cat021 category specification

Release 2015-06-15, 2.4

ADS-B Target Reports

2015-06-15

CONTENTS:

category: 021

edition: 2.4

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PREAMBLE

Surveillance data exchange. ADS-B Target Reports.

DESCRIPTION OF STANDARD DATA ITEMS

2.1 I021/008 - Aircraft Operational Status

Definition: Identification of the operational services available in the aircraft while airborne.

Structure:

RA - *TCAS Resolution Advisory active*

- 1 bit [.]

- values:

      0: TCAS II or ACAS RA not active
      1: TCAS RA active

TC - *Target Trajectory Change Report Capability*

- 2 bits [..]

- values:

      0: no capability for Trajectory Change Reports
      1: support for TC+0 reports only
      2: support for multiple TC reports
      3: reserved

TS - *Target State Report Capability*

- 1 bit [.]

- values:

      0: no capability to support Target State Reports
      1: capable of supporting target State Reports

ARV - *Air-Referenced Velocity Report Capability*

- 1 bit [.]

- values:

      0: no capability to generate ARV-reports
      1: capable of generate ARV-reports

CDTI_A - *Cockpit Display of Traffic Information airborne*

- 1 bit [.]

- values:

      0: CDTI not operational
      1: CDTI operational

NOTTCAS - *TCAS System Status*

- 1 bit [.]

- values:

    0: TCAS operational
    1: TCAS not operational

SA - *Single Antenna*

- 1 bit [.]

- values:

    0: Antenna Diversity
    1: Single Antenna only

Note:

- Additional Aircraft Status Information is available in the Reserved Expansion Field of Category 021.

2.2 I021/010 - Data Source Identification

Definition: Identification of the ADS-B station providing information.

Structure:

SAC - *System Area Code*

- 8 bits [. . . . .]

- raw value

SIC - *System Identification code*

- 8 bits [. . . . .]

- raw value

Note:

- The up-to-date list of SACs is published on the EUROCONTROL ASTERIX Web Site (http://www.eurocontrol.int/services/system-area-code-list).

2.3 I021/015 - Service Identification

Definition: Identification of the service provided to one or more users.

Structure:

- 8 bits [. . . . .]

- raw value

Notes:

1. The service identification is allocated by the system.

2. The service identification is also available in item I023/015 [Ref. 3].

2.4 I021/016 - Service Management

Definition: Identification of services offered by a ground station (identified by a SIC code).

Structure:

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 1
- unit: "s"
- LSB = $1/2^1$ s = $1/2$ s ≈ 0.5 s

Notes:

1. This item contains the same information as item I023/101 in ASTERIX category 023 [Ref. 3]. Since not all service users receive category 023 data, this information has to be conveyed in category 021 as well.

2. If this item is due to be sent according to the encoding rule above, it shall be sent with the next target report

2.5 I021/020 - Emitter Category

Definition: Characteristics of the originating ADS-B unit.

Structure:

- 8 bits [. . . . .]
- values:

  0: No ADS-B Emitter Category Information
  1: light aircraft <= 15500 lbs
  2: 15500 lbs < small aircraft <75000 lbs
  3: 75000 lbs < medium a/c < 300000 lbs
  4: High Vortex Large
  5: 300000 lbs <= heavy aircraft
  6: highly manoeuvrable (5g acceleration capability) and high speed (>400 knots cruise)
  7: reserved
  8: reserved
  9: reserved
  10: rotocraft
  11: glider / sailplane
  12: lighter-than-air
  13: unmanned aerial vehicle
  14: space / transatmospheric vehicle
  15: ultralight / handglider / paraglider
  16: parachutist / skydiver
  17: reserved
  18: reserved
  19: reserved
  20: surface emergency vehicle

21: surface service vehicle
22: fixed ground or tethered obstruction
23: cluster obstacle
24: line obstacle

2.6 I021/040 - Target Report Descriptor

Definition: Type and characteristics of the data as transmitted by a system.

Structure:

Extended item with first part `8 bits` long and optional `8 bits` extends.

ATP - *Address Type*

- 3 bits [...]

- values:

    0: 24-Bit ICAO address
    1: Duplicate address
    2: Surface vehicle address
    3: Anonymous address
    4: Reserved for future use
    5: Reserved for future use
    6: Reserved for future use
    7: Reserved for future use

ARC - *Altitude Reporting Capability*

- 2 bits [..]

- values:

    0: 25 ft
    1: 100 ft
    2: Unknown
    3: Invalid

RC - *Range Check*

- 1 bit [.]

- values:

    0: Default
    1: Range Check passed, CPR Validation pending

RAB - *Report Type*

- 1 bit [.]

- values:

    0: Report from target transponder
    1: Report from field monitor (fixed transponder)

(FX)

- extension bit

    0: End of data item
    1: Extension into next extent

DCR - *Differential Correction*

- 1 bit [.]
- values:

> 0: No differential correction (ADS-B)
> 1: Differential correction (ADS-B)

GBS - *Ground Bit Setting*

- 1 bit [.]
- values:

> 0: Ground Bit not set
> 1: Ground Bit set

SIM - *Simulated Target*

- 1 bit [.]
- values:

> 0: Actual target report
> 1: Simulated target report

TST - *Test Target*

- 1 bit [.]
- values:

> 0: Default
> 1: Test Target

SAA - *Selected Altitude Available*

- 1 bit [.]
- values:

> 0: Equipment capable to provide Selected Altitude
> 1: Equipment not capable to provide Selected Altitude

CL - *Confidence Level*

- 2 bits [..]
- values:

> 0: Report valid
> 1: Report suspect
> 2: No information
> 3: Reserved for future use

(FX)

- extension bit

> 0: End of data item
> 1: Extension into next extent

(spare)

- 1 bit [.]

LLC - *List Lookup Check*

- 1 bit [.]
- values:

> 0: default
> 1: List Lookup failed (see note)

IPC - *Independent Position Check*

- 1 bit [.]

- values:

> 0: default (see note)
> 1: Independent Position Check failed

NOGO - *No-go Bit Status*

- 1 bit [.]

- values:

> 0: NOGO-bit not set
> 1: NOGO-bit set

CPR - *Compact Position Reporting*

- 1 bit [.]

- values:

> 0: CPR Validation correct
> 1: CPR Validation failed

LDPJ - *Local Decoding Position Jump*

- 1 bit [.]

- values:

> 0: LDPJ not detected
> 1: LDPJ detected

RCF - *Range Check*

- 1 bit [.]

- values:

> 0: default
> 1: Range Check failed

(FX)

- extension bit

> 0: End of data item
> 1: Extension into next extent

Notes:

1. Bit 3 indicates that the position reported by the target is within a credible range from the ground station. The range check is followed by the CPR validation to ensure that global and local position decoding both indicate valid position information. Bit 3=1 indicates that the range check was done, but the CPR validation is not yet completed. Once CPR validation is completed, Bit 3 will be reset to 0.

2. The second extension signals the reasons for which the report has been indicated as suspect (indication Confidence Level (CL) in the first extension).

3. Bit 2 indicates that the Range Check failed, i.e. the target is reported outside the credible range for the Ground Station. For operational users such a target will be suppressed. In services used for monitoring the Ground Station, the target will be transmitted with bit 2 indicating the fault condition.

4. Bit 6, if set to 1, indicates that the position reported by the target was validated by an independent means and a discrepancy was detected. If no independent position check is implemented, the default value "0" is to be used.

5. Bit 5 represents the setting of the GO/NOGO-bit as defined in item I023/100 of category 023 [Ref. 3].

6. Bit 7, if set to 1, indicates that a lookup in a Black-list/White-list failed, indicating that the target may be suspect

2.7 I021/070 - Mode 3/A Code in Octal Representation

Definition: Mode-3/A code converted into octal representation.

Structure:

> (spare)
>
> - 4 bits [....]
>
> **ABCD** - *Mode-3/A reply in octal representation*
>
> - 12 bits [...........]
> - raw value

2.8 I021/071 - Time of Applicability for Position

Definition: Time of applicability of the reported position, in the form of elapsed time since last midnight, expressed as UTC.

Structure:

- 24 bits [........................]
- unsigned quantity
- scaling factor: 1
- fractional bits: 7
- unit: "s"
- LSB = $1/2^7$ s = $1/128$ s ≈ 0.0078125 s

Notes:

1. The time of applicability value is reset to zero at every midnight.

2. The time of applicability indicates the exact time at which the position transmitted in the target report is valid.

2.9 I021/072 - Time of Applicability for Velocity

Definition: Time of applicability (measurement) of the reported velocity, in the form of elapsed time since last midnight, expressed as UTC.

Structure:

- 24 bits [. . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 7
- unit: "s"
- LSB = $1/2^7$ s = $1/128$ s ≈ 0.0078125 s

Notes:

1. The time of the applicability value is reset to zero at every midnight.
2. The time of applicability indicates the exact time at which the velocity information transmitted in the target report is valid.
3. This item will not be available in some ADS-B technologies.

2.10 I021/073 - Time of Message Reception for Position

Definition: Time of reception of the latest position squitter in the Ground Station, in the form of elapsed time since last midnight, expressed as UTC.

Structure:

- 24 bits [. . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 7
- unit: "s"
- LSB = $1/2^7$ s = $1/128$ s ≈ 0.0078125 s

Note:

- The time of message reception value is reset to zero at every midnight.

2.11 I021/074 - Time of Message Reception of Position-High Precision

Definition: Time at which the latest ADS-B position information was received by the ground station, expressed as fraction of the second of the UTC Time.

Structure:

FSI - *Full Second Indication*

- 2 bits [. .]
- values:

3: Reserved
2: TOMRp whole seconds = (I021/073) Whole seconds – 1
1: TOMRp whole seconds = (I021/073) Whole seconds + 1
0: TOMRp whole seconds = (I021/073) Whole seconds

TOMRP - *Fractional part of the time of message reception for position in the ground station.*

- 30 bits [. . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 30
- unit: "s"
- LSB = $1/2^{30}$ s = $1/1073741824$ s $\approx 9.313225746154785e-10$ s

2.12 I021/075 - Time of Message Reception for Velocity

Definition: Time of reception of the latest velocity squitter in the Ground Station, in the form of elapsed time since last midnight, expressed as UTC.

Structure:

- 24 bits [. . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 7
- unit: "s"
- LSB = $1/2^7$ s = $1/128$ s ≈ 0.0078125 s

Note:

- The time of message reception value is reset to zero at every midnight.

2.13 I021/076 - Time of Message Reception of Velocity-High Precision

Definition: Time at which the latest ADS-B velocity information was received by the ground station, expressed as fraction of the second of the UTC Time.

Structure:

FSI - *Full Second Indication*

- 2 bits [. .]
- values:

3: Reserved
2: TOMRv whole seconds = (I021/075) Whole seconds - 1
1: TOMRv whole seconds = (I021/075) Whole seconds + 1
0: TOMRv whole seconds = (I021/075) Whole seconds

TOMRP - *Fractional part of the time of message reception for position in the ground station.*

- 30 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 30
- unit: "s"
- LSB = $1/2^{30}$ s = $1/1073741824$ s $\approx 9.313225746154785e - 10$ s

2.14 I021/077 - Time of ASTERIX Report Transmission

Definition: Time of the transmission of the ASTERIX category 021 report in the form of elapsed time since last midnight, expressed as UTC.

Structure:

- 24 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 7
- unit: "s"
- LSB = $1/2^7$ s = $1/128$ s ≈ 0.0078125 s

Note:

- The time of ASTERIX report transmission value is reset to zero at every midnight.

2.15 I021/080 - Target Address

Definition: Target address (emitter identifier) assigned uniquely to each target.

Structure:

- 24 bits [. . . . .]
- raw value

2.16 I021/090 - Quality Indicators

Definition: ADS-B quality indicators transmitted by a/c according to MOPS version.

Structure:

Extended item with first part `8 bits` long and optional `8 bits` extends.

NUCR_NACV - *Navigation Uncertainty Category for velocity NUCr or the Navigation Accuracy Category for Velocity NACv*

- 3 bits [. . .]
- raw value

NUCP_NIC - *Navigation Uncertainty Category for Position NUCp or Navigation Integrity Category NIC.*

- 4 bits [. . . .]

- raw value

    remark

    Notes:

    1. Apart from the "PIC" item, all items are defined as per the respective link technology protocol version ("MOPS version", see I021/210).

    2. The primary subfield is kept for backwards compatibility reasons. Version 2 NIC-values shall be mapped accordingly. This is required to ensure that downstream systems, which are not capable of interpreting extensions 2 and 3 (because they use an ASTERIX

(FX)

- extension bit

    0: End of data item
    1: Extension into next extent

NICBARO - *Navigation Integrity Category for Barometric Altitude*

- 1 bit [.]

- raw value

SIL - *Surveillance (version 1) or Source (version 2) Integrity Level*

- 2 bits [. .]

- raw value

NACP - *Navigation Accuracy Category for Position*

- 4 bits [. . . .]

- raw value

(FX)

- extension bit

    0: End of data item
    1: Extension into next extent

(spare)

- 2 bits [. .]

SILS - *SIL-Supplement*

- 1 bit [.]

- values:

    0: measured per flight-hour
    1: measured per sample

SDA - *Horizontal Position System Design Assurance Level (as defined in version 2)*

- 2 bits [. .]

- raw value

GVA - *Geometric Altitude Accuracy*

- 2 bits [..]
- raw value

(FX)

- extension bit

  0: End of data item
  1: Extension into next extent

PIC - *Position Integrity Category*

- 4 bits [....]
- raw value

(spare)

- 3 bits [...]

(FX)

- extension bit

  0: End of data item
  1: Extension into next extent

Notes:

1. Apart from the "PIC" item, all items are defined as per the respective link technology protocol version ("MOPS version", see I021/210).

2. The primary subfield is kept for backwards compatibility reasons. Version 2 NIC-values shall be mapped accordingly. This is required to ensure that downstream systems, which are not capable of interpreting extensions 2 and 3 (because they use an ASTERIX edition earlier than 2.0) still get the required information

3. "Version 1" or "Version 2" refers to the MOPS version as defined in data item I021/210, bits 6/4

4. "Version 2" refers to the MOPS version as defined in data item I021/210, bits 6/4

5. PIC=0 is defined for completeness only. In this case the third extension shall not be generated.

6. For ED102A/DO260B PIC values of 7 and 9, the NIC supplements for airborne messages (NIC supplements A/B) and surface messages (NIC supplements A/C) are listed. For ED102A/DO260B PIC=8, the NIC supplements A/B for airborne messages are listed. For DO260A PIC values of 7 and 8, the NIC supplement for airborne messages is shown in brackets. The aircraft air-ground status, and hence message type (airborne or surface), is derived from the GBS-bit in I021/040, 1 st extension.

2.17 I021/110 - Trajectory Intent

Definition: Reports indicating the 4D intended trajectory of the aircraft.

Structure:

Compound item (FX)

TIS - *Trajectory Intent Status*

Extended item with first part 8 `bits` long and optional 8 `bits` extends.

NAV

- 1 bit [.]

- values:

    0: Trajectory Intent Data is available for this aircraft
    1: Trajectory Intent Data is not available for this aircraft

NVB

- 1 bit [.]

- values:

    0: Trajectory Intent Data is valid
    1: Trajectory Intent Data is not valid

(spare)

- 5 bits [.....]

(FX)

- extension bit

    0: End of data item
    1: Extension into next extent

TID - *Trajectory Intent Data*

Repetitive item, repetition factor 8 bits.

TCA

- 1 bit [.]

- values:

    0: TCP number available
    1: TCP number not available

NC

- 1 bit [.]

- values:

    0: TCP compliance
    1: TCP non-compliance

TCPNumber

Trajectory Change Point number

- 6 bits [......]

- raw value

Altitude - *Altitude in two's complement form*

- 16 bits [................]

- signed quantity

- scaling factor: 10

- fractional bits: 0

- unit: "ft"

- LSB = 10 ft

- value >= −1500 ft

- value <= 150000 ft

Latitude - *In WGS.84 in two's complement.*

- 24 bits [. . . . .]
- signed quantity
- scaling factor: 180
- fractional bits: 23
- unit: "deg"
- LSB = $180/2^{23}$ deg = $180/8388608$ deg $\approx 2.1457672119140625e - 05$ deg
- value $>= -90$ deg
- value $<= 90$ deg

Longitude - *In WGS.84 in two's complement.*

- 24 bits [. . . . .]
- signed quantity
- scaling factor: 180
- fractional bits: 23
- unit: "deg"
- LSB = $180/2^{23}$ deg = $180/8388608$ deg $\approx 2.1457672119140625e - 05$ deg
- value $>= -180$ deg
- value < 180 deg

PT - *Point Type*

- 4 bits [. . . .]
- values:

    0: Unknown
    1: Fly by waypoint (LT)
    2: Fly over waypoint (LT)
    3: Hold pattern (LT)
    4: Procedure hold (LT)
    5: Procedure turn (LT)
    6: RF leg (LT)
    7: Top of climb (VT)
    8: Top of descent (VT)
    9: Start of level (VT)
    10: Cross-over altitude (VT)
    11: Transition altitude (VT)

TD

- 2 bits [. .]
- values:

    0: N/A
    1: Turn right
    2: Turn left
    3: No turn

TRA

Turn Radius Availability

- 1 bit [.]
- values:

    0: TTR not available
    1: TTR available

TOA

- 1 bit [.]
- values:

    0: TOV available
    1: TOV not available

TOV - *Time Over Point*

- 24 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 0
- unit: "s"
- LSB = 1 s

TTR - *TCP Turn radius*

- 16 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.01
- fractional bits: 0
- unit: "Nm"
- LSB = 0.01 Nm
- value $>= 0$ Nm
- value $<= 655.35$ Nm

Notes:

1. NC is set to one when the aircraft will not fly the path described by the TCP data.

2. TCP numbers start from zero.

3. LT = Lateral Type

4. VT = Vertical Type

5. TOV gives the estimated time before reaching the point. It is defined as the absolute time from midnight.

6. TOV is meaningful only if TOA is set to 1.

2.18 I021/130 - Position in WGS-84 Co-ordinates

Definition: Position in WGS-84 Co-ordinates.

Structure:

LAT - *Latitude*

- 24 bits [. . . . .]
- signed quantity
- scaling factor: 180
- fractional bits: 23
- unit: "deg"
- LSB = $180/2^{23}$ deg = $180/8388608$ deg $\approx 2.1457672119140625e - 05$ deg
- value $>= -90$ deg
- value $<= 90$ deg

LON - *Longitude*

- 24 bits [. . . . .]
- signed quantity
- scaling factor: 180
- fractional bits: 23
- unit: "deg"
- LSB = $180/2^{23}$ deg = $180/8388608$ deg $\approx 2.1457672119140625e - 05$ deg
- value $>= -180$ deg
- value < 180 deg

Notes:

- Positive longitude indicates East. Positive latitude indicates North.

2.19 I021/131 - High-Resolution Position in WGS-84 Co-ordinates

Definition: Position in WGS-84 Co-ordinates in high resolution.

Structure:

LAT - *Latitude*

- 32 bits [. . . . .]
- signed quantity
- scaling factor: 180
- fractional bits: 30
- unit: "deg"
- LSB = $180/2^{30}$ deg = $180/1073741824$ deg $\approx 1.6763806343078613e - 07$ deg
- value $>= -90$ deg
- value $<= 90$ deg

LON - *Longitude*

- 32 bits [. . . .]
- signed quantity
- scaling factor: 180
- fractional bits: 30
- unit: "deg"
- LSB = $180/2^{30}$ deg = $180/1073741824$ deg $\approx 1.6763806343078613e-07$ deg
- value $>= -180$ deg
- value < 180 deg

Notes:

- Positive longitude indicates East. Positive latitude indicates North.

2.20 I021/132 - Message Amplitude

Definition: Amplitude, in dBm, of ADS-B messages received by the ground station, coded in two's complement.

Structure:

- 8 bits [. . . . .]
- signed quantity
- scaling factor: 1
- fractional bits: 0
- unit: "dBm"
- LSB = 1 dBm

Note:

- The value gives the amplitude of the latest received squitter.

2.21 I021/140 - Geometric Height

Definition: Minimum height from a plane tangent to the earth's ellipsoid, defined by WGS-84, in two's complement form.

Structure:

- 16 bits [. . . . .]
- signed quantity
- scaling factor: 6.25
- fractional bits: 0
- unit: "ft"
- LSB = 6.25 ft
- value $>= -1500$ ft
- value < 150000 ft

Note:

1. LSB is required to be less than 10 ft by ICAO.

2. A value of '0111111111111111' indicates that the aircraft transmits a "greater than" indication.

2.22 I021/145 - Flight Level

Definition: Flight Level from barometric measurements,not QNH corrected, in two's complement form.

Structure:

- 16 bits [. . . . .]
- signed quantity
- scaling factor: 1
- fractional bits: 2
- unit: "FL"
- LSB = $1/2^2$ FL = $1/4$ FL ≈ 0.25 FL
- value $>= -15$ FL
- value < 1500 FL

2.23 I021/146 - Selected Altitude

Definition: The Selected Altitude as provided by the avionics and corresponding either to the MCP/FCU Selected Altitude (the ATC cleared altitude entered by the flight crew into the avionics) or to the FMS Selected Altitude.

Structure:

SAS - *Source Availability*

- 1 bit [.]
- values:

    0: No source information provided
    1: Source Information provided

S - *Source*

- 2 bits [. .]
- values:

    0: Unknown
    1: Aircraft Altitude (Holding Altitude)
    2: MCP/FCU Selected Altitude
    3: FMS Selected Altitude

ALT - *Altitude*

- 13 bits [. . . . .]
- signed quantity
- scaling factor: 25

- fractional bits: 0

- unit: "ft"

- LSB = 25 ft

- value >= −1300 ft

- value < 100000 ft

Notes:

1. The Selected Altitude provided in this field is not necessarily the "Target Altitude" as defined by ICAO.

2. The value of "Source" (bits 15/14) indicating "unknown" or "Aircraft Altitude" is kept for backward compatibility as these indications are not provided by "version 2" systems as defined by data item I021/210, bits 6/4.

3. Vertical mode indications supporting the determination of the nature of the Selected Altitude are provided in the Reserved Expansion Field in the subfield NAV.

2.24 I021/148 - Final State Selected Altitude

Definition: The vertical intent value that corresponds with the ATC cleared altitude, as derived from the Altitude Control Panel (MCP/FCU).

Structure:

MV - *Manage Vertical Mode*

- 1 bit [.]

- values:

> 0: Not active or unknown
> 1: Active

AH - *Altitude Hold Mode*

- 1 bit [.]

- values:

> 0: Not active or unknown
> 1: Active

AM - *Approach Mode*

- 1 bit [.]

- values:

> 0: Not active or unknown
> 1: Active

ALT - *Altitude*

- 13 bits [. . . . .]

- signed quantity

- scaling factor: 25

- fractional bits: 0

- unit: "ft"

- LSB = 25 ft

- value $>= -1300$ ft
- value < 100000 ft

Notes:

- This item is kept for backward compatibility but shall not be used for "version 2" ADS-B systems (as defined by data item I021/210, bits 6/4) for which item 146 will be used to forward the MCP/FCU or the FMS selected altitude information. For "version 2" ADS-B systems, the vertical mode indications will be provided through the Reserved Expansion Field in the subfield NAV .

2.25 I021/150 - Air Speed

Definition: Calculated Air Speed (Element of Air Vector).

Structure:

IM

- 1 bit [.]
- values:

    0: Air Speed = IAS, LSB (Bit-1) = 2 -14 NM/s
    1: Air Speed = Mach, LSB (Bit-1) = 0.001

AS - *Air Speed (IAS or Mach)*

- 15 bits [. . . . .]
- Content of this item depends on the value of item 150/IM.

    - **In case of 150/IM == 0:**

        * unsigned quantity
        * scaling factor: 1
        * fractional bits: 14
        * unit: "NM/s"
        * LSB $= 1/2^{14}$ NM/s $= 1/16384$ NM/s $\approx 6.103515625e - 05$ NM/s

    - **In case of 150/IM == 1:**

        * unsigned quantity
        * scaling factor: 0.001
        * fractional bits: 0
        * unit: "mach"
        * LSB $= 0.001$ mach

2.26 I021/151 - True Airspeed

Definition: True Air Speed.

Structure:

RE - *Range Exceeded Indicator*

- 1 bit [.]
- values:

  0: Value in defined range
  1: Value exceeds defined range

TAS - *True Air Speed*

- 15 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 0
- unit: "kt"
- LSB = 1 kt

Notes:

- The RE-Bit, if set, indicates that the value to be transmitted is beyond the range defined for this specific data item and the applied technology. In this case the True Air Speed contains the maximum value that can be downloaded from the aircraft avionics and the RE-bit indicates that the actual value is greater than the value contained in the field.

2.27 I021/152 - Magnetic Heading

Definition: Magnetic Heading (Element of Air Vector).

Structure:

- 16 bits [. . . . .]
- unsigned quantity
- scaling factor: 360
- fractional bits: 16
- unit: "deg"
- LSB = $360/2^{16}$ deg = $360/65536$ deg ≈ 0.0054931640625 deg

Notes:

- True North Heading is defined in the Reserved Expansion Field in the subfield TNH.

2.28 I021/155 - Barometric Vertical Rate

Definition: Barometric Vertical Rate, in two's complement form.

Structure:

    RE - *Range Exceeded Indicator*

- 1 bit [.]

- values:

        0: Value in defined range
        1: Value exceeds defined range

    BVR - *Barometric Vertical Rate*

- 15 bits [. . . . .]

- signed quantity

- scaling factor: 6.25

- fractional bits: 0

- unit: "feet/min"

- LSB = 6.25 feet/min

Notes:

- The RE-Bit, if set, indicates that the value to be transmitted is beyond the range defined for this specific data item and the applied technology. In this case the Barometric Vertical Rate contains the maximum value that can be downloaded from the aircraft avionics and the RE-bit indicates that the actual value is greater than the value contained in the field.

2.29 I021/157 - Geometric Vertical Rate

Definition: Geometric Vertical Rate, in two's complement form, with reference to WGS-84.

Structure:

    RE - *Range Exceeded Indicator*

- 1 bit [.]

- values:

        0: Value in defined range
        1: Value exceeds defined range

    GVR - *Geometric Vertical Rate*

- 15 bits [. . . . .]

- signed quantity

- scaling factor: 6.25

- fractional bits: 0

- unit: "feet/min"

- LSB = 6.25 feet/min

Notes:

- The RE-Bit, if set, indicates that the value to be transmitted is beyond the range defined for this specific data item and the applied technology. In this case the Geometric Vertical Rate contains the maximum value that can be downloaded from the aircraft avionics and the RE-bit indicates that the actual value is greater than the value contained in the field.

2.30 I021/160 - Airborne Ground Vector

Definition: Ground Speed and Track Angle elements of Airborne Ground Vector.

Structure:

RE - *Range Exceeded Indicator*

- 1 bit [.]
- values:

    0: Value in defined range
    1: Value exceeds defined range

GS - *Ground Speed referenced to WGS-84*

- 15 bits [...............]
- unsigned quantity
- scaling factor: 1
- fractional bits: 14
- unit: "NM/s"
- LSB = $1/2^{14}$ NM/s = $1/16384$ NM/s $\approx 6.103515625e - 05$ NM/s
- value $>= 0$ NM/s
- value < 2 NM/s

TA - *Track Angle clockwise reference to True North*

- 16 bits [................]
- unsigned quantity
- scaling factor: 360
- fractional bits: 16
- unit: "deg"
- LSB = $360/2^{16}$ deg = $360/65536$ deg ≈ 0.0054931640625 deg

Notes:

1. The RE-Bit, if set, indicates that the value to be transmitted is beyond the range defined for this specific data item and the applied technology. In this case the Ground Speed contains the maximum value that can be downloaded from the aircraft avionics and the RE-bit indicates that the actual value is greater than the value contained in the field.

2. The Surface Ground Vector format is defined in the Reserved Expansion Field in the subfield SGV.

2.31 I021/161 - Track Number

Definition: An integer value representing a unique reference to a track record within a particular track file.

Structure:

(spare)

- 4 bits [. . . .]

TRNUM - *Track number*

- 12 bits [. . . . .]
- raw value

2.32 I021/165 - Track Angle Rate

Definition: Rate of Turn, in two's complement form.

Structure:

(spare)

- 6 bits [. . . . . .]

TAR - *Track Angle Rate*

- 10 bits [. . . . .]
- signed quantity
- scaling factor: 1
- fractional bits: 5
- unit: "deg/s"
- LSB = $1/2^5$ deg/s = $1/32$ deg/s ≈ 0.03125 deg/s
- value $>= -16$ deg/s
- value $<= 16$ deg/s

Notes:

1. A positive value represents a right turn, whereas a negative value represents a left turn.
2. Maximum value means Maximum value or above.
3. This item will not be transmitted for the technology 1090 MHz Extended Squitter.

2.33 I021/170 - Target Identification

Definition: Target (aircraft or vehicle) identification in 8 characters, as reported by the target.

Structure:

- 48 bits [. . . .]
- ICAO string (6-bits per character)

2.34 I021/200 - Target Status

Definition: Status of the target

Structure:

ICF - *Intent Change Flag (see Note)*

- 1 bit [.]
- values:

  0: No intent change active
  1: Intent change flag raised

LNAV - *LNAV Mode*

- 1 bit [.]
- values:

  0: LNAV Mode engaged
  1: LNAV Mode not engaged

ME - *Military emergency*

- 1 bit [.]
- values:

  0: No military emergency
  1: Military emergency

PS - *Priority Status*

- 3 bits [...]
- values:

  0: No emergency / not reported
  1: General emergency
  2: Lifeguard / medical emergency
  3: Minimum fuel
  4: No communications
  5: Unlawful interference
  6: "Downed" Aircraft

SS - *Surveillance Status*

- 2 bits [..]
- values:

  0: No condition reported
  1: Permanent Alert (Emergency condition)
  2: Temporary Alert (change in Mode 3/A Code other than emergency)
  3: SPI set

Notes:

- Bit-8 (ICF), when set to "1" indicates that new information is available in the Mode S GICB registers 40, 41 or 42.

2.35 I021/210 - MOPS Version

Definition: Identification of the MOPS version used by a/c to supply ADS-B information.

Structure:

(spare)

- 1 bit [.]

VNS - *Version Not Supported*

- 1 bit [.]

- values:

> 0: The MOPS Version is supported by the GS
> 1: The MOPS Version is not supported by the GS

VN - *Version Number*

- 3 bits [...]

- values:

> 0: ED102/DO-260 [Ref. 8]
> 1: DO-260A [Ref. 9
> 2: ED102A/DO-260B [Ref. 11]

LTT - *Link Technology Type*

- 3 bits [...]

- values:

> 0: Other
> 1: UAT
> 2: 1090 ES
> 3: VDL 4
> 4: Not assigned
> 5: Not assigned
> 6: Not assigned
> 7: Not assigned

Notes:

- VN sub-field shall contain a value describing the MOPS used by each aircraft. The versions of other link technologies are assumed to be in line with the 1090 ES MOPS versions and the corresponding MASPS versions.

- Bit 7 (VNS) when set to 1 indicates that the aircraft transmits a MOPS Version indication that is not supported by the Ground Station. However, since MOPS versions are supposed to be backwards compatible, the GS has attempted to interpret the message and achieved a credible result. The fact that the MOPS version received is not supported by the GS is submitted as additional information to subsequent processing systems.

2.36 I021/220 - Met Information

Definition: Meteorological information.

Structure:

Compound item (FX)

WS - *Wind Speed*

- 16 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 0
- unit: "kt"
- LSB = 1 kt
- value $>= 0$ kt
- value $<= 300$ kt

WD - *Wind Direction*

- 16 bits [. . . . .]
- unsigned quantity
- scaling factor: 1
- fractional bits: 0
- unit: "deg"
- LSB = 1 deg
- value $>= 1$ deg
- value $<= 360$ deg

TMP - *Temperature*

- 16 bits [. . . . .]
- signed quantity
- scaling factor: 1
- fractional bits: 2
- unit: "degC"
- LSB = $1/2^2$ degC = $1/4$ degC ≈ 0.25 degC
- value $>= -100$ degC
- value $<= 100$ degC

TRB - *Turbulence*

- 8 bits [. . . . .]
- unsigned integer
- value $>= 0$
- value $<= 15$

2.37 I021/230 - Roll Angle

Definition: The roll angle, in two's complement form, of an aircraft executing a turn.

Structure:

- 16 bits [. . . . .]
- signed quantity
- scaling factor: 0.01
- fractional bits: 0
- unit: "deg"
- LSB = 0.01 deg
- value >= −180 deg
- value <= 180 deg

Notes:

1. Negative Value indicates "Left Wing Down".
2. Resolution provided by the technology "1090 MHz Extended Squitter" is 1 degree.

2.38 I021/250 - Mode S MB Data

Definition: Mode S Comm B data as extracted from the aircraft transponder.

Structure:

Repetitive item, repetition factor 8 bits.

- 8 bits [. . . . .]
- BDS register

Notes:

1. For the transmission of BDS20, item 170 should be used.
2. For the transmission of BDS30, item 260 is used.

2.39 I021/260 - ACAS Resolution Advisory Report

Definition: Currently active Resolution Advisory (RA), if any, generated by the ACAS associated with the transponder transmitting the RA message and threat identity data.

Structure:

TYP - *Message Type (= 28 for 1090 ES, version 2)*

- 5 bits [. . . . .]
- raw value

STYP - *Message Sub-type (= 2 for 1090 ES, version 2)*

- 3 bits [. . .]
- raw value

ARA - *Active Resolution Advisories*

- 14 bits [..............]
- raw value

RAC - *RAC (RA Complement) Record*

- 4 bits [....]
- raw value

RAT - *RA Terminated*

- 1 bit [.]
- raw value

MTE - *Multiple Threat Encounter*

- 1 bit [.]
- raw value

TTI - *Threat Type Indicator*

- 2 bits [..]
- raw value

TID - *Threat Identity Data*

- 26 bits [..........................]
- raw value

Notes:

1. Version denotes the MOPS version as defined in I021/210, bits 6/4
2. This data items copies the value of BDS register 6,1 for message type 28, subtype 2
3. The "TYP" and "STYP" items are implementation (i.e. link technology) dependent.
4. Refer to ICAO Annex 10 SARPs for detailed explanations [Ref. 10]

2.40 I021/271 - Surface Capabilities and Characteristics

Definition: Operational capabilities of the aircraft while on the ground.

Structure:

Extended item with first part 8 bits long and optional 8 bits extends.

(spare)

- 2 bits [..]

POA - *Position Offset Applied*

- 1 bit [.]
- values:

    0: Position transmitted is not ADS-B position reference point
    1: Position transmitted is the ADS-B position reference point

CDTI_S - *Cockpit Display of Traffic Information Surface*

- 1 bit [.]
- values:

    0: CDTI not operational

1: CDTI operational

B2low - *Class B2 transmit power less than 70 Watts*

- 1 bit [.]

- values:

    0: >= 70 Watts
    1: < 70 Watts

RAS - *Receiving ATC Services*

- 1 bit [.]

- values:

    0: Aircraft not receiving ATC-services
    1: Aircraft receiving ATC services

IDENT - *Setting of 'IDENT'-switch*

- 1 bit [.]

- values:

    0: IDENT switch not active
    1: IDENT switch active

(FX)

- extension bit

    0: End of data item
    1: Extension into next extent

LW - *Length and width of the aircraft*

- 4 bits [....]

- raw value

(spare)

- 3 bits [...]

(FX)

- extension bit

    0: End of data item
    1: Extension into next extent

Notes:

1. Version 2 (as defined in I021/210, bits 6/4) data technology protocols encode "No Data or Unknown" with value 0. In this case data item I021/271, first extension is not generated.

2. As of edition 2.2 the structure of this data item has been changed. Edition 2.2 is not backwards compatible with previous editions.

2.41 I021/295 - Data Ages

Definition: Ages of the data provided.

Structure:

Compound item (FX)

    AOS - *Aircraft Operational Status Age*

Age of the information transmitted in item I021/008.

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

    TRD - *Target Report Descriptor Age*

Age of the Target Report Descriptor, item I021/040

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

    M3A - *Mode 3/A Age*

Age of the Mode 3/A Code, item I021/070

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

    QI - *Quality Indicators Age*

Age of the Quality Indicators, item I021/090

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"

- LSB = 0.1 s
- value $<=$ 25.5 s

TI1 - *Trajectory Intent Age*

Age of the Trajectory Intent information, item I021/110

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

MAM - *Message Amplitude Age*

Age of the message amplitude, item I021/132

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

GH - *Geometric Height Age*

Age of the Geometric Height, item 021/140

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

FL - *Flight Level Age*

Age of the Flight Level, item I021/145

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

ISA - *Intermediate State Selected Altitude Age*

Age of the Intermediate State Selected Altitude, item I021/146

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

FSA - *Final State Selected Altitude Age*

Age of the Final State Selected Altitude, item I021/148

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

AS - *Air Speed Age*

Age of the Air Speed, item I021/150

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

TAS - *True Air Speed Age*

Age of the True Air Speed, item I021/151

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<=$ 25.5 s

MH - *Magnetic Heading Age*

Age of the Magnetic Heading, item I021/152

- 8 bits [. . . . .]

- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

BVR - *Barometric Vertical Rate Age*

Age of the Barometric Vertical Rate, item I021/155

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

GVR - *Geometric Vertical Rate Age*

Age of the Geometric Vertical Rate, item I021/157

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

GV - *Ground Vector Age*

Age of the Ground Vector, item I021/160

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

TAR - *Track Angle Rate Age*

Age of the Track Angle Rate, item I021/165

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0

- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

TI2 - *Target Identification Age*

Age of the Target Identification, item I021/170

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

TS - *Target Status Age*

Age of the Target Status, item I021/200

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

MET - *Met Information Age*

Age of the Meteorological Information, item I021/220

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

ROA - *Roll Angle Age*

Age of the Roll Angle, item I021/230

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value <= 25.5 s

ARA - *ACAS Resolution Advisory Age*

Age of the latest update of an active ACAS Resolution Advisory, item I021/260

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<= 25.5$ s

SCC - *Surface Capabilities and Characteristics Age*

Age of the information on the surface capabilities and characteristics of the respective target, item I021/271

- 8 bits [. . . . .]
- unsigned quantity
- scaling factor: 0.1
- fractional bits: 0
- unit: "s"
- LSB = 0.1 s
- value $<= 25.5$ s

Notes:

- In all the subfields, the maximum value indicates "maximum value or above".

2.42 I021/400 - Receiver ID

Definition: Designator of Ground Station in Distributed System.

Structure:

- 8 bits [. . . . .]
- raw value

2.43 I021/RE - Reserved Expansion Field

Definition: Expansion

Structure:

Explicit item

2.44 I021/SP - Special Purpose Field

Definition: Special Purpose Field

Structure:

Explicit item

Chapter 2. Description of standard data items

USER APPLICATION PROFILE FOR CATEGORY 021

- (1) `I021/010` - Data Source Identification
- (2) `I021/040` - Target Report Descriptor
- (3) `I021/161` - Track Number
- (4) `I021/015` - Service Identification
- (5) `I021/071` - Time of Applicability for Position
- (6) `I021/130` - Position in WGS-84 Co-ordinates
- (7) `I021/131` - High-Resolution Position in WGS-84 Co-ordinates
- `(FX)` - Field extension indicator
- (8) `I021/072` - Time of Applicability for Velocity
- (9) `I021/150` - Air Speed
- (10) `I021/151` - True Airspeed
- (11) `I021/080` - Target Address
- (12) `I021/073` - Time of Message Reception for Position
- (13) `I021/074` - Time of Message Reception of Position-High Precision
- (14) `I021/075` - Time of Message Reception for Velocity
- `(FX)` - Field extension indicator
- (15) `I021/076` - Time of Message Reception of Velocity-High Precision
- (16) `I021/140` - Geometric Height
- (17) `I021/090` - Quality Indicators
- (18) `I021/210` - MOPS Version
- (19) `I021/070` - Mode 3/A Code in Octal Representation
- (20) `I021/230` - Roll Angle
- (21) `I021/145` - Flight Level
- `(FX)` - Field extension indicator
- (22) `I021/152` - Magnetic Heading
- (23) `I021/200` - Target Status
- (24) `I021/155` - Barometric Vertical Rate
- (25) `I021/157` - Geometric Vertical Rate
- (26) `I021/160` - Airborne Ground Vector
- (27) `I021/165` - Track Angle Rate

- (28) `I021/077` - Time of ASTERIX Report Transmission
- `(FX)` - Field extension indicator
- (29) `I021/170` - Target Identification
- (30) `I021/020` - Emitter Category
- (31) `I021/220` - Met Information
- (32) `I021/146` - Selected Altitude
- (33) `I021/148` - Final State Selected Altitude
- (34) `I021/110` - Trajectory Intent
- (35) `I021/016` - Service Management
- `(FX)` - Field extension indicator
- (36) `I021/008` - Aircraft Operational Status
- (37) `I021/271` - Surface Capabilities and Characteristics
- (38) `I021/132` - Message Amplitude
- (39) `I021/250` - Mode S MB Data
- (40) `I021/260` - ACAS Resolution Advisory Report
- (41) `I021/400` - Receiver ID
- (42) `I021/295` - Data Ages
- `(FX)` - Field extension indicator
- (43) `(spare)`
- (44) `(spare)`
- (45) `(spare)`
- (46) `(spare)`
- (47) `(spare)`
- (48) `I021/RE` - Reserved Expansion Field
- (49) `I021/SP` - Special Purpose Field
- `(FX)` - Field extension indicator

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