

#	Organization	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
1	ANE-150	1	1-1a		Should identify what is chagned in from AC 20-172A	See comment	Conceptual	Changes to this document were listed in the clearance record provided with this document when it was distributed for field review.
2	ANE-150	9	2-3.g	"ATAS is the only ADS-B application with an aural-only implementation (via an annunciator panel).	Unclear what the parenthetical (via an annunciator panel) means.	Either delete or explain parenthetical.	Editorial	Section 2-2 of this AC references TSO-C195 for all ADS-B In equipment classes, which then cites DO-317B and the specific sections where an annunciator panel is mentioned .
3	ANM-160	7	Table	"Major" criticality classification under the column "Hazardous & misleading informn" column	I don't understand the "major" classification in the airborne segments of the table. It can be minor if there is no mid air collision, but if there is a collision, what is the basis for saying "major?" A mid-air collision should be catastrophic.	Revise	Conceptual	Not accepted. AC 1309 defines major, minor, hazardous, and catastrophic and has been determined as major respectively. Please reference AIRB and SURF SPRs for a full hazard analysis.
4	ANM-160	14	2-8 (d)	System Safety Analysis	If you incorporate the above comment, this paragraph also needs to be consistent with it.	Revise text to be consistent with above comment.	Conceptual	Not accepted. AC 1309 defines major, minor, hazardous, and catastrophic and has been determined as major respectively. Please reference AIRB and SURF SPRs for a full hazard analysis.
5	ANM-160	17	3-2 (a)	Ground Tests. In this section it just says "verify" accuracy of various parameters.	Nowhere does it say what is acceptable accuracy (e.g., bearing has to be within 5 degrees). It does mention AC 20-165A as a source for explanation of message elements.	Verify the referenced AC does have tolerances for the various accuracies. If not, state the required accuracies in this document.	Conceptual	Yes, AC 20-165A includes accuracy and integrity parameters for ground and flight testing parameters. It is the job of the applicant to verify these parameters.
6	ANM-160	19	3-3 (a)	Flight Tests	Same comment as above.	Same comment as above.	Conceptual	Yes, AC 20-165A includes accuracy and integrity parameters for ground and flight testing parameters. It is the job of the applicant to verify these parameters.
7	ANM-160	38	aa.	DCPC paragraph	The paragraph numbering system in this section goes from z to aa, bb... then to aaa, bbb, etc.	Consider a more traditional a, b, c, d....z, aa, ab, ac,...az, ba, bb,	Format	Partially accept. Lettering scheme has been removed.

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8	ANM-160	47	Appendix E	Related Documents	Many times in the document it refers to AC 20-165 but it is not in the Related Documents section.	Add AC 20-165A to the Related Document list.	Editorial	Accept
9	ANM-160	47	Appendix E	Related Documents	AC 20-149 is mentioned on page 4 but not in this section.	Add a related document AC 20-149.	Editorial	Accept
10	ANM-160	47	Appendix E	Related Documents	AC 27-1B and 29-2C are mentioned in the System Safety Analysis section but not listed in the related documents section.	Add AC 27-1B and AC 29-2C to the Related Documents list.	Editorial	Not accepted. Both are already present in Appendix E
11	ANM-160	48	Appendix E	Related Documents	Page 14 - there is a reference to DO-160 but it is not in the Related Documents section.	Add RTCA/DO160 to the Related Documents list.	Editorial	Accept
12	ANM-160	48	Appendix E	Related Documents	Page 42 there is a reference to RTCA/DO-185B but it is not in the Related Documents section.	Add RTCA/DO185B to the Related Documents list.	Editorial	Accept
13	ANM-111	10	2-4.a	"Side-mounted displays are acceptable for the basic situation awareness applications and ITP, but have limited potential to support more advanced applications."	No disagreement, but it might be useful to say more about why side-mounted displays have less potential than forward-mounted displays. The reason is that for displays of information that require pilot attention (i.e., instrument scan) while maneuvering or tactically monitoring the flight path need to be in the forward field of view - otherwise known as the "primary field of view" (ref: AC 25-11B).	Add the sentence: "More advanced applications which require pilot attention (i.e., instrument scan) while maneuvering or tactically monitoring the flight path need to have their display in the forward field of view - otherwise known as the "primary field of view" (ref: AC 25-11B)."	Conceptual	Not accepted. The last sentence of paragraph 2-4.a cites AC 25-11B, and 23.1311-1C. Both AC's go into great detail about side-mounted displays as well as displays that should be placed in the primary field of view.
14	ANM-111	10	2-4.a	"The display must be installed such that the crew has an unobstructed view of the display when seated in the normal position."	The sentence is correct, but would be clearer by replacing "the crew" with "the pilots," because some might interpret the current sentence to mean that the CDTI needs to be visible only one pilot of the crew.	"The display must be installed such that the <u>pilots have</u> an unobstructed view of the display when seated in <u>their</u> normal position."	Conceptual	Accept

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15	ANM-111	10	2-4.c	"It is acceptable to pair a TSO-C195b Class C ASSAP unit with an existing certified traffic display using legacy symbols (e.g., TCAS, TAS) when either the AIRB or EVAcq application are installed."	It's not clear if this means legacy symbols of an existing display may be used by the legacy display, but the new symbols must be used by the new display, or whether the same symbols (legacy or new) must be used by both displays. It would be bad design to use two different symbols that mean the same thing, or use the same symbol on two displays that means different things.	"It is acceptable to pair a TSO-C195b Class C ASSAP unit with an existing certified traffic display using legacy symbols (e.g., TCAS, TAS) when either the AIRB or EVAcq application are installed, <u>but the symbol sets for the two displays must be consistent to avoid undue crew confusion.</u> "	Conceptual	Not accepted. Appendix B of DO-317A as well as Section 2.3.1 of DO-317B allow for both symbol sets to co-exist. But if you integrate them, then you should use the symbol set guidance that exists in the DO-317B MOPS, Section 2.3.4.2.3.2
16	ANM-111	11	2-4. f(4)(b)&(c)	"(b) The flight crew must be able to perform the de-clutter operation by a simple action. (c) The flight crew should be able to return to the previous state by a simple action."	Agree with the intent, but what is a "simple action?" I suppose the intent is to avoid undue pilot workload and distraction with a control process that is readily accomplished.	Define the term "simple action" or at least define the intent.	Editorial	Not accepted. AC 23.1311 describes many instances of the word simple action or just the word "simple" in general when it refers to actions performed by the pilot to manipulate the avionics onboard the aircraft. For this reason, we will continue to use the same terminology in the AC.
17	ANM-100B	3	1-1.b	"...provide the pilot(s) with..."	Denotes restriction to only pilots. There may be other personnel in the cockpit who are not pilots, such as flight engineers, mission personnel, etc. "Pilots" is not universally used. In fact, elsewhere in this document "flight crew" is used. Please use "flight crew."	Change to "...provide the flight crew with..."	Format	Not accepted. Since Title 14 of the Code of Federal Regulations (14 CFR) 91.113(b) uses the word "pilot" in its definition, we feel it is appropriate to keep the word "pilot".
18	ANM-100B	3	1-1.b	"...a pilot's see and avoid responsibility...."	Awkward text. "See and avoid" is jargon, a state of being. Needs hyphens.	Change to "...the aircrew's See-and-Avoid responsibility..."	Format	Accept
19	ANM-100B	3	1-1.c	".....means, to install ADS-B In equipment."	The phrase "ADS-B In" is familiar to those writing this text, but it is cumbersome and sometimes confusing. Not good English. Second, this AC does not describe how to install the equipment, but to <u>certify the installation of the equipment</u> . Big difference.	"...means, to certify the ADS-B IN equipment installation."	Format	Not accepted. Section 1-1 states, "a. This advisory circular (AC) provides guidance material for the installation of ADS B In technology in aircraft." Many others sections provide similar verbiage so we will keep the current phraseology throughout the document. The term, "ADS-B In" is consistent with DO-317B MOPS, which is the basis of this document.

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20	ANM-100B	3	1-1.c	"...if you use the means described in this AC, you must follow it entirely."	The word "you" is inappropriate.	"...if the means described in this AC are used, it must be followed in its entirety."	Format	Accept
21	ANM-100B	3	1-1.d	"Equipment with existing approvals can continue..."	This AC addresses the installation of equipment in a particular airframe, not the equipment itself.	"Installations with existing approvals can continue..."	Format	Accept
22	ANM-100B	Cover and throughout the document		ADS-B In	When this term is inserted into a sentence it leads to confusion. Note the title of this AC. Suggest capitalize the "In" as previously commented, or better yet, abbreviate it ADS-B-I	Replace "ADS-B In" with "ADS-B-I"	Format	Not accepted. The term, "ADS-B In" is consistent with DO-317B MOPS, which is the basis of this document.
23	ANM-100B	3	1-3	"...the latency analysis between a GPS position source and the ADS-B equipment may be reused on a follow-on installation provided that the hardware and software part numbers for both units are identical. Modifications to previously approved hardware or software must be evaluated to determine data applicability."	This can open a can of worms. What's a "unit?" In this example, if the GPS antenna has changed the applicant doesn't have to do a latency analysis which may be inappropriate. See paragraph 2-8.a of this document, which defines the system. All of these components add to latency and must be considered.	"...the latency analysis between a GPS position source and the ADS-B equipment may be reused on a follow-on installation provided the installations have been evaluated to determine data applicability." Or, at least change "units" to "systems."	Conceptual	Partially accept. In the text for section 1-3, "...the latency analysis between a GPS position source and the ADS-B equipment may be reused on a follow-on installation provided that the hardware and software part numbers <i>for both units</i> are identical. Modifications to previously approved hardware or software must be evaluated to determine data applicability." The italicized words will be deleted from the sentence to prevent confusion.
24	ANM-100B	5	1-4.b	"...display other aircraft's ADS-B information.."	Grammar - singular possessive should be plural possessive.	Use eitherdisplay the other aircraft's ADS-B information" or "display other aircrafts' ADS-B information...."	Format	Accept. We will use the former decision, "display <i>the</i> other aircraft's ADS-B information". Remove the word THE from the phrase.
25	ANM-100B	4	1-4.a	The word "pilot" is used again.	Inconsistent. See previous comment (item 15). There is a mix of "pilot" and "flight crew" throughout this document. There can be cases where the "right seat" is occupied by a qualified observer, flight engineer, flight mechanic, or other qualified air crew member. Use of the word "pilot" is not consistent with how the aircraft may be utilized.	Recommend doing a Text Search to substitute "flight crew" for "pilot."	Format	Not accepted. Except for the see-and-avoid reference, we will continue to use the term, "flight crew". "Flight crew" is used in AC 25-11 and a variety of other AC's so we will continue to use this terminology.

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26	ANM-100B	10	2-4.a	"...one flight deck traffic display..."	The term "flight deck" usually refers to large transport airplanes. "Cockpit" is more generic and includes light planes, rotorcraft, commuter craft, etc. I may have missed this elsewhere in my review so an MSWord Search and Replace is recommended.	".....one cockpit traffic display....."	Format	Section 2-4.a is the only place the term, "flight deck" is used.
27	ANM-100B	10	2-4.c(1)	"The pilot's guide..."	Is this the correct terminology?	Recommend using "Flight Manual" or "Users Guide"	Format	Partially Accept. We will use the term "airplane or rotorcraft flight manual or pilot's guide".
28	ANM-100B	11	2-4.e(f)(4)	"simple action"	Is this a conventional term that is easily understood? I believe it is but if not, it could be misinterpreted. My understanding is a "single button push."	May need clarification or definition.	Editorial	Not accepted. AC 23.1311 describes many instances of the word simple action or just the word "simple" in general when it refers to actions performed by the pilot to manipulate the avionics onboard the aircraft. For this reason, we will continue to use the same terminology in the AC. As defined in Appendix D
29	ANM-100B	12	2-5.c	Aural alerts must be automatically inhibited by higher priority alerts including alerts issued by TCAS II, if so equipped. Inhibit priorities for TCAS are established by AC 20-151(), A.	While the word "including" denotes other higher-priority alerts besides TCAS II, it should be made clear that ALL higher priority alerts apply, such as Ground Proxy, Stall Warn, Takeoff Comfit, Fire, etc.	Delete reference to TCAS AC. If the reference to the TCAS AC are retained, then include references to all the other applicable warnings, such as AC 25.1322-1, and others.	Conceptual	Partially accepted. We will word the sentence as such, "Aural alerts must be automatically inhibited by all higher priority alerts including alerts issues by TCAS II, if so equipped." All of section 2-5 (a, b, and c) refers to ATAS or TCAS related alerts. Therefore we would like to retain references to those documents.
30	ANM-100B	13	2-8.c(3)	The whole paragraph.	If this AC is used as a MOC, then the first sentence makes it a requirement to have the same source of own ship data. The second part of this paragraph is redundant. However, it IS good information, but because it has the word "should" in it, the applicant is now required to show these plans to be compliant. This is not really the intent here, is it?	Starting at "Future applications may require..." break out the rest of this paragraph as a NOTE. Change "Aircraft manufacturers should plan accordingly..." to read "It is recommended aircraft manufacturers plan accordingly..."	Format	Not accepted. We encourage aircraft manufacturers to follow the guidance found in Section 2-8.c(3). Throughout many documents related to ADS-B, we want to emphasize that the source utilized for own ship data for transmission on ADS-B Out should be the same as the source for position data to the ASSAP equipment. Having separate sources has caused serious problems in the airspace during the past couple of years.

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31	ANM-100B	14	2-8.c(4)	"Follow manufacturer's instructions for strapping and/or programming of configurable aircraft parameters."	Inappropriate for an AC.	"The manufacturer's instructions for strapping and/or programming of configurable aircraft parameters should be followed."	Format	Accept.
32	ANM-100B	14	2-8.c(4)	Manufacturers are highly encouraged to provide instructions to installers for setting the global navigation satellite system (GNSS) antenna offset parameter during installation.	Is this a statement of fact, or a requirement?	Depending on the answer to the question, change to "Manufacturers have been highly encouraged to...." or "It is recommended that manufacturers...."	Format	Not accepted. We will keep the original language. Since this guidance has not been published yet, it would be incorrect to say, "Manufacturers have been highly encouraged to to...".
33	ANM-100B	13 - 14	2-8.c	The whole section.	This whole section reads like instructions, not requirements.	Edit the section to use the words "should," "must," "recommended" etc.	Format	Accept
34	ANM-100B	14	2-8.e	"....between ownship and an intruder(s)...."	Inconsistent use of own ship with rest of document.	"....between own ship and an intruder(s)...."	Format	Accept. The word "own ship" will be corrected to "ownship" throughout the document
35	ANM-100B	18	3-2	Whole section	Again, this reads like instructions, not a set of requirements.	Edit the section to use the words "should," "must," "recommended" etc.	Format	Not accepted. This section is written to meet the FAA plain language initiative, which is now required for all documents.
36	ANM-100B	20 - 22	3-3.b - e	All parts of the referenced paragraphs	Section 3-3.a started out, reading like requirements, but then transitioned to instructions. Again, these paragraphs read like instructions, not a set of requirements.	Edit the paragraphs to use the words "should," "must," "recommended" etc.	Format	Not accepted. This section is written to meet the FAA plain language initiative, which is now required for all documents.

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37	ANM-106B	48	2	Referenced RTCA, Inc. Documents	Add recently released Aircraft Systems Security Process and Verification Document.	RTCA/DO-326A - Security Assurance and Assessment Process for Safety-related Aircraft Systems.	Conceptual	Not accepted. Policy PS-AIR-21.16-02, "Establishment of Special Conditions for Cyber Security", states the following: "The Federal Aviation Administration (FAA) will issue special conditions for initial type certificate (TC), supplemental type certificate (STC), amended TC, or amended STC applications for aircraft systems that directly connect to external services and networks under the following conditions: 1. The external service or network is non-governmental; 2. The aircraft system receives information from the non-governmental service or network; and 3. The failure effect classification of the aircraft system is "major" or higher." Since the ADS-B system does not fall into any one of these three categories, we have decided not to reference this in the AC.
38	ANM-106B	35	Figure 3	Integrated configuration.	The title is not as clear as Figure 1.	Clarification of "Integrated Configuration for TCAS I/TAS with ATAS"?	Editorial	Not accepted. The title and figure explains how an existing TCAS I or TAS system can be integrated with ATAS. At this time, we would like to keep the title as is.
39	ASW-170	4	Section 1-3	Appendix D of this AC	Error in Appendix reference	Appendix E	Editorial	Accept
40	ASW-170	26	1a	"... (see Figure 5)"	wrong figure reference	"... (see Figure 1)"	Editorial	Accept
41	ASW-170	26	1b	"... (see Figure 6)"	wrong figure reference	"... (see Figure 2)"	Editorial	Accept
42	ASW-170	27	1e	"... (see Figure 7)"	wrong figure reference	"... (see Figure 3)"	Editorial	Accept
43	ASW-170	28	1f	"Basic Ground Vehicle"	No figure identified	"... (see Figure 4)"	Editorial	Accept
44	ASW-170	29	2b	"... (see Figure 9)"	wrong figure reference	"... (see Figure 5)"	Editorial	Accept
45	ASW-170	30	2d	"... (see Figure 10)"	wrong figure reference	"... (see Figure 6)"	Editorial	Accept
46	ASW-170	31	3b	"... (see Figure 11)"	wrong figure reference	"... (see Figure 7)"	Editorial	Accept
47	ASW-170	32	3c	"... (see Figure 12)"	wrong figure reference	"... (see Figure 8)"	Editorial	Accept
48	AFS-430, AFS-1	9	2-3 f.	Last sentence in para	Refers to AC 90-114 CHG1. The current version is AC 90-114A and it contains the most recent guidance for ITP.	Revise to refer to AC 90-114A.	Editorial	Accept

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49	AFS-430, AFS-1	9	2-3 h.	"Once the preceding aircraft is identified on the CDTI, the flight crew is allowed to use the CDTI to continue approach procedures even if visual contact is temporarily lost (e.g., operations at night, deteriorating visibility due to weather, etc.)."	As written the sentence may convey the idea that CAVS may be used in low visibility operations and that is not correct.	Once the preceding aircraft is identified on the CDTI, the flight crew is allowed to use the CDTI to continue visual separation even if visual contact out the window is lost, for example, due to glare from rising or setting sun, or against a background of lights at night.	Conceptual	Accept
50	AFS-430, AFS-1	9	2-3 h.	"Guidance for this operation will be contained in a future update to AC 90-114, Automatic Dependent Surveillance-Broadcast (ADS-B) Operations."	The guidance is available in the recently published AC 90-114A.	Revise sentence: "Guidance for this operation is contained in AC 90-114A, Automatic Dependent Surveillance-Broadcast (ADS-B) Operations."	Editorial	Accept
51	ACE-114	1	0 TOC	Definitions	On P.1, Table of Contents, Appendix D, 1. "Definitions" line has extra verbiage that should be removed.	Remove the extra text.	Format	Accept.
52	ACE-114	2, 26, 27,28,etc	0 general	Figure numbering/name mismatch, from TOC to figure references in the text, to figure numbering.	1. Figures references in the text don't match the figure number. For example, on p. 26, paragraph 1.a, "Basic Directional (see Figure 5), however, there is no figure 5. 2. List of Figures on the Table of Content page include respective appendix in the numbering scheme (i.e., Figure A-1, etc). 3. List of Figures on the Table of Content page don't have the same label/name of the figures in appendix C (i.e., figure C-1 "Simplified schematic depicting integration..." vs "Integration...").	Correct all the figure references	Format and/or editorial	Accept.

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53	ACE-114	3	1-2. Audience	This AC is for installers of ADS-B In equipment, and can assist in obtaining design approval for installation. The installed design can be approved under a type certificate (TC), supplemental type certificate (STC), including approved model list supplemental type certificate (AML-STC), amended type certificate, or amended supplemental type certificate (ASTC).	The paragraph seems to indicate that the only options for installation approval for ADS-B equipment is by TC, STC, etc. and excludes field approval. The AC should indicate that for some installations (i.e. GA where ADS-B IN functions are advisory) can be done as minor alterations to aircraft to facilitate equipment.	Add: Some ADS-B IN functions that are for advisory purposes only may be appropriate for installation as Minor alterations to existing aircraft, such as advisory traffic information in GA aircraft.	Conceptual	Not accepted. Typically, ADS-B In approvals are done in conjunction with ADS-B Out certification, not as a stand-alone ADS-B In field approval.
54	ACE-114	12	2-5.c	Aural alerts must be automatically inhibited by higher priority alerts...	Recommend to include guidance on priority schemes. For example - 1. Is inhibiting CAVS aural alert being considered? Since CAVS range aural alert should be inhibited when designated traffic is on the ground. 2. Considerations to announcements from wind shear systems, GPWS, engine out warnings, stall warnings, etc.	Clarify prioritization used to inhibit aural alerts for ATAS, CAVS applications respectively.	Editorial and/or conceptual	Not accepted. This verbiage takes all alerting systems into consideration. Priority is given based on which equipment installed on the plane is most safety critical.
55	ACE-114	19	3-2.k	If implemented, evaluate selection and designation functionality.	Unclear guidance regarding what "selection and designation" functionality should be evaluated, and what requirement/guidance is. For example - 1. Isn't this a required feature for CAVS? "if implemented" seems to be optional, unless it is optional for CAVS. 2. Is the "functionality" referring to "Selected Traffic" (ref. paragraph 2.c of Appendix B) and "Designated Traffic" (ref. paragraph 2.d of Appendix B) ? 3. Are there other capabilities that should be evaluated ?	Clarify and elaborate the specific guidance, including criteria used for evaluation.	Conceptual	Not accepted. 3-2.k is referring to 3-2.J, which discusses ATAS and CAVS, both of which can be inhibited by higher priority alerts.
56	AIR-500	Page 2, TOC	Appendix E,5	Under Appendix E, 5. The title has a colon (:) at the end of it.	Consistent formatting	Remove the colon from "How to Get Related Documents:"	Editorial	Accept

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57	AIR-500	Page 3	Paragraph 1-2	As written, this sentence says that "This AC...can assist in obtaining design approval..."	Clarify for readers	A noun (like "installers") should be inserted after "can assist" to clarify that a person will be taking such action.	Editorial/conceptual	Not accepted. Since the title of Section 1-2 is "Audience", the AC quickly attempts to address who the intended audience is. In this case, the "installers of ADS-B In equipment" are the intended audience.
58	AIR-500	Page 3	Paragraph 1-2	Each term in the series of terms listed has an acronym except for "amended type certificate"	Consistent formatting	Does "amended type certificate" have an acronym? (ATC)? If not, the sentence is fine as it is.	Editorial	Accept. Amended TC is the correct terminology and will be updated as such in the document.
59	AIR-500	Page 4	Paragraph 1-3	The acronym for FIS-B has been established, but is not used in the sentence that starts on page 3 and goes to page 4.	Consistent use of acronym	Strike the long title and use the acronym	Editorial	Accept.
60	AIR-500	Page 4	Paragraph 1-3 and UNIVERSAL	When ACs are referenced throughout this document, the numbers are followed by "()" – probably to allow for revisions to ACs.	Consistent formatting	As per the template, a reference to a template does not need "()" as the reader should understand that the most recent version may be A, B, C,.... Also, for ACs that have been revised in the past, they should be listed without their A, B, C, version name so that this document does not become obsolete when such an AC is revised again. So please use "AC 20-148" - even if the current version is "AC 20-149A"	Editorial	Not accepted. Although the template states that a document does not need "()", this concept does not hold true in the certification community nor the previous versions of this document. We fear that lack of "()" would introduce confusion to the aviation community. For example, there is a difference between DO-317 and DO-317(). DO-317() refers to DO-317B. DO-317 alone references an old standard that is out of date. Furthermore, the naming scheme between the Minimum Operation Performance Standards (MOPS) and this AC uses the same revision letter (DO-317B references AC 20-172B, DO-317A references AC 20-172A). In this document, we use the () brackets to refer to the latest version, otherwise we list the actual version of a document we are referring to if we specifically want to call out a particular revision.
61	AIR-500	Page 4	Paragraph 1-4, a	a. starts with "The ADS-B system, shown in Figure 1, is...", but Figure 1 is labeled "ADS-B In system overview." Should the text state "In system" as well?	Clarity for reader	Please ensure that the text and the reference to the figure correspond correctly.	Editorial	Accept.

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62	AIR-500	Page 5	Paragraph 1-4, b. and UNIVERSAL	The term "own-ship" is spelled out in the following ways throughout the AC: own-ship, own ship, ownship, and Ownship.	Consistency and clarify for readers	Please clarify the preferred spelling of this term and then search the entire text of this AC to make each use uniform.	Editorial	Accept.
63	AIR-500	Page 5	Paragraph 1-4, b.	The terms plus the acronyms are used for TIS-B and ADS-R.	Consistent use of acronyms	Strike the spelled-out terms and parentheses and use only the acronyms	Editorial	Accept.
64	AIR-500	Page 8	Paragraph 2-3, a.	The series of terms is separated by a mix of commas and semi-colons, which change the meaning and the way it should be read.	Grammar	Commas within a series of semi-colons are helpful and accurate when needed, so please ensure that the commas used here are used within one term set off by semi-colons instead of a mistake where semi-colons should be used to separate distinct items in the series.	Editorial	Accept.
65	AIR-500	Page 8	Paragraph 2-3, c.	The comma in the first line is not needed.	Grammar	Please remove the comma after "... (EVAcq),..." as it separates the noun from the verb.	Editorial	Accept.
66	AIR-500	Page 8-9	Paragraphs 2-3. d., e. & f. and UNIVERSAL	The established acronyms are not used – here and throughout the AC.	Consistent use of acronyms	If accurate, please re-write as: "The AIRB application", "the SURF application", "the ITP application"	Editorial	Not accepted. Although the acronyms are present in the table, we feel that it is appropriate to introduce them again in the body of the document before being referred to by their acronym.
67	AIR-500	Page 9	Paragraph 2-3, g.	In g. the term is spelled out as "ADS-B Traffic Advisory System (ATAS)", but in 2-3.a., the term is spelled out using "Awareness."	Consistent use of terms	Please clarify the correct name and revise as needed.	Editorial	Accept.
68	AIR-500	Page 9	Paragraph 2-3. f. & h.	In f. the term "FAA flight standards organization" is used and in h. the term "FAA Flight Standards Service" is used. In neither place is (AFS) used.	Consistent use of terms	Please pick the proper name of AFS and use it throughout the AC.	Editorial	Accept. We will use Flight Standards Service once and the acronym thereafter.
69	AIR-500	Page 16	Paragraph 2-8, e. (2)	In the final sentence, the word "of" appears to be missing: "...an example TCAS..."	Grammar	If appropriate, insert "of" before "TCAS and ATAS..."	Editorial	Accept.

#	Organization	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
70	AIR-500	Page 19	Paragraph 3-2. I. and UNIVERSAL	This section of the AC has several lists. In other cases, the lists follow a colon (:), and each item in the list ends with a period.	Consistent formatting	There are differing rules on punctuation at the end of each item in a list (bulleted or other), but the firm rule is that each list must follow a consistent format with regard to punctuation. Since the other lists follow a colon (:) and have items ending with periods, convert this list in 3-2. I. to the same format. Replace the period with a colon and end each line with a period.	Editorial	Accept.
71	AIR-500	Page 23	Appendix A	The page numbering of the AC should re-start under each new appendix.	As per template	Re-number the pages that are currently numbered 23-49 and replace them with the appropriate numbering for each appendix. For the first page of Appendix A, the page number should be "A-1"	Editorial	Accept.
72	AIR-500	Page 23	AppendixA, 2.a	At the end of 2.a., the comma is misplaced.	Grammar	Place the comma before the word "and" instead of after it, for: "...is not exceeded, and"	Editorial	Accept.
73	AIR-500	Page 24	Paragraph 4 & page 25, paragraph 6	The noun/verb agreement is wrong in the sentence regarding "vendors' equipment."	Grammar	The sentence should read "If different vendors' equipment is paired together..." – not "are", as the agreement goes back to "equipment."	Editorial	Accept.
74	AIR-500	Page 25	Figure 2 and UNIVERSAL	The labeling of figures in the AC should restart within each appendix section.	As per template	Any figure inside an appendix should have a label starting with the letter of the appendix. For example, the first figure in Appendix A should be labeled as "Figure A-1". Also, the reference to any figure must come before the actual figure appears in the text, and the textual reference to a figure labeled "Figure A-1" should be "figure A-1" (using lower case in the textual reference, but using upper case in the actual label above the figure). Please correct all figures and references to them throughout the AC.	Editorial	Accept.

#	Organization	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
75	AIR-500	Page 28	(original numbering), Paragraph 2.	A portion of the sentence is in bold font.	Consider formatting	Please change the phrase "Appendix B, section 3" to regular font, not bold.	Editorial	Accept.
76	AIR-500	Page 29	Paragraph 2.c. (1)	The comma in the second sentence does not belong.	Grammar	Please remove the comma after "data tag".	Editorial	Accept.
77	AIR-500	Page 33 (original numbering)	Appendix C, Figure 1 (to be relabeled "Figure C-1") and UNIVERSAL	At this point in the AC, the labels of figures begins to appear below the actual figures, which is different from the template and all prior listings in the AC.	Consistent formatting	As you re-label each figure to have the appropriate label for an appendix, also move the label to the top of the figure.	Editorial	Accept.
78	AIR-500	Page 34	Figures 2a and 2b	There are Notes on the side of each figure that may not be understood by the reader.	Ease of reading	Will "Notes: 1. Not permitted due to non-integration" in each figure be understood by the reader? Please clarify as needed.	Editorial	Accept.
79	AIR-500	Page 36	Paragraph 1. g.	Does "refer to Table 1" belong in this definition?	Clarity of text	If appropriate, add a period after "the flight crew." and strike "refer to Table 1."	Editorial	Accept. We will add a period to the end of "the flight crew" and put "refer to Table 1" in parentheses.
80	AIR-500	Page 37	Appendix D. 1. m.	CAPS are used for emphasis in this paragraph.	FAA writing guidance	Change uppercase "OR" to lowercase "or".	Editorial	Accept.
81	AIR-500	Page 38	Paragraph 1. x.	In this definition, the first sentence starts with "The application..." and the second sentence starts with "They generally..." but it is unclear who "they" refers to.	Ease of reading	Please strike "They" and clarify what or who is meant here.	Editorial	Not accepted. The word, "they", refers to "flight crew or automation", which is mentioned in parentheses in the previous sentence.
82	AIR-500	Page 38-39 and following	Sections following page 38-39, and UNIVERSAL throughout the document	The spacing between the paragraph label (a, b, c, or aa, bb, cc,...) and the term to be defined is irregular. The use of MS Styles for such should make all such uniform.	Consistent formatting	Please make all the spacing uniform and consistent.	Editorial	Accept.
83	AIR-500	Page 39	Paragraph 1. ss.	In the definition of ICAO, no commas are needed.	Grammar	Please remove both commas	Editorial	Not Accepted. We feel that it reflects proper grammar by utilizing commas after instances where three "and's" are used in the same sentence.
84	AIR-500	Page 43	Paragraph 1. ffff.	The term "Traffic-To-Follow" is followed by a dash instead of a period.	Consistent formatting	Strike the dash, replace with a period, and start the definition with a capital letter.	Editorial	Accept.
85	AIR-500	Page 44	Acronym AIRB	Is the acronym for "Basic Airborne Situation Awareness" really "AIRB" (instead of BASA)?	Accuracy of terms	Please verify that this acronym is correct, and if it is not, please revise as needed.	Editorial	Accept. The acronym has been corrected to say "Basic Airborne", as per table 1 of this AC.

#	Organization	Page Number	Paragraph Number	Referenced Text	Comment/Rationale or Question	Proposed Resolution	Comment Type (Conceptual, Editorial, or Format)	Disposition/Response to Comment
86	AIR-500	Page 47	Appendix E	Under the second document listed, are two documents joined together in error? Same question with (add "AC) 25.1322-1 and AC 27-1 listed 5 places below.	Accuracy of text	If 20-151("AC" should be added) and AC 20-165 are meant to be listed separately, then please insert two hard returns at the end of the first and create a space between the two. Same fix needed 5 spaces below. Also, please remove the extra space in the text below AC 120-55.	Editorial	Accept. It is two separate documents. Correction made.
87	AIR-500	Page 48	Appendix E, 2.	The word "documents" seems to appear twice.	Clarity of text	If appropriate, remove the second use of the word "document" in this subheading so that it reads: "RTCA, Inc. Documents (RTCA DO):"	Editorial	Accept
88	AIR-500	Page 49	Appendix E, 5. How to get Related Documents, b. & c.	The listing of phone and fax numbers is inconsistent. Some use parentheses, and some put a "+1" before a number to assist with long-distance calling.	Consistent formatting	Please revise to list all numbers in a uniform fashion. Don't assume any or all numbers are long distance since you don't know from where a caller will be calling.	Editorial	Accept