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Minimum Operational Performance Standards (MOPS) for Traffic Alert and Collision Avoidance System II (TCAS II) Hybrid Surveillance

Change 2

RTCA DO-300 Change 2
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Prepared by: SC-147
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FOREWORD

This report was prepared by Special Committee 147 (SC-147) and approved by the RTCA Program Management Committee (PMC) on December 15, 2015.

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- Coalescing aviation system user and provider technical requirements in a manner that helps government and industry meet their mutual objectives and responsibilities;

- Analyzing and recommending solutions to the system technical issues that aviation faces as it continues to pursue increased safety, system capacity and efficiency;

- Developing consensus on the application of pertinent technology to fulfill user and provider requirements, including development of minimum operational performance standards for electronic systems and equipment that support aviation; and

- Assisting in developing the appropriate technical material upon which positions for the International Civil Aviation Organization and the International Telecommunication Union and other appropriate international organizations can be based.

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Executive Summary

Change 2 to DO-300 provides additional requirements to help prevent spurious Resolution Advisories during transitions from passive to active surveillance. The change includes:

1. New requirements which ensure that there is no "residue" from ADS-B surveillance when a track transitions from passive to active surveillance.
2. An optional requirement allowing a system to be designed to only perform hybrid surveillance for an intruder whose ADS-B OUT version is greater than or equal to 2.