ICAO Document 9871 (Technical Provisions for Mode S Services and Extended Squitter).

Throughout this document, the term CAS is used to mean a generic collision avoidance system, applicable to any of the existing airborne collision avoidance implementations. Rarely, the terms TCAS (RTCA DO-185A/B / EUROCAE ED-143), ACAS Xa (RTCA DO-385 / EUROCAE ED-256), ACAS Xu (RTCA DO-386 / EUROCAE ED-275), or ACAS II (ICAO SARPs) are used when the associated text applies to a specific implementation. The full descriptor ACAS Xa/Xo is shortened to ACAS Xa, and TCAS II is shortened to TCAS. In this document, the term ACAS X is used when text applies equally to ACAS Xa and ACAS Xu. Original RF message names, e.g., TCAS Resolution Message, are retained.