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Minimum Operational Performance Standards (MOPS) for Flight-deck Interval Management (FIM) Change 1

RTCA DO-361A Change 1
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FOREWORD

This document was prepared jointly by RTCA Special Committee 186 (SC-186) and was approved for publication by the RTCA Program Management Committee (PMC) on December 17, 2020.

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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 (MOPS) 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 (ICAO) and the International Telecommunication Union (ITU) and other appropriate international organizations can be based.

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1 PURPOSE AND SCOPE

DO-361A / ED-236A Change 1 (hereafter referred to as Change 1) includes updates, corrections, and additional materials to support implementation of the Flight-deck Interval Management (FIM) Minimum Operational Performance Standards (MOPS) DO-361A / ED-236A. The largest of these is the inclusion of Test Vectors in Appendix G and related supplemental material. The Test Procedures (Chapter 3) from the published MOPS have been included in their entirety, as small edits can be found throughout that chapter to align with the finalized Test Vectors. Any changes from the published MOPS have been highlighted; with the exception of those in Appendix G, which is entirely new. Section numbers presented within this document are identical to those in the published MOPS for ease of comparison.

Ownship Requirements for IM (§2.2.4.2) and Traffic Requirements for IM (§2.2.4.3) have been updated to reflect the inclusion of surveillance validity and quality metric coasting requirements in DO-317C / ED-194B. The change replaces the surveillance validity and quality metric coasting requirements published in DO-361A / ED-236A with a new reference to DO-317C / ED-194B.

The sections concerning Maintain Stage – Time-based, Without an Achieve Stage (§2.2.4.5.2.2.2) and Data-linked Winds and Temperatures (§2.3.7.1.1) include edits to language in the published MOPS for clarity and correctness.

The sections listed below are included to accommodate changes made in the final version of DO-260C / ED-102B and DO-181F / ED-73F, which occurred after publication of DO-361A / ED-236A.

- §2.2.2.1.1 ASSAP Input from ADS-B
- §2.2.4.3.3 Validation of ADS-B Version 3 Data from IM Traffic
- §2.2.4.4.4 Airspeed Profile
- §2.2.4.4.6 Predicted Wind
- §2.2.4.9 Recalculation of Ownship and Traffic Trajectories
- Appendix C.2.2.5 Updating Wind and Temperature Information and Recalculating Predicated Trajectories

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