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Minimum Operational Performance Standards for Airborne Area Navigation Equipment Using a Single Collocated VOR/DME Sensor Input

RTCA DO-180A
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SC-137

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FOREWORD

This document was prepared by Special Committee 137 of the Radio Technical Commission for Aeronautics. It was approved by RTCA on May 24, 1990 and supersedes RTCA/DO-180, *Minimum Operational Performance Standards for Airborne Area Navigation Equipment Using VOR/DME Reference Facility Sensor Inputs*, approved September 17, 1982.

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.

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Coordination of these standards was accomplished by RTCA SC-137 with the European Organisation for Civil Aviation Equipment (EUROCAE) WG-13.

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1.0 PURPOSE AND SCOPE

1.1 Introduction

This document contains minimum operational performance standards (MOPS) for airborne area navigation equipment (2D and 3D) operated in the National Airspace System (NAS) using inputs from a single collocated VOR/DME station. 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. RNAV performance standards for equipment using other sensor inputs, such as multiple VOR or DME stations, including scanning DMEs, inertial navigation sensors and Loran-C, are contained in other RTCA MOPS. 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 that performs only lateral guidance and a 3D system that 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 thereof.

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, 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.

Compliance with these standards by manufacturers, installers and users is recommended as one means of assuring that the equipment will satisfactorily perform its intended function(s) under conditions normally encountered in routine aeronautical operations. In addition, to safely and efficiently implement area navigation, it is mandatory that the airborne equipment be designed such that all airborne operations responding to like controller instructions will result in similar maneuvering of the aircraft, regardless of system type.

The word "equipment" as used in this document includes all components or units necessary (as determined by the equipment manufacturer or installer) for the equipment to properly perform its intended function. For example, the airborne area navigation "equipment" may include: sensor(s), a computer unit, an input-output unit which interfaces with existing aircraft displays/systems, a control unit, a display, shock mount(s), etc. In the case of this example, all of the foregoing components or units comprise the "equipment." It should not be inferred from this example, however, that every area navigation equipment will necessarily include all of the foregoing components or units. This will depend upon the design used by the equipment manufacturer.