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Minimum Operational Performance Standards (MOPS) for Air Traffic Control Radar Beacon System (ATCRBS) Airborne Equipment

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FOREWORD

These Minimum Operational Performance Standards (MOPS) were prepared by RTCA Special Committee 209 (SC-209) and approved by the RTCA Program Management Committee (PMC) on October 2, 2008. This document represents the consolidated performance requirements from two sources; RTCA/DO-144, "*Minimum Operational Characteristics for Airborne ATC Transponder Systems*," dated March 12, 1970, plus Change 1 to DO-144, posted as RTCA Paper No. 232-70/EC-643, dated November 5, 1970, and the performance standards referred to in paragraph (a)(1) of Federal Aviation Administration (FAA) Technical Standard Order (TSO) -C74c, dated February 20, 1973.

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- 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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TABLE OF CONTENTS

| | | |
|----------|--|----------|
| 1 | PURPOSE AND SCOPE | 1 |
| 1.1 | Introduction | 1 |
| 1.1.1 | International Standards | 1 |
| 1.1.2 | Preparation of Minimum Operational Performance Standards for Airborne Systems | 2 |
| 1.2 | The ATCRBS Secondary Surveillance Radar (SSR) Environment | 2 |
| 1.3 | Assumptions | 3 |
| 1.4 | Equipped Classes | 3 |
| 1.5 | Test Procedures | 3 |
| 1.5.1 | Environmental Tests | 3 |
| 1.5.2 | Detailed Test Procedures | 4 |
| 1.5.3 | Installed System Tests | 4 |
| 1.6 | Definition of Terms | 4 |
| 2 | ATCRBS TRANSPONDER EQUIPMENT PERFORMANCE REQUIREMENTS AND TEST PROCEDURES | 7 |
| 2.1 | General Requirements | 7 |
| 2.1.1 | Airworthiness | 7 |
| 2.1.2 | General Performance | 7 |
| 2.1.3 | Federal Communications Commission Rules | 7 |
| 2.1.4 | Fire Protection | 7 |
| 2.1.5 | Operation of Controls | 7 |
| 2.1.6 | Accessibility of Controls | 7 |
| 2.1.7 | Flight Crew Control Functions | 8 |
| 2.1.8 | Optional Functions/Interfaces | 8 |
| 2.1.9 | Effects of Test | 8 |
| 2.1.10 | Interrogation Characteristics | 8 |
| 2.2 | Equipment Performance – Standard Conditions | 11 |
| 2.2.1 | Definition of Standard Conditions | 11 |
| 2.2.2 | Receiver Characteristics | 11 |
| 2.2.3 | Transmitter Characteristics | 13 |
| 2.2.4 | Reply Pulse Characteristics (Signals in Space) | 14 |
| 2.2.5 | Decoding Performance | 16 |
| 2.2.6 | Desensitization and Recovery Characteristics | 18 |
| 2.2.7 | Undesired Replies | 19 |
| 2.2.8 | Transponder Self Test and Monitor | 19 |
| 2.2.9 | Response to Mutual Suppression Pulses | 20 |
| 2.2.10 | Data Handling and Interfaces | 20 |
| 2.2.11 | Antenna | 21 |
| 2.2.12 | Power Interruption | 21 |
| 2.2.13 | Diversity | 22 |
| 2.3 | Equipment Performance – Environmental Conditions | 24 |
| 2.3.1 | Environmental Test Conditions | 24 |
| 2.4 | Equipment Test Procedures | 28 |
| 2.4.1 | Definitions of Terms and Conditions of Test (§2.2.1) | 28 |
| 2.4.2 | Verification of Receiver Characteristics (§2.2.2) | 29 |
| 2.4.3 | Verification of Transmitter Characteristics (§2.2.3) | 32 |

| | | |
|----------|---|-----------|
| 2.4.4 | Verification of Reply Pulse Characteristics (Signals in Space) (§2.2.4) | 34 |
| 2.4.5 | Verification of Decoding Performance (§2.2.5) | 37 |
| 2.4.6 | Verification of Desensitization and Recovery Characteristics (§2.2.6) | 41 |
| 2.4.7 | Verification of Undesired Replies (§2.2.7) | 42 |
| 2.4.8 | Verification of Transponder Self-Test and Monitor (§2.2.8) | 43 |
| 2.4.9 | Verification of Response to Mutual Suppression Pulses (§2.2.9) | 44 |
| 2.4.10 | Verification of Data Handling and Interfaces (§2.2.10) | 45 |
| 2.4.11 | Verification of Antennas (§2.2.11) | 46 |
| 2.4.12 | Verification of Power Interruption (§2.2.12) | 46 |
| 2.4.13 | Verification of Diversity (§2.2.13) | 47 |
| 3 | INSTALLED EQUIPMENT PERFORMANCE | 50 |
| 3.1 | Equipment Installation | 50 |
| 3.1.1 | Equipment Accessibility | 50 |
| 3.1.2 | Inadvertent Turn Off | 50 |
| 3.1.3 | Displays | 50 |
| 3.1.4 | Aircraft Power Source | 50 |
| 3.1.5 | Transmission Line(s) | 51 |
| 3.1.6 | Antenna Location | 51 |
| 3.1.7 | Mutual Suppression | 51 |
| 3.2 | Conditions of Test | 52 |
| 3.2.1 | Power Input | 52 |
| 3.2.2 | Interference Effects | 52 |
| 3.2.3 | Environment | 52 |
| 3.2.4 | Adjustment of Equipment | 52 |
| 3.2.5 | Warm-up Period | 52 |
| 3.2.6 | Radiation Pattern | 52 |
| 3.3 | Test Procedures for Installed Equipment Performance | 53 |
| 3.3.1 | Conformity Inspection | 53 |
| 3.3.2 | Bench Tests | 53 |
| 3.3.3 | Reply Frequency | 53 |
| 3.3.4 | Framing Pulse Spacing | 53 |
| 3.3.5 | Reply Codes | 54 |
| 3.3.6 | Pressure Altitude Transmissions | 54 |
| 3.3.7 | Altitude Reporting Test | 55 |
| 3.3.8 | Reply Pulse Width | 55 |
| 3.3.9 | Receiver Sensitivity | 55 |
| 3.3.10 | Transmitter Power Output | 56 |
| 3.3.11 | Diversity Antenna Installations | 56 |
| 3.4 | Flight Test Procedures | 56 |
| 3.4.1 | Ground Pre-Flight Tests | 56 |
| 3.4.2 | Operational Flight Tests | 58 |
| 4 | EQUIPMENT OPERATIONAL PERFORMANCE CHARACTERISTICS | 60 |
| 4.1 | Required Operational Performance Requirements | 60 |
| 4.1.1 | Power Inputs | 60 |
| 4.1.2 | Equipment Operating Modes | 60 |
| 4.1.3 | Continue with Other Operational Requirements as Necessary | 60 |
| 4.2 | Test Procedures for Operational Performance Requirements | 60 |
| 4.2.1 | Power Input | 60 |
| 4.2.2 | Equipment Operating Modes | 60 |

MEMBERSHIP..... 61

APPENDIX A..... 63

List of Tables

Table 2-1: Pulse Shapes..... 10
Table 2-2: Pulse Pattern..... 10
Table 2-3: Information Pulses..... 15
Table 2-4: Code Nomenclature..... 20
Table 2-5: Environmental Test Groups 26
Table 2-6: Performance Test Requirements During Environmental Tests..... 27
Table 3-1: Mode A Reply Pulses 54

List of Figures

Figure 2-1: Pulse Envelope Conventions..... 9
Figure 2-2: General Pulse Patterns for PAM Interrogations 11
Figure 2-3: ATCRBS Reply Pulse Pattern 14

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1 PURPOSE AND SCOPE

1.1 Introduction

This document sets forth Minimum Operational Performance Standards (MOPS) for Air Traffic Control Radar Beacon System (ATCRBS) airborne equipment. Incorporated within these standards are system characteristics that will be useful to users of the system as well as designers, manufacturers and installers. These performance standards represent a consolidation of performance requirements from two sources; RTCA/DO-144, “*Minimum Operational Characteristics for Airborne ATC Transponder Systems*,” dated March 12, 1970, plus Change 1 to DO-144, posted as RTCA Paper No. 232-70/EC-643, dated November 5, 1970, and the performance standards referred to in paragraph (a)(1) of Federal Aviation Administration (FAA) Technical Standard Order (TSO)-C74c, dated February 20, 1973.

Compliance with these MOPS is required to achieve at least that minimum performance, on which control and separation of aircraft is based, and to insure against derogation of service to other users of aviation navigation and communication services. These MOPS are applicable to all users of airborne ATC transponder systems who are required by regulation to participate in the ATC system, or who voluntarily choose to do so.

***Note:** The use of “shall” in the body of this document indicates a requirement. The use of “should” indicates a characteristic that is highly recommended, but is not required.*

It is recognized that any regulatory application of these standards is the responsibility of appropriate government agencies.

Because the measured values of equipment performance characteristics may be a function of the measurement method, standard test conditions and methods of test are recommended in this document.

This document considers an equipment configuration consisting of: transponder, control panel, antenna and interconnecting cables. It should not be inferred that all ATCRBS airborne equipment will necessarily include all of the foregoing components as separate units; this will depend on the design configuration chosen by the manufacturer.

If the equipment implementation includes a computer software package, the guidelines contained in the most current issue of RTCA/DO-178, Software Considerations in Airborne Systems and Equipment Certification, should be considered.

1.1.1 International Standards

The performance standards of this document also reflect current International Civil Aviation Organization (ICAO) Annex 10, Volume IV, Amendment 82, Chapter 3 requirements for airborne systems having only Mode A and Mode C capabilities.