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**Minimum Operational Performance Standards
for
Traffic Alert and Collision Avoidance System II
(TCAS II) Airborne Equipment**

Volume 1

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Foreword

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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
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Table of Contents

1.0 PURPOSE AND SCOPE.....	1
1.1 Introduction.....	1
1.2 System Overview.....	2
1.3 System Description.....	4
1.3.1 Minimum TCAS.....	4
1.3.1.1 Mode S Transponder with Altitude Encoder.....	6
1.3.1.2 Bearing Estimation.....	6
1.3.1.3 Surveillance in Airspace Having High Transponder-Equipped Aircraft Traffic Density.....	6
1.3.1.4 Surveillance of Aircraft Without Altitude Encoders.....	6
1.3.2 Optional Features.....	6
1.3.2.1 Reception and Decoding of Extended Squitters from Mode S Transponders.....	7
1.3.2.2 Mode S Crosslink Capability.....	7
1.3.2.3 Use of Altitude Alerter.....	7
1.4 Operational Applications.....	7
1.4.1 TCAS Operates Independently of the Ground ATC System.....	7
1.4.2 Control of Interaction With the Air Traffic Control System.....	7
1.4.3 Maneuver Capability Related to Separation Assurance.....	7
1.5 Operational Goals.....	8
1.6 Assumptions and Limitations.....	8
1.6.1 Improvements or Alternative Techniques.....	8
1.6.2 Enhancements.....	9
1.6.3 Degree of Protection Provided.....	9
1.6.4 Transponder Population.....	9
1.6.5 Density of Transponder-Equipped Aircraft.....	9
1.6.6 TCAS Performance Monitor.....	9
1.6.7 Altimeter Operation.....	9
1.6.8 Aircraft Performance Limitations.....	10
1.7 Test Procedures.....	10
1.7.1 Environmental Tests.....	10
1.7.2 Bench Tests.....	10
1.7.3 Installed System Tests.....	10
1.7.4 Computer Performance Verification Test.....	11
1.7.5 Interoperability.....	11
1.8 Glossary of Terms.....	11
1.9 Abbreviations.....	17
1.10 References.....	19
2.0 TCAS EQUIPMENT REQUIREMENTS AND TEST PROCEDURES.....	21
2.1 General Requirements.....	21
2.1.1 Airworthiness.....	21
2.1.2 General Performance.....	21
2.1.3 Federal Communications Commission Rules.....	21
2.1.4 Self-Test.....	21
2.1.5 Performance Monitoring.....	21
2.1.6 Interrogation Test Modes.....	21
2.1.7 Controls.....	22
2.1.7.1 Operation of Controls.....	22
2.1.7.2 Accessibility of Controls.....	22

Table of Contents (cont.)

2.1.7.3 Minimum Flight Crew Control Functions.....	22
2.1.8 Display Functions.....	23
2.1.8.1 Minimum Display Functions.....	23
2.1.9 Equipment Configuration.....	23
2.1.10 Mode S Transponder Capabilities.....	24
2.1.10.1 Performance Compatibility with Own Aircraft TCAS.....	24
2.1.11 TCAS Combined with Other Aircraft Systems.....	24
2.1.12 Aural Annunciation.....	24
2.1.13 Effects of Tests.....	24
2.2 Minimum Performance Standards.....	25
2.2.1 Definition Of Standard Conditions.....	25
2.2.1.1 Measurement Conventions.....	25
2.2.1.2 Operational Environment.....	26
2.2.1.2.1 Aircraft Density.....	26
2.2.1.2.2 Aircraft Equipage.....	26
2.2.1.2.3 Interrogator Environment.....	27
2.2.1.2.3.1 Maximum ATCRBS Fruit Rate.....	27
2.2.1.2.3.2 Intruder Transponder Availability.....	27
2.2.1.2.4 Maximum Level Of ATCRBS Synchronous Garble Interference.....	27
2.2.1.2.5 Maximum Level Of Multipath Interference.....	28
2.2.1.2.5.1 Transponder Reply.....	28
2.2.1.2.5.2 TCAS II Interrogation.....	28
2.2.1.3 Target-Of-Interest.....	29
2.2.1.3.1 Maximum Closing Speed.....	29
2.2.1.3.2 Closing Speed As A Function Of Azimuth.....	29
2.2.1.3.3 Elevation Angle Relative To TCAS II.....	29
2.2.1.3.4 Altitude Relative To TCAS II.....	29
2.2.1.3.5 Minimum AGL Altitude.....	30
2.2.2 System Performance.....	30
2.2.2.1 Surveillance Range.....	30
2.2.2.1.1 For Generation Of Resolution Advisories.....	30
2.2.2.1.2 For Generation Of Traffic Advisories.....	31
2.2.2.2 Surveillance Performance Objectives.....	31
2.2.2.2.1 General Surveillance Performance.....	31
2.2.2.2.1.1 Probability Of Track.....	31
2.2.2.2.1.2 False Track Rate.....	31
2.2.2.2.2 Flight Test Surveillance Performance.....	32
2.2.2.2.3 Range Accuracy.....	32
2.2.2.2.4 Bearing Accuracy.....	32
2.2.3 Compatibility With Other Systems.....	32
2.2.3.1 Radiated Output Power.....	33
2.2.3.2 Unwanted Output Power.....	33
2.2.3.3 Interrogation Spectrum.....	34
2.2.3.4 Interrogation Jitter.....	34
2.2.3.5 Transmit Frequency And Tolerance.....	34
2.2.3.6 Interference Limiting.....	34
2.2.3.6.1 Interference Limiting Formulas.....	34
2.2.3.6.2 Interference Limiting Procedures.....	38
2.2.3.6.3 Interrogations From TCAS On The Ground.....	39

Table of Contents (cont.)

2.2.3.6.4 Interrogations From TCAS Above 18,000 Ft Barometric Altitude	40
2.2.3.7 Subparagraph Not Used	40
2.2.3.8 Transmit Pulse Characteristics	40
2.2.3.8.1 Mode C Transmissions	40
2.2.3.8.2 Mode S Transmissions.....	43
2.2.3.9 Mode S Message Field Formats.....	44
2.2.3.9.1 Data Blocks.....	44
2.2.3.9.2 Format Structure	45
2.2.3.9.2.1 Bit Numbering and Sequence	45
2.2.3.9.2.2 Fields	45
2.2.3.9.2.2.1 Essential Fields	45
2.2.3.9.2.2.2 Mission Fields.....	48
2.2.3.9.2.2.3 Subfields.....	48
2.2.3.9.3 Field Descriptions.....	48
2.2.3.9.3.1 Fields and Subfields Defined by Reference B.....	48
2.2.3.9.3.1.1 AA Address, Announced	48
2.2.3.9.3.1.2 AC Altitude Code.....	48
2.2.3.9.3.1.3 AQ Acquisition, Special	49
2.2.3.9.3.1.4 BDS: Comm-B Data Selector	49
2.2.3.9.3.1.5 CA Capability.....	50
2.2.3.9.3.1.6 CC Crosslink Capability	53
2.2.3.9.3.1.7 DR Downlink Request.....	54
2.2.3.9.3.1.8 FS Flight Status	54
2.2.3.9.3.1.9 MA Message, Comm-A.....	54
2.2.3.9.3.1.10 MB Message, Comm-B.....	55
2.2.3.9.3.1.11 ME Message, Extended Squitter	55
2.2.3.9.3.1.12 MU Message, Comm-U.....	55
2.2.3.9.3.1.13 MV Message, Comm-V.....	55
2.2.3.9.3.1.14 RI Air-to-Air Reply Information.....	55
2.2.3.9.3.1.15 RL Reply Request.....	56
2.2.3.9.3.1.16 RR Reply Request.....	56
2.2.3.9.3.1.17 SF Special Designator	56
2.2.3.9.3.1.18 VV Vertical Status.....	57
2.2.3.9.3.2 TCAS II Fields and Subfields.....	57
2.2.3.9.3.2.1 Subparagraph Not Used	57
2.2.3.9.3.2.2 MA Fields Used by TCAS II.....	57
2.2.3.9.3.2.3 MB Fields Used by TCAS II.....	58
2.2.3.9.3.2.4 MU Fields Used by TCAS II.....	65
2.2.3.9.3.2.5 MV Fields Used by TCAS II.....	70
2.2.3.9.3.2.6 SL TCAS II Sensitivity Level Report	71
2.2.3.9.3.2.7 Unassigned Coding Space.....	72
2.2.3.10 TCAS II Signal Protocol	72
2.2.3.10.1 Mode C Surveillance Signals	72
2.2.3.10.1.1 ACRBS-Only All-Call Interrogation	72
2.2.3.10.2 Mode S Surveillance Signals.....	72
2.2.3.10.2.1 Detection	72
2.2.3.10.2.2 Surveillance Interrogations.....	73
2.2.3.10.2.2.1 Acquisition.....	73
2.2.3.10.2.2.2 Tracking	73

Table of Contents (cont.)

2.2.3.10.2.3 Surveillance Replies.....	73
2.2.3.10.2.3.1 Acquisition.....	73
2.2.3.10.2.3.2 Tracking	73
2.2.3.10.2.4 TCAS Broadcast Interrogations	74
2.2.3.10.3 Coordination with Other Aircraft	74
2.2.3.10.3.1 Transmission of Coordination Interrogations to Other TCAS Aircraft.....	74
2.2.3.10.3.2 Processing of Coordination Interrogations Received from Other TCAS Aircraft	75
2.2.3.10.3.3 Coordination Timing Requirements	75
2.2.3.10.4 Communication With Mode S Ground Sensors.....	76
2.2.3.10.4.1 RA Report	76
2.2.3.10.4.2 Data Link Capability Report	77
2.2.3.10.4.3 TCAS Sensitivity Level Control	77
2.2.3.10.5 Communication With Other Ground Equipment	77
2.2.3.10.5.1 RA Broadcast Interrogations	77
2.2.3.10.6 Mode S Crosslink Capability	78
2.2.3.10.7 Extended Squitter With Aircraft Identification Message.....	78
2.2.3.11 Compatibility With Own Mode S Transponder	78
2.2.3.12 Aircraft Suppression Bus	79
2.2.3.13 Interfaces With Other Systems.....	79
2.2.3.13.1 Mode S Transponder Related Interfaces	79
2.2.3.13.2 TCAS II Interface with Mode S Transponder.....	80
2.2.3.13.2.1 General Requirements of the Interface to the Mode S Transponder.....	80
2.2.3.13.2.1.1 TCAS/Transponder System Capability Determination.....	80
2.2.3.13.2.1.2 Data Reception.....	81
2.2.3.13.2.1.3 Data Integrity.....	81
2.2.3.13.2.2 Data Provided by the TCAS II Equipment to the Mode S Transponder.....	81
2.2.3.13.2.2.1 Data Provided to Own Transponder for Use in Special Surveillance Replies	
(DF=0, 16).....	81
2.2.3.13.2.2.2 Data Provided to Own Transponder for Use in Altitude and Identity	
Surveillance and Comm-B Replies (DF=4, 5, 20, 21).....	82
2.2.3.13.2.2.3 Data Provided to Own Transponder for Use in Long Special Surveillance	
Replies (DF=16).....	82
2.2.3.13.2.2.4 Data Provided to Own Transponder for Use in Altitude and Identity Comm-	
B Replies (DF=20, 21)	82
2.2.3.13.2.3 Data Received by the TCAS II Equipment from the Mode S Transponder.....	83
2.2.3.13.2.3.1 Data Received in Long Special Surveillance Interrogations (UF=16) from	
Other TCAS Aircraft via Own Mode S Transponder	83
2.2.3.13.2.3.2 Data Received in Altitude and Identity Comm-A Interrogations (UF=20,21)	
from Mode S Ground Stations via Own Mode S Transponder.....	83
2.2.3.13.3 Other Interfaces.....	83
2.2.3.13.3.1 Optional Interfaces.....	83
2.2.4 Surveillance Requirements	84
2.2.4.1 Surveillance Update Rate	84
2.2.4.2 System Delay	84
2.2.4.3 Differential Channel Delay	84
2.2.4.4 Signal Reception	84
2.2.4.4.1 Receiver Sensitivity And Bandwidth	84
2.2.4.4.1.1 In-Band Acceptance.....	84
2.2.4.4.1.2 Out-of-Band Rejection	85

Table of Contents (cont.)

2.2.4.4.2 Reply Detection And Decoding	85
2.2.4.4.2.1 Mode C Reply Reception	85
2.2.4.4.2.2 Mode S Squitter and Reply Reception	88
2.2.4.5 Interference Rejection And Control	91
2.2.4.5.1 Multipath Rejection	91
2.2.4.5.1.1 Interrogation Link Interference	91
2.2.4.5.1.2 Reply Link Interference.....	91
2.2.4.5.1.2.1 Narrow Pulse Discrimination.....	92
2.2.4.5.1.2.2 TACAN and DME Discrimination	92
2.2.4.5.2 Narrow Pulse Rejection	92
2.2.4.5.3 TACAN And DME Signal Rejection.....	92
2.2.4.5.4 Control Of ATCRBS Synchronous Garble	92
2.2.4.5.4.1 Control Of Synchronous Garble By Whisper-Shout	93
2.2.4.5.4.1.1 Minimum Basic Whisper-Shout Sequence.....	93
2.2.4.5.4.1.2 Higher Capability Whisper-Shout Sequences for Improved Degarbling Performance	96
2.2.4.5.4.1.3 Determination of Whisper-Shout Based On Synchronous Garble.....	100
2.2.4.5.4.1.4 Criteria for Selection of A Specific Whisper-Shout Sequence	102
2.2.4.5.4.1.5 Surveillance In Areas of No ATCRBS Intruder Aircraft	102
2.2.4.5.4.2 Control Of Synchronous Garble By Directional Interrogation	103
2.2.4.5.4.2.1 Directional Interrogation Beamwidth Control.....	104
2.2.4.5.4.2.2 Directional Interrogation Radiated Power	104
2.2.4.5.4.2.3 Degarbling Performance As A Function Of Azimuth Resolution.....	105
2.2.4.5.5 ATCRBS And Mode S Fruit Rejection	105
2.2.4.6 Surveillance Tracking Requirements.....	105
2.2.4.6.1 Surveillance Target Track Capacity.....	106
2.2.4.6.1.1 Surveillance Overload.....	106
2.2.4.6.1.2 Estimate of Ground Level	106
2.2.4.6.1.3 Determination of Intruder Air-Ground Status.....	106
2.2.4.6.2 Range And Altitude Estimation.....	107
2.2.4.6.2.1 Mode C Targets	107
2.2.4.6.2.1.1 Reply Merging	107
2.2.4.6.2.1.2 Track Initiation	107
2.2.4.6.2.1.3 Maintenance of Established Tracks.....	108
2.2.4.6.2.1.4 Multipath False Tracks	109
2.2.4.6.2.2 Mode S Targets	109
2.2.4.6.2.2.1 Squitter Processing.....	109
2.2.4.6.2.2.2 Acquisition.....	110
2.2.4.6.2.2.3 Maintenance of Established Tracks.....	111
2.2.4.6.2.2.4 Power Programming.....	113
2.2.4.6.3 Non-Altitude-Reporting Aircraft	113
2.2.4.6.4 Bearing Estimation	113
2.2.4.6.4.1 General Requirements	113
2.2.4.6.4.2 Bearing Accuracy With Standard Ground Plane	114
2.2.4.6.4.2.1 Accuracy, -10 Deg. To +10 Deg. Elevation	114
2.2.4.6.4.2.2 Accuracy, greater than 10 Deg. To +20 Deg. Elevation.....	114
2.2.4.6.4.3 Bearing Accuracy in the Presence of Interference.....	114
2.2.4.6.4.3.1 Mode C Interleaved Replies.....	114
2.2.4.6.4.3.2 Mode C Overlapped Replies	114

Table of Contents (cont.)

2.2.4.6.4.3.3 Mode S Overlapped Replies	115
2.2.4.6.4.4 Bearing Filter Performance	115
2.2.4.6.4.4.1 Bearing Filter	115
2.2.4.6.4.5 Dynamic Range and Reply Frequency	116
2.2.4.7 Antenna System	116
2.2.4.7.1 Polarization	116
2.2.4.7.2 Radiation Pattern	116
2.2.4.7.2.1 Transmit Radiation Pattern	117
2.2.4.7.2.2 Receive Radiation Pattern	117
2.2.4.7.3 Use of a Directional Antenna for Mode S Interrogations	117
2.2.4.7.4 Antenna Selection	117
2.2.4.7.4.1 Squitter Listening	117
2.2.4.7.4.2 Interrogations and Replies	118
2.2.4.8 Surveillance Interfaces	118
2.2.4.8.1 Data Provided by Surveillance to the CAS Logic	118
2.2.4.8.2 Data Received by Surveillance from the CAS Logic	119
2.2.4.8.3 Data Received by Surveillance from the Monitor	119
2.2.4.8.4 Surveillance Interrogation Mode Selection	120
2.2.5 Collision Avoidance Subsystem Requirements	121
2.2.5.1 Collision Avoidance Tracking	121
2.2.5.1.1 Own Aircraft Altitude	121
2.2.5.1.2 Control of Sensitivity Level	121
2.2.5.1.3 Other Aircraft Tracking	124
2.2.5.2 Threat Detection	125
2.2.5.3 Resolution Advisory Selection	126
2.2.5.3.1 Advisory Sense Selection	126
2.2.5.3.1.1 Sense Reversals	127
2.2.5.3.2 Advisory Type Selection	129
2.2.5.3.2.1 Advisories to Increase the Vertical Rate	130
2.2.5.3.3 Multi-Aircraft Logic	130
2.2.5.4 TCAS Communication Interface	131
2.2.5.4.1 Communication of Resolution Advisory Information	131
2.2.5.4.2 Communication (Coordination) with Threat Aircraft Equipped with TCAS On-board Resolution Capability	131
2.2.5.4.2.1 Coordination Processing Within Own TCAS	132
2.2.5.4.2.2 Coordination Interactions Between Two TCAS-equipped Aircraft	134
2.2.5.5 Display of Resolution Advisories	137
2.2.5.6 Traffic Advisories	138
2.2.6 Displays And Controls	139
2.2.6.1 Traffic Displays	139
2.2.6.1.1 Functions	139
2.2.6.1.2 Characteristics	139
2.2.6.1.2.1 General Characteristics	139
2.2.6.1.2.1.1 Own Aircraft Symbol	139
2.2.6.1.2.1.2 Range Rings	139
2.2.6.1.2.1.3 Threat Symbology	139
2.2.6.1.2.1.4 Off-Scale Symbology	140
2.2.6.1.2.1.5 Altitude Data Tag	140
2.2.6.1.2.1.6 Intruder Vertical Speed Arrow	141

Table of Contents (cont.)

2.2.6.1.2.1.7 Non-Altitude Reporting Intruders	141
2.2.6.1.2.1.8 No-Bearing Advisories	141
2.2.6.1.2.1.9 Display of Traffic	142
2.2.6.1.2.1.10 Altitude Band for the Display	142
2.2.6.1.2.1.11 TCAS Operating Mode and Selected Display Range Annunciation.....	143
2.2.6.1.2.1.12 RA Annunciations	143
2.2.6.1.2.1.13 Lighting Control.....	143
2.2.6.1.2.1.14 Status and Failure Annunciations.....	143
2.2.6.1.2.2 Fixed Range Displays	143
2.2.6.1.2.2.1 Display Range.....	143
2.2.6.1.2.2.2 Range Ring	144
2.2.6.1.2.3 Variable Range Displays.....	144
2.2.6.1.2.3.1 Display Range.....	144
2.2.6.1.2.3.2 Range Selection.....	144
2.2.6.1.2.3.3 Range Rings.....	144
2.2.6.1.2.4 Part Time (Pop-up) Displays.....	144
2.2.6.1.2.4.1 Activation	144
2.2.6.1.2.4.2 Information Displayed.....	144
2.2.6.1.2.4.3 Display Format	144
2.2.6.1.2.4.4 Pilot Selection	145
2.2.6.1.2.5 Full Time Displays	145
2.2.6.1.2.5.1 Display Format	145
2.2.6.1.2.6 Dedicated Displays	145
2.2.6.1.2.6.1 Display Format	145
2.2.6.1.2.6.2 Own Aircraft Symbol and Location	145
2.2.6.1.2.7 Shared Displays.....	145
2.2.6.1.2.7.1 Shared Weather (WX) Radar Displays	145
2.2.6.1.2.7.1.1 Display Modes	145
2.2.6.1.2.7.1.2 Own Aircraft Symbol and Location.....	147
2.2.6.1.2.7.2 Shared Navigation Displays (ND) or Electronic Horizontal Situation Indicator (EHSI)	147
2.2.6.1.2.7.2.1 Display Characteristic	147
2.2.6.1.2.7.2.2 Failure Annunciations.....	147
2.2.6.1.2.7.2.3 Traffic Display.....	147
2.2.6.1.2.7.2.4 TCAS and Weather Information	150
2.2.6.1.2.7.2.5 TCAS and Navigation Information	150
2.2.6.1.2.7.2.6 HSI Display Mode.....	150
2.2.6.1.2.7.2.6.1 Display Characteristics	150
2.2.6.1.2.7.2.6.2 Own Aircraft Symbol and Location.....	150
2.2.6.1.2.7.2.7 EXPANDED Mode	150
2.2.6.1.2.7.2.7.1 Display Characteristics	150
2.2.6.1.2.7.2.7.2 Display Range and Range Ring.....	150
2.2.6.1.2.7.2.7.3 Own Aircraft Symbol and Location.....	151
2.2.6.1.2.7.2.8 MAP Display Mode.....	151
2.2.6.1.2.7.2.8.1 Display Characteristics	151
2.2.6.1.2.7.2.8.2 Display Range and Range Rings	151
2.2.6.1.2.7.2.8.3 Display Orientation.....	151
2.2.6.1.2.7.2.8.4 Own Aircraft Symbol and Location.....	151
2.2.6.1.2.7.2.9 North-up Mode.....	151

Table of Contents (cont.)

2.2.6.1.2.7.2.9.1 Display Characteristics	151
2.2.6.1.2.7.2.9.2 Display Range and Range Rings	152
2.2.6.1.2.7.2.9.3 Own Aircraft Symbol	152
2.2.6.1.2.7.2.9.4 Display Orientation.....	152
2.2.6.1.2.7.2.9.5 TA or RA Annunciation.....	152
2.2.6.1.2.7.2.9.6 Selection of Heading Up Display.....	152
2.2.6.1.2.7.3 Shared EICAS/SYSTEMS Displays.....	152
2.2.6.1.2.7.3.1 Display Characteristics.....	152
2.2.6.1.2.7.3.2 Own Aircraft Symbol and Location.....	153
2.2.6.1.2.7.3.3 Traffic Display Inhibit.....	153
2.2.6.1.2.7.3.4 Restrictions	153
2.2.6.1.2.7.4 TA/RA/VSI Displays	153
2.2.6.1.2.7.4.1 General Requirements.....	153
2.2.6.1.2.7.4.1.1 Format	153
2.2.6.1.2.7.4.1.2 VSI Requirements.....	153
2.2.6.1.2.7.4.2 Traffic Display Function	153
2.2.6.1.2.7.4.2.1 Display Characteristics	153
2.2.6.1.2.7.4.2.2 Own Aircraft Symbol and Location.....	153
2.2.6.1.2.7.4.2.3 Interference with Vertical Speed Scale.....	154
2.2.6.2 RA Displays	154
2.2.6.2.1 General	154
2.2.6.2.2 RA/VSI (Round dial VSI).....	154
2.2.6.2.2.1 RA Display Characteristics.....	154
2.2.6.2.2.1.1 Red Arcs.....	154
2.2.6.2.2.1.2 Green Arcs.....	154
2.2.6.2.2.1.3 Black Arcs	155
2.2.6.2.2.1.4 Multi-aircraft Encounters	155
2.2.6.2.2.2 VSI Characteristics.....	155
2.2.6.2.2.3 Lighting Control	155
2.2.6.2.3 RA/VSI (Integrated Tape VSI on a Primary Flight Display [PFD])	155
2.2.6.2.3.1 RA Display Characteristics.....	156
2.2.6.2.3.1.1 Red Zone	156
2.2.6.2.3.1.2 Green Zone	156
2.2.6.2.3.1.3 Black Zones	156
2.2.6.2.3.1.4 Multi-aircraft Encounters	156
2.2.6.2.3.2 VSI Characteristics.....	156
2.2.6.2.3.3 VSI Scale	157
2.2.6.2.3.4 Lighting Control	157
2.2.6.2.4 Pitch Cues on the PFD.....	157
2.2.6.2.4.1 No-Fly Pitch Angles.....	158
2.2.6.2.4.2 Mode Annunciation.....	158
2.2.6.2.4.3 Multi-aircraft Encounters.....	158
2.2.6.2.5 Flight Director Guidance	159
2.2.6.2.5.1 TCAS Guidance Enabling.....	159
2.2.6.2.5.2 Return to Flight Path.....	159
2.2.6.2.6 Heads-up Display	159
2.2.6.2.6.1 No-Fly Zone	159
2.2.6.2.6.2 Mode Annunciation.....	159
2.2.6.2.6.3 Flight Path Target.....	159

Table of Contents (cont.)

2.2.7.2.5.2.4.1 Radio Altitude Credibility Determination Test #1	187
2.2.7.2.5.2.4.2 Radio Altitude Credibility Determination Test #2.....	188
2.2.7.2.5.2.4.2.1 Radio Altitude Track Initiation	188
2.2.7.2.5.2.4.2.2 Operation Subsequent to Radio Altitude Track Initiation.....	188
2.2.7.2.5.2.5 Radio Altitude Source Failure	189
2.2.7.2.5.3 Mode S Address	189
2.2.7.2.5.4 Wind Shear and Ground Proximity Warning System (GPWS)	189
2.2.7.3 Monitor Interfaces.....	190
2.2.7.3.1 Data Provided by the Monitor to Surveillance	190
2.2.7.3.2 Data Provided by the Monitor to the CAS	190
2.2.7.3.3 Data Received by the Monitor from the CAS	190
2.2.7.3.4 Data Received by the Monitor from the Control Panel via the Mode S Transponder ..	190
2.2.7.3.5 Data Received by the Monitor from Aircraft Discretes	190
2.2.7.3.6 Data Provided by the Monitor to Displays and Controls	191
2.2.7.3.7 Data Received by the Monitor from Displays and Controls.....	192
2.3 Equipment Performance - Environmental Conditions	194
2.3.1 Temperature and Altitude Tests (DO-160C, Section 4.0).....	194
2.3.1.1 Low Temperature Test	194
2.3.1.2 High Temperature Test.....	195
2.3.1.3 Altitude Test	195
2.3.1.4 Decompression Test (When Required)	196
2.3.1.5 Overpressure Test (When Required)	196
2.3.2 Temperature Variation Test (DO-160C, Section 5.0).....	196
2.3.3 Humidity Test (DO-160C, Section 6.0)	196
2.3.4 Shock Tests (DO-160C, Section 7.0).....	197
2.3.4.1 Operational Shocks	197
2.3.4.2 Crash Safety Shocks	198
2.3.5 Vibration Tests (DO-160C, Section 8.0)	198
2.3.6 Explosion Test (DO-160C, Section 9.0) (When Required)	199
2.3.7 Waterproofness Test (DO-160C, Section 10.0).....	199
2.3.7.1 Drip Proof Test (When Required).....	199
2.3.7.2 Spray Proof Test (When Required).....	199
2.3.8 Fluids Susceptibility Tests (DO-160C, Section 11.0).....	199
2.3.8.1 Spray Test (When Required)	199
2.3.8.2 Immersion Test (When Required)	200
2.3.9 Sand and Dust Test (DO-160C, Section 12.0) (When Required)	200
2.3.10 Fungus Resistance Test (DO-160C, Section 13.0) (When Required)	200
2.3.11 Salt Spray Test (DO-160C, Section 14.0) (When Required).....	200
2.3.12 Magnetic Effect Test (DO-160C, Section 15.0)	201
2.3.13 Power Input Tests (DO-160C, Section 16.0)	201
2.3.13.1 Normal Operational Conditions	201
2.3.13.2 Abnormal Operating Conditions	201
2.3.14 Voltage Spike Conducted Test (DO-160C, Section 17.0).....	202
2.3.14.1 Category A Requirements (If Applicable)	202
2.3.14.2 Category B Requirements (If Applicable).....	202
2.3.15 Audio Frequency Conducted Susceptibility Test (DO-160C, Section 18.0).....	202
2.3.16 Induced Signal Susceptibility Test (DO-160C, Section 19.0)	202
2.3.17 Radio Frequency Susceptibility Test (Radiated and Conducted) (DO-160C, Section 20.0)...	202
2.3.18 Emission of Radio Frequency Energy Test (DO-160C, Section 21.0)	202

Table of Contents (cont.)

2.4 Equipment Test Procedures.....	203
2.4.1 Definitions of Terms and Conditions of Test.....	203
2.4.1.1 Standard Test Signals.....	205
2.4.1.2 Test Equipment Capabilities.....	206
2.4.1.3 Alternative Mode S Transponder Procedures	214
2.4.1.4 Bench Test Coverage of the TCAS Software	214
2.4.2 Detailed Test Procedures.....	214
2.4.2.1 Surveillance	214
2.4.2.1.1 Transmitter Characteristics.....	214
2.4.2.1.1.1 Transmit Frequency (2.2.3.5).....	214
2.4.2.1.1.2 Radiated Output Power (2.2.3.1).....	215
2.4.2.1.1.3 Control of Synchronous Interference by Transmitter Power (2.2.4.5.4.1)	218
2.4.2.1.1.3.1 Whisper-Shout Sequence Relative Amplitude and Timing (2.2.4.5.4.1)	218
2.4.2.1.1.3.2 Determination of Whisper-Shout Sequence (2.2.4.5.4.1.3)	220
2.4.2.1.1.4 TCAS Transmit Pulse Characteristics (2.2.3.8).....	222
2.4.2.1.1.5 Interrogation Spectrum (2.2.3.3)	226
2.4.2.1.1.6 Unwanted Output Power (2.2.3.2).....	228
2.4.2.1.1.7 Aircraft Suppression Bus (2.2.3.12).....	231
2.4.2.1.1.7.1. Suppression Pulse Supplied by TCAS	231
2.4.2.1.1.7.2 Suppression Pulse Supplied By Other Avionics.....	231
2.4.2.1.1.8 Interrogation Repetition Interval (2.2.4.1) and Jitter (2.2.3.4)	231
2.4.2.1.2 Receiver Characteristics (2.2.4.4.1)	231
2.4.2.1.2.1 In-Band Acceptance (2.2.4.4.1.1).....	234
2.4.2.1.2.2 Out-of-Band Rejection (2.2.4.4.1.2)	238
2.4.2.1.3 Reply Link Interference (2.2.4.5.1.2)	240
2.4.2.1.3.1 Mode C Reply Reception (2.2.4.4.2.1). Narrow Pulse Discrimination (2.2.4.5.1.2.1) and TACAN and DME Discrimination (2.2.4.5.1.2.2)	240
2.4.2.1.3.2 Mode S Squitter and Reply Reception (2.2.4.4.2.2), Narrow Pulse Discrimination (2.2.4.5.1.2.1) and TACAN and DME Discrimination (2.2.4.5.1.2.2)	242
2.4.2.1.4 Mode C Reply Reception (2.2.4.4.2.1)	244
2.4.2.1.4.1 Bracket Detection and Reply Decoding (2.2.4.4.2.1).....	245
2.4.2.1.4.2 Wide Pulse Detection and Pulse Position Discrimination (2.2.4.4.2.1c).....	246
2.4.2.1.4.3 Narrow Pulse Rejection (2.2.4.4.2.1b)	247
2.4.2.1.4.4 Detection of Garbled Replies (2.2.4.4.2.1c).....	248
2.4.2.1.4.5 Detection of Interleaved Replies (2.2.4.4.2.1c).....	250
2.4.2.1.4.6 Phantom Rejection (2.2.4.4.2.1d)	251
2.4.2.1.4.7 TACAN and DME Pulse Rejection (2.2.4.5.3)	252
2.4.2.1.5 Mode S Squitter and Reply Reception (2.2.4.4.2.2).....	253
2.4.2.1.5.1 Mode S Preamble Reception (2.2.4.4.2.2b).....	253
2.4.2.1.5.2 Mode S Squitter and Fruit Reply Reception (2.2.4.4.2.2c)	255
2.4.2.1.5.3 Mode S Extended Squitter Reception (Optional Feature) (2.2.3.10.7, 2.2.4.4.2.2c).....	257
2.4.2.1.5.4 Mode S Error Correction (2.2.4.4.2.2d).....	258
2.4.2.1.6 Mode C Target Surveillance Performance (2.2.4.6.2).....	259
2.4.2.1.6.1 Mode C Surveillance Initiation (2.2.4.6.2.1.2, 2.2.4.5, 2.2.4.6).....	259
2.4.2.1.6.2 Mode C Surveillance Extension (2.2.4.6.2.1.3, 2.2.4.6.2.1.4)	260
2.4.2.1.6.3 Missing Mode C Replies (2.2.4.6.2.1.3).....	270
2.4.2.1.6.4 Surveillance Target Capacity (Mode C) (2.2.4.6.1)	271
2.4.2.1.6.5 Surveillance Overload (2.2.4.6.1.1)	274
2.4.2.1.7 Mode S Target Surveillance Performance (2.2.4.6.2.2, 2.2.4.4.2.2).....	275

Table of Contents (cont.)

2.4.2.1.7.1 Mode S Surveillance Initiation (2.2.4.6.2.2.1)	276
2.4.2.1.7.2 Mode S Range Acquisition (2.2.4.6.2.2.2, 2.2.4.2, 2.2.4.7, 2.2.4.7.4.1)	279
2.4.2.1.7.2.1 Mode S Acquisition of Transponder Comm-B Register Information (Optional Feature) (2.2.3.10.6)	282
2.4.2.1.7.3 Maintenance of Established Mode S Tracks (2.2.4.6.2.2.3, 2.2.4.7)	283
2.4.2.1.7.4 Interference Limiting (2.2.3.6)	286
2.4.2.1.7.4.1 Interrogation Control of Airborne TCAS (2.2.3.6.2)	286
2.4.2.1.7.4.2 Interrogation Control of TCAS On The Ground (2.2.3.6.3)	289
2.4.2.1.7.5 Surveillance Target Capacity and Overload (Mode S) (2.2.4.6.1; 2.2.4.6.1.1) ...	290
2.4.2.1.7.6 Mode S Power Programming (2.2.4.6.2.2.4)	295
2.4.2.1.8 Combined Mode S and Mode C Surveillance	295
2.4.2.1.8.1 Surveillance Target Capacity (2.2.4.6.1)	295
2.4.2.1.8.2 Altitude and Range Tracking of Mode C and Mode S Targets for Threat Detection (2.2.4.6)	297
2.4.2.1.9 Bearing Estimation	301
2.4.2.1.9.1 Bearing Accuracy With Standard Ground Plane (2.2.4.6.4.2)	301
2.4.2.1.9.2 Reply Processing (2.2.4.6.4.3)	302
2.4.2.1.9.2.1 Mode C Interleaved Replies (2.2.4.6.4.3.1)	303
2.4.2.1.9.2.2 Mode C Overlapped Replies (2.2.4.6.4.3.2)	303
2.4.2.1.9.2.3 Mode S Overlapped Replies (2.2.4.6.4.3.3)	304
2.4.2.1.9.3 Bearing Filter Performance (2.2.4.6.4.4)	305
2.4.2.1.9.3.1 Bearing Track and Coast (2.2.4.6.4.4.1)	305
2.4.2.1.9.3.2 Filter Lag (2.2.4.6.4.4.1)	306
2.4.2.1.9.4 Radiation Pattern (2.2.4.7.2)	306
2.4.2.1.9.5 Mode C Azimuth Filtering (2.2.4.6.2.1.2)	307
2.4.2.1.10 TCAS Antenna System	308
2.4.2.1.10.1 Use of Directional Interrogations for Mode C Surveillance (2.2.4.7.2.1) and Bearing Receive Radiation Pattern (2.2.4.7.2.2)	308
2.4.2.1.10.2 Use of Directional Antenna for TCAS Broadcast Interrogations (2.2.4.7.3 and 2.2.3.10.2.4)	310
2.4.2.2 CAS Test Procedures	310
2.4.2.2.1 Using the Input Files	311
2.4.2.2.1.1 Description of the Encounter Input File	311
2.4.2.2.1.2 Calculating CRS Inputs from the Encounter Input	315
2.4.2.2.2 Using the Output Files	323
2.4.2.2.2.1 Description of the Short Transition Output File	323
2.4.2.2.2.2 Description of the End of Cycle Data Output File	324
2.4.2.2.3 External Parameter Selection	332
2.4.2.2.3.1 Ground Control of Sensitivity Level	333
2.4.2.2.3.2 Manual Sensitivity Level Selection	335
2.4.2.2.4 Coordination	335
2.4.2.2.4.1 Transmission of RA Report to Mode S Sensor and RA Broadcast Interrogation to Other Ground Receivers	335
2.4.2.2.4.2 Coordination with TCAS II	338
2.4.2.2.4.2.1 Sense Selection and Communication	338
2.4.2.2.4.2.2 Validity Check for TCAS-TCAS Communications Link	348
2.4.2.2.4.2.3 TCAS II in Multi-Aircraft Conflict	350
2.4.2.2.4.2.4 Coordination Monitor	351
2.4.2.2.4.2.5 Transponder Replies to Incoming TCAS Resolution Messages	353

Table of Contents (cont.)

2.4.2.2.4.2.6 Transponder/TCAS Throughput.....	353
2.4.2.2.4.2.7 Operation of TCAS/Transponder Queues	357
2.4.2.2.4.2.8 Coordination Timing	358
2.4.2.2.5 TCAS Capability Reporting (2.2.3.13.2.2.4 and 2.2.3.13.2.2.1).....	358
2.4.2.2.6 System Integration Tests.....	360
2.4.2.3 Display and Controls Stand Alone Tests	361
2.4.2.3.1 Traffic Displays	362
2.4.2.3.1.1 General Characteristics	362
2.4.2.3.1.1.1 Own Aircraft Symbol (2.2.6.1.2.1; 2.2.6.1.2.6.2; 2.2.6.1.2.7.1.2; 2.2.6.1.2.7.2.6.2; 2.2.6.1.2.7.2.7.3; 2.2.6.1.2.7.2.8.4; 2.2.6.1.2.7.2.9.3; 2.2.6.1.2.7.3.2; 2.2.6.1.2.7.4.2.2)	362
2.4.2.3.1.1.2 Range Rings (2.2.6.1.2.1.2; 2.2.6.1.2.2.2; 2.2.6.1.2.3.3; 2.2.6.1.2.7.2.7.2; 2.2.6.1.2.7.2.8.2; 2.2.6.1.2.7.2.9.2)	363
2.4.2.3.1.1.3 Threat Symbology (2.2.6.1.2.1.3; 2.2.6.1.2.1.12)	364
2.4.2.3.1.1.4 Off-Scale Symbology (2.2.6.1.2.1.4; 2.2.6.1.2.1.11; 2.2.6.1.2.1.12)	365
2.4.2.3.1.1.5 Altitude Data Tag (2.2.6.1.2.1.5; 2.2.6.1.2.1.7).....	365
2.4.2.3.1.1.6 Intruder Vertical Speed Arrow (2.2.6.1.2.1.6).....	368
2.4.2.3.1.1.7 No-Bearing Advisories (2.2.6.1.2.1.8; 2.2.6.1.2.1.12).....	369
2.4.2.3.1.1.8 Display of Traffic (2.2.6.1.2.1.9)	370
2.4.2.3.1.1.9 Altitude Band for the Display (2.2.6.1.2.1.10; 2.2.6.5.2).....	370
2.4.2.3.1.1.10 Display of TCAS Operating Mode (2.2.6.1.2.1.11; 2.2.6.6.2; 2.2.6.1.2.1.14).....	372
2.4.2.3.1.2 Fixed Range Displays	373
2.4.2.3.1.3 Variable Range Displays.....	373
2.4.2.3.1.3.1 Display Range (2.2.6.1.2.3.1).....	373
2.4.2.3.1.3.2 Range Selection (2.2.6.1.2.3.2).....	374
2.4.2.3.1.4 Part Time Displays	374
2.4.2.3.1.4.1 Activation and Information Displayed (2.2.6.1.2.4.1; 2.2.6.1.2.4.2)	374
2.4.2.3.1.5 Full Time Displays	376
2.4.2.3.1.6 Dedicated Displays	376
2.4.2.3.1.7 Shared Displays.....	376
2.4.2.3.1.7.1 Shared Weather Radar Displays	376
2.4.2.3.1.7.1.1 Available Display Modes (2.2.6.1.2.7.1.1).....	376
2.4.2.3.1.7.1.2 Display Mode Characteristics (2.2.6.1.2.7.1.1)	377
2.4.2.3.1.7.2 Navigation Displays or Electronic Horizontal Situation Indicators.....	382
2.4.2.3.1.7.2.1 Failure Annunciations (2.2.6.1.2.7.2.2).....	382
2.4.2.3.1.7.2.2 Display of Traffic (2.2.6.1.2.7.2.3).....	383
2.4.2.3.1.7.2.3 TCAS and Weather Information (2.2.6.1.2.7.2.4).....	383
2.4.2.3.1.7.2.4 TCAS and Navigation Information (2.2.6.1.2.7.2.5).....	384
2.4.2.3.1.7.2.5 HSI Display Mode (2.2.6.1.2.7.2.6.1).....	384
2.4.2.3.1.7.2.6 EXPANDED Mode (2.2.6.1.2.7.2.7.1)	385
2.4.2.3.1.7.2.7 MAP Mode	386
2.4.2.3.1.7.2.7.1 Display Characteristics (2.2.6.1.2.7.2.8.1).....	386
2.4.2.3.1.7.2.7.2 Display Range and Orientation (2.2.6.1.2.7.2.8.2; 2.2.6.1.2.7.2.8.3).....	387
2.4.2.3.1.7.2.8 North-up Displays	388
2.4.2.3.1.7.2.8.1 Display Characteristics (2.2.6.1.2.7.2.9.1; 2.2.6.1.2.7.2.9.3; 2.2.6.1.2.7.2.9.4; 2.2.6.1.2.7.2.9.5).....	388
2.4.2.3.1.7.2.8.2 Display Orientation (2.2.6.1.2.7.2.9.6)	390
2.4.2.3.1.7.3 EICAS or Systems Displays (2.2.6.1.2.7.3.3).....	391
2.4.2.3.1.7.4 TA/RA/VSI	392

Table of Contents (cont.)

2.4.2.3.1.7.4.1 VSI Requirements (2.2.6.1.2.7.4.1.2).....	392
2.4.2.3.1.7.4.2 Interference with Vertical Speed Scale (2.2.6.1.2.7.4.2.3).....	393
2.4.2.3.2 RA Displays.....	393
2.4.2.3.2.1 Round Dial VSI (2.2.6.2.2; 2.2.6.2.2.1.1; 2.2.6.2.2.1.2; 2.2.6.2.2.1.3; 2.2.6.2.2.1.4)	393
2.4.2.3.2.1.1 VSI Range (2.2.6.2.2)	398
2.4.2.3.2.2 Vertical Speed Tape (2.2.6.2.3; 2.2.6.2.3.1.1; 2.2.6.2.3.1.2; 2.2.6.2.3.1.3; 2.2.6.2.3.1.4)	398
2.4.2.3.2.2.1 Vertical Speed Tape Range (2.2.6.2.3)	404
2.4.2.3.2.3 Pitch Cues on the PFD (2.2.6.2.4.1; 2.2.6.2.4.2; 2.2.6.2.4.3).....	405
2.4.2.3.2.4 Flight Director Guidance (2.2.6.2.5.1).....	411
2.4.2.3.2.5 HUD (2.2.6.2.6.1; 2.2.6.2.6.2; 2.2.6.2.6.3; 2.2.6.2.6.4; 2.2.6.2.6.5; 2.2.6.2.6.6).....	414
2.4.2.3.3 Controls	420
2.4.2.3.3.1 TCAS/Mode S Controls (2.2.6.5.1).....	420
2.4.2.3.3.2 Traffic Display Controls (2.2.6.5.2)	421
2.4.2.3.3.3 Shared Weather Radar/Traffic Display Controls (2.2.6.5.3; 2.2.6.5.3.1; 2.2.6.5.3.2; 2.2.6.5.3.3).....	422
2.4.2.3.4 Status and Failure Annunciations (2.2.6.6).....	423
2.4.2.3.4.1 Traffic Display Annunciations (2.2.6.6.1)	423
2.4.2.3.4.2 RA Display Annunciations (2.2.6.6.2).....	423
2.4.2.4 Automatic Performance Monitoring and Self Test (2.2.7).....	425
2.4.2.4.1 Automatic Performance Monitoring (2.2.7.1)	425
2.4.2.4.2 Self-Test (2.2.7.1.3)	425
2.4.2.4.3 Own Transponder Mode S Address (2.2.7.2.5.3).....	425
2.4.2.5 Performance Compatibility with Own-Aircraft's Mode S Transponder.....	425
2.4.2.5.1 TCAS to Mode S Transponder Interference (2.1.10.1)	426
2.4.2.5.2 Mode S Transponder to TCAS Interference (2.2.3.11)	426
2.4.3 Computer Performance Verification	427
2.4.3.1 RAM Pattern Tests	427
2.4.3.2 CPU Instruction Tests	427
2.4.3.3 Program Memory Tests.....	427
2.4.3.4 CPU Input/Output Tests.....	427
2.4.3.5 CPU Timing Tests	427
2.4.4 Cross-Reference of Requirements and Associated Tests.....	427
3.0 INSTALLED EQUIPMENT PERFORMANCE.....	435
3.1 Test Conditions	435
3.1.1 Power Input.....	435
3.1.2 Associated Equipment.....	435
3.1.3 Environment	435
3.1.4 Adjustment of Equipment.....	435
3.2 Equipment Installation.....	435
3.2.1 Equipment Accessibility.....	435
3.2.2 Display Visibility.....	435
3.2.3 Interference.....	435
3.2.4 Physical Installation.....	436
3.2.5 Aircraft Power Source	436
3.2.6 Transmission Lines.....	436
3.2.7 Antenna Location.....	436

Table of Contents (cont.)

3.2.7.1 Minimum Distance from Other Antennas	436
3.2.8 Altimetry System	436
3.2.8.1 Barometric Altimetry Performance Required for TCAS Operation	437
3.2.8.2 Altimetry System Error Assessment.....	438
3.2.8.3 Definitions	439
3.2.9 Number of Intruders Displayed (2.2.6.1.2.1.9)	440
3.2.10 Display of Traffic on EICAS/SYSTEMS Displays (2.2.6.1.2.7.3.3).....	441
3.2.11 Use of Flight Director Cues for RA Guidance (2.2.6.2.5.1).....	441
3.2.12 Red Visual Alert (2.2.6.4.2).....	441
3.3 Minimum Installed Equipment Performance Requirements	441
3.4 Test Procedures for Installed Equipment Performance	441
3.4.1 Conformity Inspection.....	441
3.4.2 General Test Procedures	442
3.4.2.1 Equipment Function	442
3.4.2.2 Interference Effects (Ground Test).....	442
3.4.2.2.1 Suppression Bus.....	442
3.4.2.3 Accessibility	442
3.4.3 Antenna Gain Performance	442
3.4.3.1 Success Criteria	443
3.4.3.2 Full-Scale Anechoic Antenna Range Measurements of Gain.....	443
3.4.3.3 Scaled Model Measurements of Gain.....	443
3.4.3.3.1 Aircraft Model	443
3.4.3.3.2 Model Tests	444
3.4.3.4 Theoretical Calculations of Antenna Gain.....	444
3.4.3.4.1 Validation of Theoretical Calculations	445
3.4.3.5 Antenna Location Using Distance-Area Calculations	445
3.4.4 TSO Flight Test Procedures	445
3.4.4.1 Mode C Surveillance Flight Tests.....	446
3.4.4.2 Mode S Surveillance Flight Tests	448
3.4.4.3 Coordination Flight Tests	450
3.4.5 Bearing Estimation Tests	450
3.4.5.1 Success Criteria for Bearing Estimation Measurements.....	450
3.4.5.2 Antenna Range Measurements of Bearing Accuracy	451
3.4.5.3 Airborne Measurements of Bearing Accuracy	451
3.4.5.4 Scaled Model Measurements of Bearing Accuracy.....	453
3.4.5.4.1 Aircraft Model	453
3.4.5.4.2 Antenna Model.....	453
3.4.5.4.3 Model Tests	453
3.4.5.5 Theoretical Calculations of Bearing Accuracy	453
3.4.5.5.1 Validation of Theoretical Calculations of Bearing Accuracy.....	453
Membership.....	456

Appendices

Appendix A Surveillance Procedures
Appendix B TCAS RF Communication Paths
Appendix C Computer Code Examples for Formatting Test Output

Table of Figures

<u>Figure 1-1</u>	TCAS System Components	5
<u>Figure 2-1</u>	Mode C-Only All-Call Interrogation Pulse Sequence For TCAS.....	42
<u>Figure 2-2</u>	Mode-S Interrogation Pulse Sequence For TCAS.....	44
<u>Figure 2-3</u>	Mode S Interrogation or Uplink Formats Used by TCAS II.....	46
<u>Figure 2-4</u>	Mode S Reply or Downlink Formats Used by TCAS II.....	47
<u>Figure 2-5</u>	Mode C Reply.....	86
<u>Figure 2-6</u>	Mode S Reply	89
<u>Figure 2-7</u>	Minimum Basic Whisper-Shout Sequence.....	94
<u>Figure 2-8</u>	Timing For Six Power Steps In The Minimum Basic Whisper-Shout Sequence For Top Antenna Forward Beam. First Pulse Of Interrogation Serves As Second Pulse Of Suppression.	95
<u>Figure 2-9</u>	High Resolution Whisper-Shout Sequence.	97
<u>Figure 2-10</u>	Coordination Processing Within Own TCAS.....	133
<u>Figure 2-11</u>	Standard (NonSimultaneous) Coordination	135
<u>Figure 2-12</u>	Simultaneous Coordination.....	136
<u>Figure 2-13</u>	Sample Navigation Display Modes	148
<u>Figure 2-14</u>	RA Pitch Cues on a PFD.....	157
<u>Figure 2-15</u>	Signal Relationship Between TCAS, Mode S & Test Equipment.....	208
<u>Figure 2-16</u>	Definition Of Variables Associated With The Linear Movement Of Targets In The Range Dimension.....	212
<u>Figure 2-17</u>	Frequency Test Setup.....	216
<u>Figure 2-18</u>	Peak Power Test Setup.....	217
<u>Figure 2-19</u>	Whisper-Shout And Interrogation Rate Jitter Test Setup	219
<u>Figure 2-20</u>	Mode S Transmission Test Setup.....	224
<u>Figure 2-21</u>	DPSK Phase Reversal Tolerance Test Setup.....	225
<u>Figure 2-22</u>	Mode S RF Spectrum Test Setup.....	227
<u>Figure 2-23</u>	Unwanted Output Power Test Setup	229
<u>Figure 2-24</u>	Geometrical Illustration Of Multipath.....	261
<u>Figure 2-25</u>	Real Multipath.....	262
<u>Figure 2-26</u>	Simulated Multipath.....	262
<u>Figure 2-27</u>	Reply Sequence For Range Correlation Test Scenario A (Above 10 Kft).....	266
<u>Figure 2-28</u>	Reply Sequence For Range Correlation Test Scenario B (Below 10 Kft).....	266
<u>Figure 2-29</u>	Reply Sequence For Altitude Correlation Test.....	268
<u>Figure 2-30</u>	Range Vs. Time Plot For Intruders 1, 2, 23, And 24	274
<u>Figure 2-31</u>	Altitude Tracking Test, Scenario A.....	300
<u>Figure 2-32</u>	Altitude Tracking Test, Scenario B.....	300
<u>Figure 2-33</u>	Example of Encounter Geometry	322
<u>Figure 2-34</u>	One Cycle of a Short Transition Output File	324
<u>Figure 3-1</u>	Altimetry System Elements and Error Components	437
<u>Figure 3-2</u>	Ramp Test Geometry Considerations.....	452
<u>Figure A-1</u>	Interference Limiting Flow Diagram.	2
<u>Figure A-2</u>	Initial Conditions For Error Detection.....	6
<u>Figure A-3</u>	Final Conditions Of Error Detection For 56 And 112 Bit Replies.	7
<u>Figure A-4</u>	Initialization Of Error Pattern Location Logic For 56 And 112 Bit Replies.....	9
<u>Figure A-5</u>	Generation Of Correction Enable Bit.	10
<u>Figure A-6</u>	Correction Of Decision Sequence.....	12
<u>Figure A-7</u>	Final State Of Error Correction Function. For L=0 if M was set, For L=1 if M was set (in parentheses).....	13

Table of Figures (cont.)

<u>Figure A-8</u> Low Confidence Bit Measurement - Flow Diagram.....	14
<u>Figure A-9</u> Intruder Range Track Comparison - Flow Diagram.....	17
<u>Figure B-1</u> TCAS Communications.....	2

Table of Tables

<u>Table 2-1</u> Aircraft Density	26
<u>Table 2-2</u> Maximum ATCRBS Fruit Rate	27
<u>Table 2-3</u> Interrogation Spectrum.....	34
<u>Table 2-4</u> Mode C Pulse Shapes.....	41
<u>Table 2-5</u> Mode S Pulse Shapes	43
<u>Table 2-6</u> Field Index	51
<u>Table 2-7</u> Flight Status Codes	54
<u>Table 2-8</u> Horizontal Sense Bits (HSB field).....	66
<u>Table 2-9</u> Vertical Sense Bits (VSB field).....	68
<u>Table 2-10</u> Out-of-Band Rejection.....	85
<u>Table 2-11</u> Illegal Altitude Codes	90
<u>Table 2-12</u> Improvement Factors For Higher Resolution Whisper-Shout Sequences.....	96
<u>Table 2-13</u> Logic Parameter Values.....	123
<u>Table 2-14</u> Recommended Location of No-Bearing Advisories.....	142
<u>Table 2-15</u> TCAS RA Aural Annunciations and Visual Alerts	163
<u>Table 2-16</u> Mapping Between RA, Aural Annunciation, and ARINC Word 270 Contents.....	164
<u>Table 2-17</u> TCAS Display and Controls Output (Control Panel).....	172
<u>Table 2-18</u> TCAS Display and Controls Output (Displays).....	173
<u>Table 2-19</u> TCAS Display and Controls Outputs (Aural Annunciations).....	173
<u>Table 2-20</u> TCAS Display and Controls Inputs (RA Displays).....	174
<u>Table 2-21</u> TCAS Display and Controls Inputs (Aural Annunciations).....	177
<u>Table 2-22</u> TCAS Display and Controls Inputs (Traffic Display).....	178
<u>Table 2-23</u> Recommended Display Actions and Monitor Response to “Not Operational” Status Received from TCAS Displays	184
<u>Table 2-24</u> TCAS Display and Controls Inputs (RA Displays).....	191
<u>Table 2-25</u> TCAS Display and Controls Inputs (Aural Annunciations).....	191
<u>Table 2-26</u> TCAS Display and Controls Inputs (Traffic Display).....	192
<u>Table 2-27</u> TCAS Display and Controls Output (Control Panel).....	192
<u>Table 2-28</u> TCAS Display and Controls Output (Displays).....	193
<u>Table 2-29</u> Low Temperature Test Requirements.....	195
<u>Table 2-30</u> Altitude Test Requirements.....	195
<u>Table 2-31</u> Temperature Variation Test Requirements	196
<u>Table 2-32</u> Humidity Test Requirements.....	197
<u>Table 2-33</u> Operational Shocks Test Requirements	198
<u>Table 2-34</u> Vibration Tests Requirements	198
<u>Table 2-35</u> Drip Proof Test Requirements	199
<u>Table 2-36</u> Spray Test Requirements.....	200
<u>Table 2-37</u> Sand and Dust Test Requirements.....	200
<u>Table 2-38</u> Normal Operational Conditions Test Requirements	201
<u>Table 2-39</u> Standard Test Signal Pulse Shapes	205
<u>Table 2-40</u> Standard Test Signal Total Jitter.....	206
<u>Table 2-41</u> Confidence Factor Required For A 90% Confidence Level	233

Table of Tables (cont.)

<u>Table 2-42</u>	Minimum Number Of Trials Vs. Number Of Failures For The Required Probability Of Success Values Specified In 2.4.2.1.2.....	234
<u>Table 2-43</u>	Squitter And Reply Probability Vs. Range And Altitude.....	293
<u>Table 2-44</u>	Tests Included in CRS-Based Test Suite	310
<u>Table 2-45</u>	Files Included on Test Disk.....	311
<u>Table 2-46</u>	[Own Aircraft Information] Specified in Encounter Input File	313
<u>Table 2-47</u>	[Encounter n] Information Specified in Encounter Input File.....	314
<u>Table 2-48</u>	[Resolution Messages] Specified in Encounter Input File.....	315
<u>Table 2-49</u>	[Ground Stations] Information Specified in Encounter Input File	315
<u>Table 2-50</u>	CRS Input Interface: Resolution_Message	316
<u>Table 2-51</u>	CRS Input Interface: Sensitivity_Level_Command.....	316
<u>Table 2-52</u>	CRS Input Interfaces: Altitude_Message (Fine and Coarse Altitude Cases).....	317
<u>Table 2-53</u>	CRS Input Interface: Own_Update_Message	317
<u>Table 2-54</u>	CRS Input Interface: Surveillance_Report.....	318
<u>Table 2-55</u>	CRS Input Interfaces: Radio_Altitude_Report and Radio_Altitude_Status.....	319
<u>Table 2-56</u>	CRS Input Interface: Aircraft_Discrete_Values.....	319
<u>Table 2-57</u>	CRS Input Interface: TCAS_Operational_Status	319
<u>Table 2-58</u>	CRS Input Interface: Coordination_Reply	320
<u>Table 2-59</u>	CRS Input Interface: Coordination_Reply_Timeout	320
<u>Table 2-60</u>	CRS Input Interface: Ground_Report.....	320
<u>Table 2-61</u>	CRS Input Interface: Altitude_Alerter_Report.....	321
<u>Table 2-62</u>	Items Included in End of Cycle Data Output File and Corresponding CRS Variables	326
<u>Table 2-63</u>	Test Suite Tolerances for Acceptable Differences.....	331
<u>Table 2-64</u>	Round Dial VSI RA Tests	394
<u>Table 2-65</u>	Vertical Speed Tape RA Tests	399
<u>Table 2-66</u>	RA Tests for Implementations Using Pitch Cues on a PFD.....	405
<u>Table 2-67</u>	RA Depiction Using Flight Director Guidance.....	411
<u>Table 2-68</u>	Tests for Implementations Displaying RAs on a HUD.....	415
<u>Table 2-69</u>	Cross-Reference of Requirements to Associated Tests.....	428
<u>Table 2-70</u>	Cross-Reference of Associated Tests to Requirements.....	431
<u>Table 3-1</u>	Specification Of Total Altimetry System Performance.....	437
<u>Table A-1</u>	Code Pulse Agreement.....	19

1.0 PURPOSE AND SCOPE

1.1 Introduction

This document sets forth minimum operational performance standards for Traffic Alert and Collision Avoidance System II (TCAS II) equipment.

Note: There are three members of the TCAS family. TCAS I is a pilot warning indicator which displays proximate traffic and alerts the crew to other aircraft which may become potential near midair collision threats. TCAS II in addition provides recommended vertical escape maneuvers to the crew to avert potential near midair collisions. TCAS IV is proposed TCAS equipment that has additional capabilities beyond those of TCAS II equipment to generate resolution advisories in the horizontal plane (e.g., "TURN RIGHT," "TURN LEFT"). The equipment described by this document does not have horizontal resolution capability. In this document, TCAS I is denoted "TCAS I"; the use of the unqualified term "TCAS" refers exclusively to TCAS II; and TCAS IV either is explicitly denoted "TCAS IV" or is implicitly denoted together with TCAS II by the qualifying language "TCAS with a resolution advisory generating capability".

TCAS provides a reliable aircraft separation assurance function in traffic densities as high as 0.3 aircraft per square nautical mile (24 transponder-equipped aircraft within five nautical miles of the TCAS-equipped aircraft).

When TCAS operates in traffic densities of 0.3 transponder-equipped aircraft per square nautical mile or higher, it provides protection against collisions with other aircraft that are closing at speeds of less than 500 kt. TCAS is also capable of providing protection against aircraft closing at relative speeds of up to 1200 kt in airspace characterized by densities of less than 0.06 transponder-equipped aircraft per square nautical mile, which is equivalent to eighteen transponder-equipped aircraft within ten nautical miles of the TCAS aircraft.

In addition to the minimum standards contained in this document, several options are described herein which will allow TCAS to request and/or receive information from other MODE S-equipped aircraft. These optional features provide for the exchange of information via the proposed MODE S extended squitter or an air to air data link. The purpose for including these options in this standard is to permit a uniform minimum capability to upgrade or enhance TCAS in the future. The specific applications for these optional features and the applications' corresponding minimum operational performance characteristics are not part of these standards.

Incorporated within these standards are system characteristics that should be of value to users, designers, manufacturers, and installers. These characteristics are intended to accommodate the requirements of various users.

This document is published in two volumes. Section 1.0 of Volume I is intended to provide 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 147 and is the basis for the standards stated in the document. Definitions essential to proper understanding of this document are also provided in Section 1.0.