### Annex D – Comparison of technical and performance differences between the various ADS-B options

<table>
<thead>
<tr>
<th>Standard</th>
<th>IFR standard GNSS position source + Mode S Transponder</th>
<th>TABS position source + Mode S Transponder + TABS integrated</th>
<th>Electronic conspicuity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trade-offs</strong></td>
<td>Best performance/ Highest cost</td>
<td>Good performance/ Higher cost</td>
<td>Lowest performance/ Lowest cost</td>
</tr>
<tr>
<td><strong>Transponder modal interactions</strong></td>
<td>Transponder replies to interrogation.</td>
<td>Transponder replies to interrogation.</td>
<td>Transponder replies to some interrogations (not to ATC radar).</td>
</tr>
<tr>
<td><strong>Transponder downlink format</strong></td>
<td>Transponder transmits DF17.</td>
<td>Transponder transmits DF17.</td>
<td>Transmits DF17.</td>
</tr>
<tr>
<td><strong>Transmission power</strong></td>
<td>&gt;125W.</td>
<td>&gt;125W.</td>
<td>≤ 40W (further reduced range performance).</td>
</tr>
<tr>
<td><strong>Visible to ATC radar?</strong></td>
<td>Yes.</td>
<td>Yes.</td>
<td>No.</td>
</tr>
<tr>
<td>Standard</td>
<td>IFR standard GNSS position source + Mode S Transponder</td>
<td>TABS position source + Mode S Transponder + TABS integrated</td>
<td>Electronic conspicuity</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Visible to ATC ADS-B</td>
<td>Yes.</td>
<td>Yes – Situational awareness only if SIL=1.</td>
<td>Yes – Situational awareness only (SIL=1).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes – Full capability if SIL≥2.</td>
<td></td>
</tr>
<tr>
<td>Visible to ADS-B certified in?</td>
<td>Yes.</td>
<td>Yes, assuming SIL≥1, SDA≥1.</td>
<td>Yes, assuming SIL≥1, SDA≥1.</td>
</tr>
<tr>
<td>Visible to drone Sense and Avoid</td>
<td>Yes.</td>
<td>Yes.</td>
<td>Yes.</td>
</tr>
<tr>
<td>Visible to TCAS</td>
<td>Yes.</td>
<td>Yes.</td>
<td>No.</td>
</tr>
<tr>
<td>Can the product be installed in aircraft with Mode A/C transponder?</td>
<td>No.</td>
<td>No.</td>
<td>No because TABS replies to interrogations.</td>
</tr>
</tbody>
</table>

Yes – Situational awareness only (SIL=1).
<table>
<thead>
<tr>
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<th>IFR standard GNSS position source + Mode S Transponder</th>
<th>TABS position source + Mode S Transponder + TABS integrated</th>
<th>Electronic conspicuity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Can the product be installed in aircraft with Mode S transponder?</strong></td>
<td>Not applicable.</td>
<td>Not applicable.</td>
<td>Yes, but only if the Mode S transponder is not outputting ADS-B position.</td>
</tr>
<tr>
<td><strong>Purpose</strong></td>
<td>Ultimate performance.</td>
<td>Visibility to ADS-B IN aircraft.</td>
<td>Visibility to ADS-B IN aircraft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Visibility to TCAS.</td>
<td>Visibility to TCAS.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Some visibility to ATC radar and ADS-B.</td>
<td>Visibility to ATC ADS-B coverage.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Limited visibility to ATC ADS-B.</td>
</tr>
</tbody>
</table>