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

Change 1

RTCA DO-300A Change 1
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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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- 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 1 to DO-300A 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.
3. Appendix G is added demonstrating that the safety analysis in Appendix D still applies. It documents that a TA and an RA will still be generated at the same time as a TCAS II system which does not use the hybrid surveillance techniques of this specification.
4. Adopt the text from FAA TSO-C119d Appendix 2. That appendix was created in response to comments received during the public comment phase for TSO-C119d. FAA disposition of certain comments received during that review period necessitated creation of Appendix 2 to affect changes to certain sections of DO-300A.