

RTCA, Inc.
1828 L Street, NW, Suite 805
Washington, DC 20036-5133 USA

**Minimum Operational Performance Standards
(MOPS) for Airborne Area Navigation
Equipment Using Multi-Sensor Inputs**

RTCA DO-187
November 13, 1984

Prepared by: SC-137
© RTCA, Inc.

Copies of this document may be obtained from

RTCA, Inc.

Telephone: 202-833-9339

Facsimile: 202-833-9434

Internet: www.rtca.org

Please visit the RTCA Online Store for document pricing and ordering information.

F O R E W O R D

This document was prepared by Special Committee 137 of the Radio Technical Commission for Aeronautics. It was approved by RTCA on November 13, 1984.

RTCA is an association of aeronautical organizations of the United States from both government and industry. Dedicated to the advancement of aeronautics, RTCA seeks sound technical solutions to problems involving the application of electronics and telecommunications to aeronautical operations. Its objective is the resolution of such problems by mutual agreement of its member organizations.

The findings of RTCA are in the nature of recommendations to all organizations concerned. RTCA is not an official agency of the United States Government and its recommendations may not be regarded as statements of official government policy unless so enunciated by the Federal government organization or agency having statutory jurisdiction over any matters to which the recommendations relate.

THIS PAGE INTENTIONALLY LEFT BLANK

T A B L E O F C O N T E N T S

	<u>Page</u>
FOREWORD	i
TABLE OF CONTENTS	iii
1.0 PURPOSE AND SCOPE	1
1.1 Introduction	1
1.2 System Characteristics	2
1.2.1 Waypoint Definition	3
1.2.2 Course Selection	4
1.2.2.1 "TO-FROM" Equipment	4
1.2.2.2 "TO-TO" Equipment	4
1.2.3 Path Computation	4
1.2.4 Coordinate Systems	5
1.2.5 Position Sensing	5
1.2.6 Aircraft Position Computation	6
1.2.7 Navigation Modes and Annunciation	7
1.2.8 Station Selection	7
1.2.9 Lateral and Vertical Steering Outputs	7
1.3 Intended Use and Operational Environment	7
1.3.1 Area Navigation in the Present ATC System	8
1.3.2 Historical Considerations	12
1.3.3 Route Width Considerations	13
1.3.3.1 En Route RNAV Route	13
1.3.3.2 En Route VOR Airway Route	13
1.3.3.3 Terminal	14
1.3.3.4 Approach	14
1.3.4 Postulated Air Traffic Control Environment	15
1.3.5 Operational Environment Assumptions	16
1.4 Error Budgets	17
1.4.1 Error Budget - 2D	17
1.4.1.1 VOR/DME Sensors	17
1.4.1.2 Multi-Sensors	17
1.4.2 Error Budget - VNAV	18

	<u>Page</u>
1.5 Test Procedures	18
1.5.1 Environmental Tests	18
1.5.2 Bench Tests	19
1.5.3 Installed Tests	19
1.5.4 Operational Tests	19
1.6 Definitions of Terms	19
Table 1-1 Summary of Representative Vertical Guidance Error Budget in Feet (99.7% Probability)	9
Figure 1-1 Vertical Clearance Boundaries (Typical)	11
Figure 1-2 Approach Route Widths	14
 2.0 EQUIPMENT PERFORMANCE REQUIREMENTS AND TEST PROCEDURES	 21
2.1 General Requirements	21
2.1.1 Airworthiness	21
2.1.2 General Performance	21
2.1.3 Fire Resistance	21
2.1.4 Operation of Controls	21
2.1.5 Accessibility of Controls	21
2.1.6 Sensor Interfaces	21
2.1.7 Control/Display Capability	22
2.1.8 Control/Display Readability	22
2.1.9 Effects of Test	22
2.1.10 Maneuver Anticipation and Direct-To Function	22
2.2 2D RNAV Functional and Accuracy Requirements - Standard Conditions	22
2.2.1 Equipment Functional Requirements	22
2.2.1.1 Cross-Track Deviation Display	22
2.2.1.2 Waypoint Distance Display	23
2.2.1.3 "TO-FROM" Indication	23
2.2.1.4 Course Selection	24
2.2.1.5 Waypoint Entry	24
2.2.1.6 Waypoint Storage	24
2.2.1.7 Waypoint or Leg Sequencing	25
2.2.1.8 Position Display	25
2.2.1.9 Input Data Observation	25
2.2.1.10 Navigation Mode Indication	25
2.2.1.11 Failure/Status Indications	25
2.2.1.12 Slant Range Error Correction	26
2.2.1.13 Equipment Computational Response Time	26
2.2.2 2D Accuracy Requirements (95% Probability)	27

	<u>Page</u>
2.3 VNAV Functional and Accuracy Requirements - Standard Conditions	29
2.3.1 Equipment Functional Requirements	29
2.3.1.1 Waypoint Altitude	29
2.3.1.2 Vertical Path Deviation	29
2.3.1.3 Vertical Profile	29
2.3.2 VNAV Accuracy Requirements	30
2.4 Equipment Performance - Environmental Conditions	31
2.4.1 Temperature and Altitude Tests	31
2.4.1.1 Low Operating Temperature Test	32
2.4.1.2 High Short-Time Operating Temperature Test	32
2.4.1.3 High Operating Temperature Test	32
2.4.1.4 In-Flight Loss of Cooling Test	33
2.4.1.5 Altitude Test	33
2.4.1.6 Decompression Test	33
2.4.1.7 Overpressure Test	33
2.4.2 Temperature Variation Test	34
2.4.3 Humidity Test	34
2.4.4 Shock Tests	34
2.4.4.1 Operational Shocks	34
2.4.4.2 Crash Safety Shocks	35
2.4.5 Vibration Test	35
2.4.6 Explosion Proofness Test	35
2.4.7 Waterproofness Tests	35
2.4.7.1 Drip Proof Test	35
2.4.7.2 Spray Proof Test	36
2.4.7.3 Continuous Stream Proof Test	36
2.4.8 Fluids Susceptibility Tests	36
2.4.8.1 Spray Test	37
2.4.8.2 Immersion Test	37
2.4.9 Sand and Dust Test	38
2.4.10 Fungus Resistance Test	38
2.4.11 Salt Spray Test	38
2.4.12 Magnetic Effect Test	38
2.4.13 Power Input Tests	39

	<u>Page</u>
2.4.13.1 Normal Operating Conditions	39
2.4.13.2 Abnormal Operating Conditions	39
2.4.14 Voltage Spike Conducted Test	40
2.4.14.1 Category A Requirements	40
2.4.14.2 Category B Requirements	40
2.4.15 Audio Frequency Conducted Susceptibility Test	40
2.4.16 Induced Signal Susceptibility Test	41
2.4.17 Radio Frequency Susceptibility Test (Radiated and Conducted)	41
2.4.18 Emission of Radio Frequency Energy Test	41
2.5 Equipment Test Procedures	42
2.5.1 Definitions of Terms and Conditions of Tests	42
2.5.2 Description of Tests and Procedures	43
2.5.2.1 Types of Tests	43
2.5.2.2 Procedures	43
2.5.2.3 2D Accuracy Analysis	43
2.5.2.4 Cross Reference	44
2.5.3 2D RNAV Functional and Accuracy Requirements - Standard Conditions	44
2.5.3.1 Static Tests	44
2.5.3.2 Dynamic Tests	52
2.5.4 VNAV Functional and Accuracy Requirements - Standard Conditions	55
2.5.4.1 Static Tests	55
2.5.4.2 Dynamic Tests	60
Table 2-1 2D RNAV Multi-Sensor Equipment Accuracy Requirements	28
Table 2-2 Minimum Accuracy Requirements for Vertical Guidance Equipment Employed in Airborne Vertical Navigation Systems in Feet (99.7% Probability)	30
Table 2-3 RNAV/VNAV Test/Requirements Cross Reference	45
Table 2-4 Static Accuracy for VOR/DME	48
Table 2-5 Cross-Track Deviation Display Test Conditions	52
Table 2-6 VNAV Static Tests -- Single Waypoint Plus Ascent/ Descent Angle	56
Table 2-7 VNAV Static Tests -- Dual Waypoints With Associated Altitudes	57
Table 2-8 VNAV Dynamic Tests -- Single Waypoint Plus Ascent/ Descent Angle	61

	<u>Page</u>
Table 2-9 VNAV Dynamic Tests -- Dual Waypoints Plus Associated Altitudes	62
Figure 2-1 Test Set-up	46
Figure 2-2 Cross-Track (XTRK) and Along-Track (ATRK) Error	50
Figure 2-3 Waypoint Change Response	54
Figure 2-4 Vertical Path for Single Waypoint/Descent Angle	58
Figure 2-5 Vertical Path for Dual Waypoints With Associated Altitudes	59
 3.0 INSTALLED EQUIPMENT PERFORMANCE	 63
3.1 Equipment Installation	63
3.1.1 Accessibility	63
3.1.2 Display Visibility	63
3.1.3 Interference Effects	63
3.1.4 Inadvertent Turnoff	63
3.2 Installed Equipment Performance Requirements	63
3.2.1 General Performance Requirements	63
3.2.1.1 Cross-Track Deviation Display	63
3.2.1.2 Vertical Path Deviation Display	64
3.2.1.3 Lateral Maneuver Anticipation	64
3.2.1.4 Automatic Lateral Change	64
3.2.1.5 Direct-To Function	66
3.2.1.6 Vertical Maneuver Anticipation	66
3.2.1.7 Automatic Altitude Change	66
3.2.1.8 Display of Selected Waypoint	66
3.2.2 Installed Accuracy	66
3.2.2.1 Background	66
3.2.2.2 Standard Error Budget	69
3.2.2.3 System Error Tradeoffs	69
3.3 Conditions of Test	70
3.3.1 Power Input	70
3.3.2 Associated Equipment or Systems	70
3.3.3 Environment	70
3.3.4 Adjustment of Equipment	70
3.3.5 Warm-Up Period	70
3.4 Test Procedures for Installed Equipment Performance	70
3.4.1 Ground Test Procedures	71

	<u>Page</u>	
3.4.1.1	Conformity Inspection	71
3.4.1.2	Equipment Function	71
3.4.1.3	Interference Effects	71
3.4.1.4	Power Supply Fluctuations	71
3.4.1.5	Equipment Accessibility	71
3.4.2	Flight Test Procedures	72
3.4.2.1	Displayed Data Readability	72
3.4.2.2	Interference Effects	72
3.4.2.3	Flight Demonstration	72
3.4.2.4	Simulator Demonstration	73
Figure 3-1	"Corner Cut" Turn Expansion for Maneuver Anticipation Test	65
Figure 3-2	Maneuver Anticipation	67
Figure 3-3	Vertical Maneuver Anticipation	68
4.0	OPERATIONAL CHARACTERISTICS	75
4.1	Required Operational Characteristics	75
4.1.1	Power Input	75
4.1.2	Navigation Displays	75
4.1.3	Navigation Controls	75
4.1.4	System Operational Integrity	75
4.1.5	Equipment Operating Limitations	75
4.2	Test Procedures for Operational Characteristics	75
4.2.1	Power Input	75
4.2.2	Navigation Displays	76
4.2.3	Navigation Controls	76
4.2.4	System Operational Integrity	76
MEMBERSHIP	77
APPENDIX A	- Postulated Area Navigation Operational Environment Definition	
APPENDIX B	- Acceptable Trade-Off Techniques for Determining System Performance	
APPENDIX C	- Glossary of Terms for Navigation Functions	
APPENDIX D	- Great Circle Course Computations	
APPENDIX E	- Implementing Epoch Year Magnetic Variation Values	
APPENDIX F	- Acceptable Procedural Techniques for Lateral Maneuver Anticipation	

1.0 PURPOSE AND SCOPE

1.1 Introduction

This document contains minimum operational performance standards for airborne area navigation equipment (2D and 3D) operated in the National Airspace System (NAS) using multi-sensor inputs. Performance standards for equipment operated in other airspace, such as the North Atlantic minimum navigation performance standard (MNPS), are contained in the respective guidance material for that airspace. The types and numbers of these sensors are not specifically defined in this document. An RNAV multi-sensor system is defined as an area navigation system which determines aircraft position using data derived from sensors of two or more generic types, or alternatively from VOR and/or DME facilities which may or may not include the reference station. Incorporated within these standards are equipment characteristics that should be useful to users, designers, manufacturers and installers of the equipment. This document defines the performance, functions and features for a 2D system which performs only lateral guidance and a 3D system which performs both lateral and vertical guidance. Equipment may be manufactured and tested to meet 2D or 3D requirements (or both) in the en route, terminal and approach modes (or any combination of).

Section 1.0 of this document provides information needed to understand the rationale for equipment characteristics and requirements stated in the remaining sections. It describes typical equipment applications and operational goals, as envisioned by the members of Special Committee 137, and forms the basis for the standards stated in Sections 2.0 through 4.0. Definitions and assumptions essential to proper understanding of this document are also provided in Section 1.0.

Section 2.0 contains the minimum performance standards for the equipment. These standards define required performance under standard operating conditions and stressed physical environmental conditions. It also details the recommended bench test procedures necessary to demonstrate compliance.

Section 3.0 describes the performance required of the installed equipment. Tests for the installed equipment are included when performance cannot be adequately determined through bench testing.

Section 4.0 describes the operational characteristics for equipment installations and defines conditions that will assure the operator that operations can be conducted safely and reliably in the expected operational environment.