

## Update to TSO-C166a regarding the geographical filter Dated 8/13/07

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With the publication of RTCA/DO-260A in 2003, it had been determined that the broadcast of the Mode A Code was required in the United States. At that time however, the international community expressed a desire not to have the information broadcast outside of the USA. In order to suppress the broadcast of the Mode A Code outside of the USA territory, a geographical filter was required. When an aircraft is outside of this geographical area, the broadcast of the particular 1090 MHz Extended Squitter (1090ES) Message which conveys the Mode A Code is suppressed. (See RTCA/DO-260A, Section §2.2.3.2.7.3.2.1)

With recent activity in several States with programs to implement ADS-B with 1090 MHz Extended Squitters, it has been determined that there is an operational requirement during a transition period to transmit the Mode A Code. Therefore, the following change removes the geographic filter from the 1090ES Message and allows the broadcast of the Mode A Code worldwide:

### Proposed Change

In order to address the operational requirement that the Mode A Code be broadcast worldwide, the following changes are necessary to RTCA/DO-260A:

(1) Replace the text in section §2.2.3.2.7.3.2.1 with the following:

Provision **shall** be made for a global parameter to control the transmission of the “TEST” Message with SUBTYPE=7. This parameter **shall** specify one of the following conditions:

- a. Inhibit transmission of the “TEST” Message with SUBTYPE=7
- b. Enable transmission of the “TEST” Message with SUBTYPE=7
- e. ~~Enable transmission of the “TEST” Message with SUBTYPE=7 with a geographic filter (§2.2.3.2.7.3.2.2)~~

For this version of these MOPS, the parameter **shall** be set as specified in subparagraph ~~e~~. b. above.

(2) Delete both section §2.2.3.2.7.3.2.2 and Table 2-77.

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It is planned that this change will be formally incorporated into RTCA Document DO-260A at a future date. In the mean time, it is recommended that TSO Manufacturers include this change as a deviation to their proposed/existing TSO-C166a equipment, utilizing this update to document the basis for equivalent level of safety in accordance with 14 CFR 21.609(a). Should you have any questions, please contact Mr. Rich Jennings, AIR-130, at (202) 385-4562.

**End of Update**