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USA

Minimum Operational Performance Standards for Global Positioning System/Satellite-Based Augmentation System Airborne Equipment

**(Change 1, Appendix V,
Integrated and Highlighted)**

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FOREWORD

This document was prepared by Special Committee 159 (SC-159) and approved by the RTCA Program Management Committee on February 1, 2013.

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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 3
1.2.1 Wide Area Augmentation System 3
1.2.2 GNSS Satellite Signal Characteristics 4
1.2.2.1 GPS Signal Characteristics 4
1.2.2.2 WAAS Signal Characteristics 5

1.3 Operational Goals 6
1.3.1 Intended Operational Applications 6
1.3.2 Operational Environment 6
1.3.3 International Compatibility 7

1.4 Equipment Classes 8
1.4.1 Functional Classes 8
1.4.2 Operational Classes 9
1.4.3 Relation of Classes to Document Organization 10

1.5 Aiding and Barometric Vertical Navigation 11
1.5.1 SBAS and Barometric Vertical Navigation 11
1.5.2 Aiding of Fault Detection and Exclusion 12

1.6 Test Considerations 12
1.6.1 Environmental Tests 12
1.6.2 Bench Tests 12

1.7 Definition of Key Terms 13
1.7.1 General Terms 13
1.7.2 Alert Limits and Protection Levels 14
1.7.3 Fault Detection and Exclusion (FDE) Terms 15

1.8 Assumptions and Approach to Selected Issues 20
1.8.1 General 20
1.8.1.1 GPS Constellation and WAAS/SBAS Ground/Space Segments 20
1.8.1.2 GPS/SBAS Performance 20
1.8.1.3 Applicability 21
1.8.1.4 Interoperability 21
1.8.1.5 Integrity Monitoring 21
1.8.1.6 Navigation Way points 21
1.8.1.7 RF Interference 22
1.8.1.8 Time of Applicability of Information in the SBAS Signal-in-Space 22
1.8.1.9 Change of Broadcast Ephemeris 22
1.8.1.10 SBAS Regional Message Type (Message Type 27 and 28) 22
1.8.2 Approach Applications 22
1.8.2.1 SBAS Performance for Approaches 22
1.8.2.2 Approach Path-in-Space 23
1.8.2.3 LNAV/VNAV, LP, LPV Approach Position Integrity 23
1.8.2.4 Vector-to-Final (VTF) Approach 24

2.0 EQUIPMENT PERFORMANCE AND TEST PROCEDURES 25

2.1 General Requirements 25
2.1.1 Requirements Applicable to Beta, Gamma, and Delta Equipment 25
2.1.1.1 General Requirements for All Navigation Modes 25
2.1.1.1.1 Airworthiness 25

2.1.1.1.2 General Performance 25
2.1.1.1.3 Fire Resistance 25
2.1.1.1.4 Equipment Interfaces 25
2.1.1.1.5 Effects of Test 25
2.1.1.2 GPS Signal Processing Requirements 26
2.1.1.3 SBAS Signal Processing Requirements 26
2.1.1.3.1 Acquisition and Track 26
2.1.1.3.2 Demodulation and Forward Error Correction (FEC) Decoding 27
2.1.1.3.3 SBAS Satellite Pseudorange Determination 27
2.1.1.4 SBAS Message Processing 27
2.1.1.4.1 Message Type 0 - Don't Use for Safety Applications 28
2.1.1.4.2 Message Type 1 - PRN Mask Assignments 28
2.1.1.4.3 Message Types 2-5 and 24 - Fast Corrections 28
2.1.1.4.4 Message Type 6 - Integrity Information 29
2.1.1.4.5 Message Type 7 - Fast Correction Degradation 30
2.1.1.4.6 Message Type 9 - SBAS Satellite Navigation Message 30
2.1.1.4.7 Message Type 17 - SBAS Satellite Almanac 30
2.1.1.4.8 Message Type 27 - SBAS Service Message 30
2.1.1.4.9 Message Timeout Periods 30
2.1.1.4.10 Combining Data from Separate Broadcasts 32
2.1.1.4.11 Message Type 24 and 25 Long-Term Corrections 32
2.1.1.4.12 Application of Differential Corrections 33
2.1.1.4.13 Message Type 28 - Clock-Ephemeris Covariance Matrix Message 34
2.1.1.5 Satellite Integrity Status 34
2.1.1.5.1 Step Detector 34
2.1.1.5.2 SBAS UNHEALTHY Designation 35
2.1.1.5.3 SBAS UNMONITORED Designation 35
2.1.1.5.4 SBAS HEALTHY Designation 35
2.1.1.5.5 GPS UNHEALTHY Designation 36
2.1.1.5.6 GPS HEALTHY Designation 36
2.1.1.6 Satellite Selection 36
2.1.1.7 Initial Acquisition Time 37
2.1.1.8 Satellite Acquisition Time 38
2.1.1.8.1 GPS Satellite Acquisition Time 38
2.1.1.8.2 SBAS Satellite Acquisition Time 38
2.1.1.9 Satellite Reacquisition Time 38
2.1.1.10 Sensitivity and Dynamic Range 39
2.1.1.11 Equipment Burnout Protection 40
2.1.1.12 Integrity in the Presence of Interference 41
2.1.1.13 Alerts/Outputs 41
2.1.1.13.1 Protection Level 41
2.1.1.13.2 Navigation Alert 42
2.1.2 Requirements for En Route and Terminal Mode 42
2.1.2.1 Accuracy 42
2.1.2.2 Integrity Requirements 42
2.1.2.2.1 Development Assurance 42
2.1.2.2.1.1 Hardware Compliance 43
2.1.2.2.1.2 Software Compliance 43
2.1.2.2.2 Integrity Monitoring 43
2.1.2.2.2.1 SBAS-Provided Integrity Monitoring 43
2.1.2.2.2.2 FDE-Provided Integrity Monitoring 43
2.1.2.2.2.2.1 Time-to-Alert 45
2.1.2.2.2.2.2 Missed Alert Probability 45
2.1.2.2.2.2.3 False Alert Probability 45
2.1.2.2.2.2.4 Failed Exclusion Probability 45
2.1.2.2.2.2.5 Availability 46

2.1.2.3 Equipment Reliability 46
2.1.2.4 Satellite Tracking Capability....46
2.1.2.5 Dynamic Tracking....46
2.1.2.6 Position Output 47
2.1.2.6.1 Position Output Data Update Rate....47
2.1.2.6.2 Position Output Data Latency....47
2.1.3 Requirements for LNAV....47
2.1.3.1 Accuracy 47
2.1.3.2 Integrity Requirements....47
2.1.3.2.1 Development Assurance 47
2.1.3.2.1.1 Hardware Compliance 47
2.1.3.2.1.2 Software Compliance....48
2.1.3.2.2 Integrity Monitoring....48
2.1.3.2.2.1 SBAS-Provided Integrity Monitoring....48
2.1.3.2.2.2 FDE-Provided Integrity Monitoring 48
2.1.3.2.2.2.1 Time-to-Alert 48
2.1.3.2.2.2.2 Missed Alert Probability 48
2.1.3.2.2.2.3 False Alert Probability 48
2.1.3.2.2.2.4 Failed Exclusion Probability 48
2.1.3.2.2.2.5 Availability....48
2.1.3.2.2.3 FD Prediction 49
2.1.3.3 Equipment Reliability 49
2.1.3.4 Satellite Tracking Capability....49
2.1.3.5 Dynamic Tracking....49
2.1.3.6 Position Output 50
2.1.3.6.1 Position Output Update Rate 50
2.1.3.6.2 Position Output Latency....50
2.1.3.7 SBAS Message Processing....50
2.1.3.8 Application of Differential Correction Term....50
2.1.3.9 Satellite Selection....50
2.1.4 Requirements for LNAV/VNAV Operations....50
2.1.4.1 Accuracy 50
2.1.4.1.1 Smoothing....50
2.1.4.1.2 Measurement Quality Monitoring....51
2.1.4.1.3 Accuracy....52
2.1.4.1.4 GPS Satellites 52
2.1.4.1.5 SBAS Satellites....53
2.1.4.1.6 Position Solution....53
2.1.4.2 Integrity Requirements....53
2.1.4.2.1 Development Assurance 53
2.1.4.2.1.1 Hardware Compliance....53
2.1.4.2.1.2 Software Compliance....53
2.1.4.2.2 Integrity Monitoring....53
2.1.4.2.2.1 SBAS-Provided Integrity Monitoring....54
2.1.4.2.2.2 Fault Detection-Provided Integrity Monitoring....54
2.1.4.2.2.2.1 Frequency of Fault Detection....54
2.1.4.2.2.2.2 Missed Alert....54
2.1.4.2.2.2.3 False Alert....54
2.1.4.2.2.2.4 Availability....54
2.1.4.3 Equipment Reliability 54
2.1.4.4 Satellite Tracking Capability....55
2.1.4.5 Tracking Constraints 55
2.1.4.5.1 GPS Tracking Constraints....55
2.1.4.5.2 SBAS Tracking Constraints....57
2.1.4.6 Correlation Peak Validation....58
2.1.4.7 Dynamic Tracking....58

2.1.4.8 Position Output 59
2.1.4.8.1 Position Output Update Rate 59
2.1.4.8.2 Position Output Latency 59
2.1.4.9 SBAS Message Processing 59
2.1.4.9.1 Message Type 2-5, 6 and 24 Fast Corrections 59
2.1.4.9.2 Message Types 24 and 25 Long-Term Corrections 59
2.1.4.9.3 Message Type 18 - Ionospheric Grid Point Masks 59
2.1.4.9.4 Message Type 26 - Ionospheric Grid Point Delays 59
2.1.4.9.5 Message Types 7 and 10 - Degradation Parameters 59
2.1.4.10 Application of Differential Correction Terms 60
2.1.4.10.1 Application of Clock and Ephemeris Corrections 60
2.1.4.10.2 Application of Ionospheric Corrections 60
2.1.4.10.3 Application of Tropospheric Corrections 60
2.1.4.11 Satellite Selection 60
2.1.4.12 Alerts/Outputs/Inputs 61
2.1.4.12.1 Protection Level 61
2.1.4.12.2 Navigation Alert 61
2.1.5 Requirements for LPV and LP Approach Operations 62
2.1.5.1 Accuracy 62
2.1.5.2 Integrity Requirements 62
2.1.5.2.1 Development Assurance 62
2.1.5.2.1.1 Hardware Compliance 62
2.1.5.2.1.2 Software Compliance 62
2.1.5.2.2 Integrity Monitoring 62
2.1.5.2.2.1 SBAS-Provided Integrity Monitoring 63
2.1.5.2.2.2 Fault Detection-Provided Integrity Monitoring 63
2.1.5.2.2.2.1 Frequency of Fault Detection 63
2.1.5.2.2.2.2 Missed Alert 63
2.1.5.2.2.2.3 False Alert 63
2.1.5.2.2.2.4 Availability 63
2.1.5.3 Equipment Reliability 63
2.1.5.4 Satellite Tracking Capability 64
2.1.5.5 Tracking Constraints 64
2.1.5.5.1 GPS Tracking Constraints 64
2.1.5.5.2 SBAS Tracking Constraints 64
2.1.5.6 Correlation Peak Validation 64
2.1.5.7 Dynamic Tracking 64
2.1.5.8 Position Output 64
2.1.5.8.1 Position Output Update Rate 64
2.1.5.8.2 Position Output Latency 64
2.1.5.9 SBAS Message Processing 65
2.1.5.9.1 Message Type 2-5, 6 and 24 Fast Corrections 65
2.1.5.9.2 Message Types 24 and 25 Long-Term Corrections 65
2.1.5.9.3 Message Type 18 - Ionospheric Grid Point Masks 65
2.1.5.9.4 Message Type 26 - Ionospheric Grid Point Delays 65
2.1.5.9.5 Message Types 7 and 10 - Degradation Parameters 65
2.1.5.10 Application of Differential Correction Terms 65
2.1.5.11 Satellite Selection 65
2.1.5.12 Alerts/Outputs/Inputs 65
2.1.5.12.1 Protection Level 65
2.1.5.12.2 Navigation Alert 66
2.1.5.13 HPL and VPL Prediction 66
2.2 Class Gamma Requirements 67
2.2.1 Class Gamma General Requirements 67
2.2.1.1 General Human Factors Requirements and Applicable Documents 67
2.2.1.1.1 Controls 68

2.2.1.1.1.1 Operation 68
2.2.1.1.1.2 Control Labels 68
2.2.1.1.2 Equipment Operating Procedures 68
2.2.1.1.3 Minimum Workload Functions 68
2.2.1.1.4 Displays 70
2.2.1.1.4.1 Discernability 70
2.2.1.1.4.2 Brightness, Contrast, and Color 71
2.2.1.1.4.3 Angle of Regard 71
2.2.1.1.4.4 Symbology 71
2.2.1.1.4.5 Alphanumerics 71
2.2.1.1.4.6 Moving Map 73
2.2.1.1.4.7 Primary Navigation Display 73
2.2.1.1.4.8 Bearing Labels 73
2.2.1.1.5 Annunciations 73
2.2.1.1.5.1 Annunciators 74
2.2.1.1.5.2 Messages 74
2.2.1.1.6 Set of Standard Function Labels 74
2.2.1.1.7 Set of Standard Abbreviations and Acronyms 75
2.2.1.2 Path Selection 78
2.2.1.2.1 Flight Plan Selection 78
2.2.1.2.2 Flight Plan Review 78
2.2.1.2.3 Flight Plan Activation 79
2.2.1.2.4 Waypoint Sequencing 79
2.2.1.2.5 Manually-Selected Active Waypoint 79
2.2.1.2.5.1 Direct To 79
2.2.1.2.5.2 TO/FROM Course Selection 79
2.2.1.2.5.3 Manually-Selected Waypoint and Waypoint Sequencing 80
2.2.1.2.6 User-Defined Waypoints 80
2.2.1.2.7 Emergency Procedures 80
2.2.1.3 Path Definition 80
2.2.1.3.1 Initial Fix (IF) 81
2.2.1.3.2 Fixed Waypoint to a Fixed Waypoint (TF) 81
2.2.1.3.3 DME Arcs (AF) and Constant Radius to a Fix (RF) 81
2.2.1.3.4 Direct To (DF) 82
2.2.1.3.5 Course to a Fix Waypoint (CF) 83
2.2.1.3.6 FROM Leg 83
2.2.1.3.7 Fly-By Turns 83
2.2.1.3.7.1 Fly-By Turn Indications 84
2.2.1.3.7.2 Fly-By Theoretical Transition Area 84
2.2.1.3.7.3 Acceptable Means of Defining Fly-By Turns 85
2.2.1.3.8 Fly Over Turns 86
2.2.1.3.9 Fixed Radius Turns 86
2.2.1.3.10 Waypoint Sequencing 86
2.2.1.3.11 Holding Patterns / Procedure Turns 87
2.2.1.3.12 Magnetic Course 88
2.2.1.3.13 Dead Reckoning 88
2.2.1.3.14 Fuel Management and Alerting 88
2.2.1.3.15 Geodesic Path Computation Accuracy 89
2.2.1.3.16 Parallel Offsets 89
2.2.1.4 Navigation Displays 90
2.2.1.4.1 Primary Navigation Display 90
2.2.1.4.2 Non-Numeric Display/Output Characteristics 90
2.2.1.4.2.1 Electrical Output 90
2.2.1.4.2.2 Display 91
2.2.1.4.3 Active Waypoint Distance Display 91
2.2.1.4.4 Active Waypoint Bearing Display 91

2.2.1.4.5 Track Displays 92
2.2.1.4.5.1 Desired Track 92
2.2.1.4.5.2 Track Angle 92
2.2.1.4.5.3 Track Angle Error 92
2.2.1.4.6 Display of TO or FROM Operation 92
2.2.1.4.7 Waypoint Bearing/Distance Display 92
2.2.1.4.8 Estimate of Position Uncertainty 92
2.2.1.4.9 Magnetic Course 92
2.2.1.4.10 Ground Speed 92
2.2.1.4.11 Aircraft Present Position 93
2.2.1.5 Database Requirements 93
2.2.1.5.1 Access 93
2.2.1.5.2 Content 93
2.2.1.5.3 Database Standard 94
2.2.1.5.4 Reference Coordinate System 94
2.2.1.5.4.1 Incorporation of Conversion Algorithms 94
2.2.1.5.4.2 Operational Approval 94
2.2.1.6 Alerts/Outputs 95
2.2.1.6.1 Caution Associated with Loss of Integrity Monitoring 95
2.2.1.6.2 Caution Associated with Loss of Navigation 95
2.2.1.7 Mode Switching Requirements 95
2.2.2 Class Gamma Requirements for En Route / Terminal Operation 99
2.2.2.1 General Human Factors Requirements 99
2.2.2.2 Path Selection 99
2.2.2.3 Path Definition 99
2.2.2.4 Navigation Displays 99
2.2.2.4.1 Primary Navigation Displays 99
2.2.2.4.2 Non-Numeric Cross-Track Deviation 100
2.2.2.4.3 Numeric Cross-Track Deviation 100
2.2.2.4.4 Displayed Data Update Rate 100
2.2.2.4.5 Display Update Latency 100
2.2.2.5 Database Requirements 100
2.2.2.6 Alerts 100
2.2.2.6.1 Alert Limits 100
2.2.2.6.2 Caution Associated with Loss of Integrity Monitoring 100
2.2.2.6.3 Caution Associated with Loss of Navigation 101
2.2.2.7 En Route / Terminal Mode Switching Requirements 101
2.2.2.7.1 En Route Mode Switching Requirements 101
2.2.2.7.1.1 Entry Criteria 101
2.2.2.7.1.2 Exit Criteria 102
2.2.2.7.1.3 Display Transition Requirements 102
2.2.2.7.2 Terminal Mode Switching Requirements 102
2.2.2.7.2.1 Entry Criteria 102
2.2.2.7.2.2 Exit Criteria 102
2.2.2.7.2.3 Display Transition Requirements 102
2.2.3 Class Gamma Requirements for LNAV Approach Operation 102
2.2.3.1 General Human Factors Requirements 102
2.2.3.2 Path Selection 102
2.2.3.2.1 Approach Selection 103
2.2.3.2.2 Missed Approach Sequencing 103
2.2.3.3 Path Definition 103
2.2.3.3.1 Approach Path Definition 103
2.2.3.3.2 Missed Approach Path Definition 105
2.2.3.3.3 Departure Path Definition 106
2.2.3.3.4 Vertical Path for LNAV Procedures 106
2.2.3.4 Navigation Displays 107

2.2.3.4.1 Primary Navigation Displays 107
2.2.3.4.2 Non-Numeric Cross-Track Deviation 107
2.2.3.4.3 Numeric Cross-Track Deviation 107
2.2.3.4.4 Missed Approach Waypoint Distance Display 108
2.2.3.4.5 Missed Approach Waypoint Bearing Display 108
2.2.3.4.6 Displayed Data Update Rate 108
2.2.3.4.7 Display Update Latency 108
2.2.3.5 Database Requirements 108
2.2.3.6 Alerts 109
2.2.3.6.1 Alert Limits 109
2.2.3.6.2 Caution Associated with Loss of Integrity Monitoring 109
2.2.3.6.3 Caution Associated with Loss of Navigation 109
2.2.3.7 Mode Switching Requirements 110
2.2.3.7.1 LNAV Approach Mode Switching Requirements 110
2.2.3.7.1.1 Entry Criteria 110
2.2.3.7.1.2 Exit Criteria 110
2.2.3.7.1.3 Display Transition Requirements 110
2.2.3.7.2 Departure Requirements 111
2.2.3.7.2.1 Entry Criteria 111
2.2.3.7.2.2 Exit Criteria 111
2.2.3.7.2.3 Display Transition Requirements 111
2.2.4 Class Gamma Requirements for LNAV/VNAV Operations 111
2.2.4.1 General Human Factors Requirements 111
2.2.4.2 Path Selection 111
2.2.4.2.1 5-Digit Channel Selection 111
2.2.4.2.2 Approach Selection 112
2.2.4.2.3 Missed Approach Sequencing 112
2.2.4.2.4 Deselection of Vertical Guidance 112
2.2.4.3 Path Definition 112
2.2.4.3.1 Approach Path Definition 112
2.2.4.3.2 Missed Approach Path Definition 113
2.2.4.3.3 Navigation Center Offset 113
2.2.4.4 Navigation Displays 113
2.2.4.4.1 Primary Navigation Displays 113
2.2.4.4.2 Non-Numeric Lateral Cross-Track Deviation 114
2.2.4.4.2.1 Definition of Final Approach Segment Lateral deviations 114
2.2.4.4.2.2 Non-VTF Deviation with FAS Data Block 114
2.2.4.4.2.3 VTF Deviation with FAS Data Block 115
2.2.4.4.2.4 Deviation without FAS Data Block 115
2.2.4.4.2.5 Missed Approach Deviation 115
2.2.4.4.3 Numeric Lateral Cross-Track Deviation 116
2.2.4.4.4 Non-Numeric Vertical Deviation 116
2.2.4.4.5 Missed Approach Waypoint/LTP/FTP Distance Display 118
2.2.4.4.6 Missed Approach Waypoint/LTP/FTP Bearing Display 118
2.2.4.4.7 Displayed Data Update Rate 118
2.2.4.4.8 Display Update Latency 119
2.2.4.4.9 Display of Vertical Accuracy 119
2.2.4.5 Database Requirements 119
2.2.4.5.1 Content 119
2.2.4.5.2 Data Integrity 120
2.2.4.6 Alerts 120
2.2.4.6.1 Alert Limits 120
2.2.4.6.2 Caution Associated with Loss of Integrity Monitoring 120
2.2.4.6.3 Caution Associated with Loss of Navigation 121
2.2.4.6.4 Low Altitude Alert 122
2.2.4.6.5 Alerting Scheme 122

2.2.4.7 LNAV/VNAV Approach Mode Switching Requirements 122
2.2.4.7.1 Entry Criteria 122
2.2.4.7.2 Exit Criteria 123
2.2.4.7.3 Display Transition 123
2.2.4.7.4 Advisory of LNAV/VNAV Availability 123
2.2.5 Class Gamma Requirements for LP and LPV Approach Operations 123
2.2.5.1 General Human Factors Requirements 123
2.2.5.2 Path Selection 124
2.2.5.2.1 5-Digit Channel Selection 124
2.2.5.2.2 Approach Name Selection 124
2.2.5.2.3 Missed Approach Sequencing 124
2.2.5.2.4 Selection of the Approach Type 124
2.2.5.3 Path Definition 125
2.2.5.3.1 Approach Path Definition 125
2.2.5.3.2 Missed Approach Path Definition 125
2.2.5.3.3 Navigation Center Offset 125
2.2.5.4 Navigation Displays 125
2.2.5.4.1 Primary Navigation Displays 125
2.2.5.4.2 Non-Numeric Lateral Cross-Track Deviation 125
2.2.5.4.2.1 Definition of Final Approach Segment Lateral Deviations 125
2.2.5.4.2.2 Non-VTF Deviation 125
2.2.5.4.2.3 VTF Deviation 125
2.2.5.4.2.4 Missed Approach Deviation 125
2.2.5.4.3 Numeric Lateral Cross-Track Deviation 125
2.2.5.4.4 Non-Numeric Vertical Deviation 125
2.2.5.4.5 Missed Approach Waypoint/LTP/FTP Distance Display 125
2.2.5.4.6 Missed Approach Waypoint/LTP/FTP Bearing Display 125
2.2.5.4.7 Displayed Data Update Rate 126
2.2.5.4.8 Display Update Latency 126
2.2.5.4.9 Display of Vertical Accuracy 126
2.2.5.5 Database Requirements 126
2.2.5.5.1 Content 126
2.2.5.5.2 Data Integrity 127
2.2.5.6 Alerts 127
2.2.5.6.1 Alert Limits 127
2.2.5.6.2 Caution Associated with Loss of Integrity Monitoring 127
2.2.5.6.3 Caution Associated with Loss of Navigation 127
2.2.5.6.4 Low Altitude Alert 129
2.2.5.6.5 Alerting Scheme 129
2.2.5.7 LP/LPV Approach Mode Switching Requirements 129
2.2.5.7.1 Entry Criteria 129
2.2.5.7.2 Exit Criteria 129
2.2.5.7.3 Display Transition 129
2.2.5.7.4 Advisory of LPV, LP Availability 130

2.3 Class Delta-4 Requirements for Approach Operations 130

2.3.1 General Human Factors Requirements 130
2.3.2 Approach Selection 130
2.3.2.1 Confirmation of Selected Approach 131
2.3.3 Path Definition 131
2.3.3.1 Navigation Center Offset 131
2.3.4 Navigation Displays 131
2.3.4.1 Non-Numeric Lateral Cross-Track Deviation 131
2.3.4.2 Non-Numeric Vertical Deviation 131
2.3.4.3 Landing Threshold Point/Fictitious Threshold Point Distance Display 132
2.3.4.4 Data Update Rate 132
2.3.4.5 Data Update Latency 132

2.3.5 Database Requirements 132
2.3.5.1 Content 132
2.3.5.2 Access 132
2.3.6 Alerts 133
2.3.6.1 Alert Limits 133
2.3.6.2 Caution Associated with Loss of Navigation 133

2.4 Airborne Equipment Performance - Environmental Conditions 134
2.4.1 Environmental Tests 135
2.4.1.1 Required Performance 135
2.4.1.1.1 Accuracy 135
2.4.1.1.2 Loss of Navigation Indication 136
2.4.1.1.3 Loss of Integrity Indication 136
2.4.1.1.4 Initial Acquisition Test 136
2.4.1.1.5 Sensitivity and Dynamic Range 136
2.4.1.1.6 Navigation Display 136
2.4.1.1.7 Database 136
2.4.1.1.8 Mode Annunciation 136
2.4.1.1.9 TO-TO and TO-FROM Capability 136
2.4.1.1.10 System Operating 136
2.4.1.2 Clarification of Environmental Tests 136
2.4.1.2.1 Power Input Tests 137
2.4.1.2.2 Icing Tests 137
2.4.1.2.3 RF and Induced Signal Susceptibility Tests 137
2.4.1.2.4 Lightning Induced Transient Susceptibility Tests 137
2.4.1.2.5 Lightning Direct Effects Tests 138
2.4.1.2.6 Crash Safety Shock 138

2.5 Test Methods and Procedures 147
2.5.1 Test Cross Reference Matrix 149
2.5.2 SBAS Message Loss Rate Test 227
2.5.2.1 Evaluation of Message Loss Rate During the Measurement Accuracy Test 227
2.5.2.2 Test Procedure 227
2.5.2.3 Pass/Fail Determination 227
2.5.2.4 Evaluation of Message Loss Rate During the 24-Hour System Accuracy Test 227
2.5.2.4.1 Test Procedure 227
2.5.2.4.2 Pass/Fail Criteria 227
2.5.3 Step Detector Test 227
2.5.3.1 Verification of Step Detector Operation Without Exclusion Capability 228
2.5.3.2 Verification of No Interference with Fault Detection Algorithm 228
2.5.3.3 Verification of Step Detector Operation with Exclusion Capability 228
2.5.3.4 Verification of No Interference with Exclusion of the FDE Algorithm 229
2.5.4 Initial Acquisition Test Procedures 229
2.5.4.1 Simulator and Interference Conditions 229
2.5.4.2 Test Procedures (Initial Acquisition) 230
2.5.4.3 Pass/Fail Determination 230
2.5.4.4 Test Procedures (Initial Acquisition After Abnormal Interference) 231
2.5.5 Reserved 232
2.5.6 Satellite Reacquisition Time Test 232
2.5.6.1 Simulator and Interference Conditions 232
2.5.6.2 Test Procedures 233
2.5.6.3 Pass/Fail Determination 234
2.5.7 Interference Rejection Test 234
2.5.7.1 Simulator and Interference Conditions 234
2.5.7.2 Test Procedures 234
2.5.7.3 Pass/Fail Determination 235
2.5.8 Accuracy Tests 235

2.5.8.1 Measurement Accuracy Test 235
2.5.8.2 Simulator and Interference Conditions 236
2.5.8.2.1 Test Procedures 237
2.5.8.3 24-Hour Actual Satellite Accuracy Test 240
2.5.8.3.1 Test Procedure 240
2.5.8.3.2 Pass/Fail Criteria 240
2.5.8.4 SBAS Tracking Bias 240
2.5.9 Integrity Monitoring Test Procedures 241
2.5.9.1 General Test Conditions 241
2.5.9.1.1 Test Philosophy 241
2.5.9.1.2 GPS Constellation 241
2.5.9.1.3 Applicability of RTCA/DO-178B 241
2.5.9.1.4 Test Repetition 241
2.5.9.1.5 Protection Level/Alert Limit 242
2.5.9.1.6 Time-to-Alert 242
2.5.9.2 Availability Tests 242
2.5.9.3 Off-Line FDE Tests 245
2.5.9.3.1 Off-Line Test Setup 245
2.5.9.3.2 Selection of Geometries 245
2.5.9.3.3 Test Procedure 246
2.5.9.3.3.1 Class Gamma Equipment 246
2.5.9.3.3.2 Class Beta Equipment 247
2.5.9.3.4 Pass/Fail Criteria 247
2.5.9.4 False Alert Rate Test 248
2.5.9.4.1 False Alert Rate Simulations for Snapshot Algorithms 248
2.5.9.4.2 False Alert Rate Simulations for Non-Snapshot Algorithms 249
2.5.9.5 On-Line Verification Test 249
2.5.9.5.1 On-Target Computational Test 249
2.5.9.5.2 On-Line Behavioral Test 250
2.5.10 LNAV/VNAV, LP, LPV Approach Fault Detection 250
2.5.10.1 General Test Conditions 250
2.5.10.1.1 Test Philosophy 250
2.5.10.1.2 GPS Constellation 250
2.5.10.1.3 Applicability of RTCA/DO-178B 251
2.5.10.1.4 Test Repetition 251
2.5.10.1.5 Protection Level/Alert Limit 251
2.5.10.1.6 Time-to-Alert 251
2.5.10.2 Availability Tests 251
2.5.10.3 Off-Line Missed Alert Tests 251
2.5.10.3.1 Off-Line Test Setup 251
2.5.10.3.2 Selection of Geometries 253
2.5.10.3.3 Test Procedures and Pass/Fail Criteria 253
2.5.10.4 False Alert Rate Test 254
2.5.10.5 On-Line Verification Test 254
2.5.10.5.1 On-Target Computational Test 254
2.5.10.5.2 On-Line Behavioral Test 255
2.5.11 Test Procedures for Class Gamma Equipment 255
2.5.11.1 General Gamma Bench Test Procedures 255
2.5.11.1.1 Simulated Flight Bench Test Procedures 256
2.5.11.1.1.1 Simulated Flight Plan Test 1 256
2.5.11.1.1.2 Simulated Flight Plan Test 2 257
2.5.11.1.2 Waypoint Distance Display 271
2.5.11.1.3 Equipment Response Time Test 272
2.5.11.1.4 Loss of Power and Navigation Cautions and Annunciations 273
2.5.11.1.5 Cross-Track Deviation Display Bench Test for En Route and Terminal 273
2.5.11.1.6 Cross-Track Deviation Display Test for LNAV Approaches 277

FAWP **279**

FAWP **281**
2.5.11.2 Reserved 282
2.5.11.3 Human Factors Bench Tests 282
2.5.11.3.1 Equipment Usability 282
2.5.11.3.2 Display Brightness and Readability Test 282
2.5.11.3.3 Audible Alerts Test 285
2.5.11.3.4 Equipment Controls Test 286

3.0 INSTALLED EQUIPMENT PERFORMANCE **289**

4.0 OPERATIONAL CHARACTERISTICS **291**

5.0 MEMBERSHIP **293**

APPENDIX A : SPACE-BASED AUGMENTATION SYSTEM SIGNAL SPECIFICATION **A-1**

A.1 Introduction **A-1**

A.2 Signal Characteristics **A-1**
A.2.1 Carrier Frequency A-1
A.2.2 Spurious Transmissions A-1
A.2.3 Modulation A-1
A.2.4 Carrier Phase Noise A-1
A.2.5 Signal Spectrum A-1
A.2.6 Signal Characteristics Modified Relative To GPS A-2
A.2.6.1 Doppler Shift A-2
A.2.6.2 Carrier Frequency Stability A-2
A.2.6.3 Polarization A-2
A.2.6.4 Code/Carrier Frequency Coherence A-2
A.2.6.5 User Received Signal Levels A-2
A.2.6.6 Correlation Loss A-2
A.2.6.7 Maximum Code Phase Deviation A-3

A.3 SBAS C/A Codes **A-3**
A.3.1 Requirements A-3
A.3.2 Identification of SBAS Codes A-3
A.3.3 SBAS Codes A-3
A.3.4 Recommended SBAS/GPS Coder Implementation A-4

A.4 SBAS Signal Data Contents and Formats **A-5**
A.4.1 Introduction A-5
A.4.2 Principles and Assumptions A-6
A.4.2.1 Data Rate A-6
A.4.2.2 Timing A-6
A.4.2.3 Error Corrections A-7
A.4.2.4 Tropospheric Model A-7
A.4.2.5 Residual Tropospheric Error A-9
A.4.2.6 PRN Masks A-9
A.4.2.7 Number of Satellites A-9
A.4.2.8 Issue of Data A-9
A.4.2.9 Acquisition Information A-10
A.4.3 Format Summary A-10

A.4.3.1 Block Format....A-10
A.4.3.2 Block Length and Content....A-10
A.4.3.3 Parity....A-10
A.4.3.4 Preamble....A-12
A.4.4 Messages and Relationships Between Message Types....A-12
A.4.4.1 Do Not Use for Safety Applications Message Type 0....A-14
A.4.4.2 PRN Mask Assignments Message Type 1....A-14
A.4.4.2.1 PRN Mask Transition....A-15
A.4.4.3 Fast Corrections Message Types 2 - 5....A-15
A.4.4.4 Integrity Information Message Type 6....A-17
A.4.4.5 Fast Correction Degradation Factor Message Type 7....A-18
A.4.4.6 Degradation Factors Message Type 10....A-20
A.4.4.7 Long Term Satellite Error Corrections Message Type 25....A-20
A.4.4.8 Mixed Fast Corrections/Long Term Satellite Error Corrections Messages Type 24....A-24
A.4.4.9 Ionospheric Grid Point Masks Message Type 18....A-25
A.4.4.10 Ionospheric Delay Corrections Messages Type 26....A-31
A.4.4.10.1 Pierce Point Location Determination....A-33
A.4.4.10.2 Selection of Ionospheric Grid Points....A-34
A.4.4.10.3 Ionospheric Pierce Point Vertical Delay and Model Variance Interpolation....A-36
A.4.4.10.4 Computing Slant Ionospheric Delay and Ionospheric Model Variance....A-39
A.4.4.11 GEO Navigation Message Type 9....A-40
A.4.4.12 GEO Almanacs Message Type 17....A-41
A.4.4.13 SBAS Service Message Type 27....A-43
A.4.4.13.1 Definition of Regions....A-43
A.4.4.14 Null Message Type 63 and Internal Test Message 62....A-46
A.4.4.15 SBAS Network Time/UTC/GLONASS Time Offset Parameters Message Type 12....A-46
A.4.4.16 Clock-Ephemeris Covariance Matrix Message Type 28....A-47
A.4.5 Modeling the Degradation of Data....A-50
A.4.5.1 Fast and Long-Term Correction Degradation....A-51
A.4.5.1.1 Fast Correction Degradation....A-51
A.4.5.1.2 Range-Rate Correction Degradation....A-52
A.4.5.1.2.1 Range-Rate Correction Degradation - IODF ≠ 3....A-52
A.4.5.1.2.2 Range-Rate Correction Degradation - Either IODF = 3....A-52
A.4.5.1.3 Long Term Correction Degradation....A-53
A.4.5.1.3.1 Long Term Correction Degradation - Velocity Code =1....A-53
A.4.5.1.3.2 Long Term Correction Degradation - Velocity Code = 0....A-54
A.4.5.1.3.3 GEO Navigation Message Degradation....A-54
A.4.5.1.4 Degradation for En Route Through LNAV....A-54
A.4.5.2 Degradation of Ionospheric Corrections....A-55
A.4.6 Principles and Rules for the Generation and Use of Data....A-56
A.4.7 Timing....A-56

A.5 References: A-57

APPENDIX B : STANDARD GPS/WAAS ASSUMPTIONS B-1

B.1 GPS Constellation....B-1

B.2 WAAS Constellation....B-1

B.3 Selective Availability....B-2

B.4 GPS Satellite Failure....B-2

B.5 GPS Constellation for Availability Analysis....B-2

B.6 Signal Quality Monitoring....B-3
B.6.1 Dead Zones....B-3

B.6.2 False Peaks....B-3
B.6.3 Distortions....B-4
B.6.4 Threat Models....B-4
B.6.4.1 Threat Model A....B-4
B.6.4.2 Threat Model B....B-4
B.6.4.3 Threat Model C....B-4

APPENDIX C : STANDARD RECEIVED SIGNAL AND INTERFERENCE ENVIRONMENT....C-1

C.1 Introduction....C-1

C.2 Operating Interference Environment....C-1
C.2.1 Out-of-Band Interference....C-1
C.2.1.1 Out-of-Band Pulse Interference....C-2
C.2.2 In-Band and Near-Band Interference....C-2
C.2.2.1 In-Band and Near-Band Pulsed Interference....C-3
C.2.3 GNSS Noise....C-4

C.3 Minimum Standard Antenna Frequency Selectivity....C-4

APPENDIX D : DATA FORMAT FOR HIGH INTEGRITY INFORMATION TO SUPPORT STRAIGHT AND ADVANCED LANDING APPROACH OPERATIONS ... D-1

D.1 Introduction....D-1

D.2 Format....D-1
D.2.1 Overall Structure D-1
D.2.2 Data Block Description D-1
D.2.3 Data Block Structure D-2

D.3 Final Approach Segment Data Block....D-2
D.3.1 Final Approach Segment Parameter Definition D-3
D.3.2 Final Approach Segment Data Table.... D-5

D.4 Advanced Procedures Data Blocks D-6

D.5 CRC Definition....D-6

D.6 Informative Section D-7
D.6.1 Integrity Protection of Data Blocks D-7
D.6.2 Approach Path Selection D-7
D.6.3 Data Block Generation D-7
D.6.4 Database Formatting and Distribution.... D-8
D.6.5 CRC Generation and decoding D-8
D.6.6 CRC selection.... D-9
D.6.7 Reference Coordinate System.... D-10

D.7 References: D-10

APPENDIX E : BASELINE WEIGHTED NAVIGATION SOLUTION AND NAVIGATION SYSTEM ERROR ALGORITHMS FOR SBAS VERTICALLY GUIDED APPROACHES E-1

E.1 Introduction....E-1

E.2 Baseline Navigation Solution E-1

E.3 References....E-2

APPENDIX F : VELOCITY DATA IN SUPPORT OF ADS-B F-1

F.1 Introduction F-1

F.2 Velocity Solution with Figure of Merit F-1

F.3 References F-4

APPENDIX G : REQUIREMENTS FOR BAROMETREIC ALTIMETER AIDING G-1

G.1 General G-1

G.2 Altimeter Aiding with GNSS Calibration G-1

G.2.1 Requirements for Calibration G-1

G.2.2 Calculation of σ_{baro} G-2

G.2.3 Actual Use of the Altitude Measurement to Augment GNSS G-3

G.3 Barometric Altimeter Aiding Using Baro-corrected Pressure Altitude G-4

G.3.1 Requirements for calibration G-4

G.3.2 Calculation of σ_{baro} G-4

G.3.3 Actual Use of the Barometric Altitude Measurement to Augment GNSS G-5

G.3.4 Requirements for Pilot Interaction G-5

G.4 Test Procedures G-5

G.5 References G-6

APPENDIX H : STANDARD OUTPUT FORMAT H-1

H.1 Introduction H-1

H.2 GPS Minimum Output and Output Timing H-1

H.2.1 Minimum GPS/SBAS Output H-1

H.2.2 Timing H-3

H.3 Other Desirable GPS Outputs H-5

H.4 Summary H-5

H.5 References: H-5

APPENDIX I : MODE SWITCHING FLOWCHART FOR GAMMA EQUIPMENT I-1

I.1 Introduction I-1

APPENDIX J : SBAS-BASED PROTECTION LEVELS FOR EN ROUTE THROUGH LPV APPROACH J-1

J.1 SBAS Protection Level Equations - General Least Squares Solutions J-1

J.2 HPL_{SBAS} Parameters J-2

J.2.1 K J-2

J.2.2 Variance of Fast and Long Term Correction Residuals J-3

J.2.3 Variance of Ionospheric Delay J-3

J.2.4 Variance of Airborne Receiver Errors J-4

J.2.5 Variance of Tropospheric Errors J-5

J.3 Rationale for HPL and VPL Parameters J-5

J.3.1 Selection of K Values J-5

J.3.2 Rationale for Fast and Long-Term Residuals J-5
J.3.3 Rationale for Ionospheric Delay Residuals J-6
J.3.4 Rationale for Receiver Residuals J-6
J.3.5 Rationale for Tropospheric Residuals J-6

APPENDIX K : FAULT DETECTION AND EXCLUSION REFERENCES K-1

APPENDIX L : THE DIRECT AND INDIRECT GEODETIC PROBLEMS FOR GREAT CIRCLE L-1

L.1 General L-1

L.2 Definitions of Terms L-2

L.3 Nomenclature L-2

L.4 WGS-84 Parameters (from [5]) L-3

L.5 The Indirect Problem L-3

L.6 The Direct Problem L-5

L.7 Validation L-7

L.8 References L-9

APPENDIX M : TEST CONSIDERATIONS M-1

M.1 Introduction M-1

M.2 (Initial) Acquisition and Reacquisition Testing Statistical Justification M-1

M.3 Accuracy Statistical Justification M-3

M.4 General Simulator Scenario Conditions M-4

M.5 Example Test Set-up and Compensation of Signals, Noise and Interference M-5
M.5.1 Description of the Test Set-up M-5
M.5.2 Use of the Test Set-up for the Accuracy Test (See 2.5.8) M-6

APPENDIX N : REFERENCE MATERIAL FOR DETERMINING THE MEAN SEA LEVEL HEIGHT FROM WGS-84 COORDINATES N-1

N.1 Introduction N-1
N.1.1 General Altimetry N-1
N.1.2 Mean Sea Level (MSL) Altitude N-2
N.1.3 Barometric Altitude N-2
N.1.4 Radar Altitude N-2
N.1.5 GPS Altitude N-2
N.1.6 SBAS-Derived Altitude N-2

APPENDIX O : GLOSSARY AND ACRONYMS O-1

APPENDIX P : IONOSPHERIC GRID POINT (IGP) SELECTION FLOWCHARTS P-1

P.1 Introduction P-1

APPENDIX Q : SBAS CONSIDERATIONS FOR HELICOPTERS Q-1

Q.1 General Q-1
Q.1.1 Helicopter/Heliport Deceleration Q-1
Q.1.2 PinS Description Q-1

Q.2 PinS Approach Operations Q-1
Q.2.1 Fictitious Helipoint Equivalence to Fictitious Threshold Point Q-1
Q.2.2 FAS Data Block Application to PinS Procedures Q-1
Q.2.3 PinS Lateral Display Scaling Q-3
Q.2.4 Vertical Display Scaling Q-3

Q.3 Deceleration Point Annunciation Q-3

Q.4 Selective CDI and HAL Values to Support Tighter Route Area Semi-widths Q-4

Q.5 Autopilot Considerations Q-4

Q.6 Heliport Approach Database Considerations Q-4

APPENDIX R : REQUIREMENTS AND TEST PROCEDURES FOR TIGHTLY INTEGRATED GPS/INERTIAL SYSTEMS R-1

R.1 Introduction R-1

R.2 Requirements R-1
R.2.1 General FDE Requirements R-1
R.2.1.1 Fault Free Performance R-2
R.2.2 Unique Additional Requirements R-3
R.2.2.1 Assumed Failure Mechanisms R-3
R.2.2.2 Detection limit R-4
R.2.2.3 SatZap R-5
R.2.2.4 Receiver Clock Aiding R-5
R.2.2.5 Altitude Aiding R-5
R.2.2.6 Discriminator Averaging R-6
R.2.2.7 Inertial Coasting Performance Evaluation R-6
R.2.2.7.1 Accuracy Coasting R-6
R.2.2.7.2 Integrity Coasting R-7
R.2.2.8 Gravity Compensation R-8

R.3 Tightly Integrated GPS/Inertial Design Concepts R-9
R.3.1 Integration Methods R-9
R.3.1.1 Pre-residual (Innovation) Screening R-10
R.3.1.2 Post-Residual Monitoring R-10
R.3.1.3 Additional Measurement Bias States R-10
R.3.1.4 Multiple Kalman Filters R-10
R.3.1.5 Extrapolation Method R-10
R.3.1.6 Solution Separation Method R-11
R.3.2 Detection and Exclusion Mechanisms R-11
R.3.2.1 Transient Detection/Exclusion for 2 nmi/hour Grade Systems R-11
R.3.2.2 Satellite Redundancy R-11
R.3.2.3 Integrity Coasting R-11
R.3.2.4 Gravity/Schuler Coupling R-11
R.3.2.5 Other Schuler Coupling Related Effects R-12

R.4 Assumptions R-12
R.4.1 Signal Error Model R-12
R.4.2 Satellite Clock Drift Characteristics R-13

R.5 Validation R-13
R.5.1 Categorization of Detection and Exclusion Mechanisms R-13
R.5.1.1 Examples R-14
R.5.2 Covariance Simulation R-14
R.5.2.1 Covariance Simulation Methods for Availability Evaluation R-14
R.5.3 False Alert Probability R-15
R.5.4 Fault Free Accuracy Performance R-16
R.5.5 Off-Line Rare Normal Verification R-16
R.5.6 Off-Line Detection/Exclusion Verification R-16
R.5.6.1 Detection and Exclusion Mechanism Equivalent to RAIM R-17
R.5.6.2 Claimed Additional Detection and Exclusion Mechanisms R-17
R.5.6.2.1 Examples R-17
R.5.6.2.1.1 RAIM with Transient Detection/Exclusion R-17
R.5.6.2.1.2 Solution Separation Detection and Exclusion R-18
R.5.6.2.2 Reference RAIM Models R-18
R.5.6.3 Integrity Coasting R-19
R.5.7 On-Line Validation R-19
R.5.8 Gravity Compensation Validation R-19
R.5.9 Ionospheric Error Models R-21
R.5.9.1 Ionospheric Daily Variation R-21
R.5.9.2 Ionospheric Storms R-21

R.6 References R-21

APPENDIX S : PROCESSING FLOW DIAGRAMS S-1

S.1 Introduction S-1

APPENDIX T : GEO BIAS ANALYSIS TOOL T-1

T.1 GEO Bias Algorithm Rationale T-1

T.2 GEO Bias Algorithm Procedure (Overview) T-1

T.3 Analysis T-2
T.3.1 GEO Filter Models T-3
T.3.1.1 Future GEOs T-5
T.3.2 Range Normalization T-5

T.4 Bias Model Tool: Instructions and examples T-6

APPENDIX U : GUIDANCE MATERIAL FOR INTERFACING WITH ADS-B U-1

U.1 Purpose and Scope U-1

U.2 Position Output and Validity U-1

U.3 Horizontal Figure of Merit (HFOM) U-1

U.4 Horizontal Protection Limit (HPL) U-1

U.5 Velocity U-2

U.6 Vertical Figure of Merit and Vertical Protection Limit (VPL) U-2

APPENDIX V : CHANGE 1 FOR DO-229D V-1

TABLE OF FIGURES

FIGURE 1-1 WAAS ARCHITECTURE 5
FIGURE 1-2 FUNCTIONAL CLASSES 10
FIGURE 1-3 DIAGRAM OF FDE CONDITIONS 16
FIGURE 1-4 MARKOV CHAIN FOR FDE 17
FIGURE 1-5 EXAMPLE FDE EVENTS 18
FIGURE 2-1 SENSITIVITY AND DYNAMIC RANGE CONFIGURATION 40
FIGURE 2-2A RECEIVER BANDWIDTH AND AVERAGE CORRELATOR SPACING FOR E-L DISCRIMINATOR TRACKING OF GPS SATELLITES 57
FIGURE 2-2B RECEIVER BANDWIDTH AND AVERAGE CORRELATOR SPACING FOR DD DISCRIMINATOR TRACKING OF GPS SATELLITES 57
FIGURE 2-3 TF LEG 81
FIGURE 2-4 RF LEG 82
FIGURE 2-5 DIRECT-TO PATH DEFINITION 83
FIGURE 2-6 CF LEG 83
FIGURE 2-7 FLY-BY THEORETICAL TRANSITION AREA 85
FIGURE 2-8 FLY-OVER THEORETICAL TRANSITION AREA 86
FIGURE 2-9 WAYPOINT SEQUENCING 87
FIGURE 2-10 DEFAULT NAVIGATION MODES 97
FIGURE 2-11 FULL-SCALE DEFLECTION AND DEFINED PATH FOR NORMAL LNAV APPROACH (not VTF approach) 104
FIGURE 2-12 FULL SCALE DEFLECTION AND DEFINED PATH FOR LNAV VTF APPROACH 105
FIGURE 2-13 MISSED APPROACH SCENARIOS 106
FIGURE 2-14 FINAL APPROACH SEGMENT DEFINITION 113
FIGURE 2-15 VTF FINAL APPROACH SEGMENT LATERAL DEVIATIONS WITH FAS DATA BLOCK 115
FIGURE 2-16 FINAL APPROACH SEGMENT VERTICAL DEVIATIONS 118
FIGURE 2-17 FLIGHT PROFILE FOR FLIGHT PLAN 1 270
FIGURE 2-18 FLIGHT PROFILE FOR FLIGHT PLAN 2 271
FIGURE 2-19 CROSS-TRACK DEVIATION FOR EN ROUTE AND TERMINAL 275
FIGURE 2-20 CROSS TRACK DEVIATION FOR VTF LNAV APPROACH 279
FIGURE 2-21 CROSS-TRACK DEVIATION FOR LNAV APPROACH 281
FIGURE A-1 SBAS/GPS CODER IMPLEMENTED WITH SINGLE G2 OUTPUT PLUS PROGRAMMABLE G2 DELAY A-5
FIGURE A-2 SBAS/GPS CODER IMPLEMENTED WITH A PROGRAMMABLE INITIAL G2 STATE A-5
FIGURE A-3 CONVOLUTIONAL ENCODING A-7
FIGURE A-4 DATA BLOCK FORMAT A-10
FIGURE A-5 INTERRELATIONSHIPS OF MESSAGES A-13
FIGURE A-6 EXAMPLE PRN MASK A-15
FIGURE A-7 TYPES 2 - 5 FAST CORRECTIONS MESSAGES FORMAT A-16
FIGURE A-8 TYPE 6 INTEGRITY MESSAGE FORMAT A-18
FIGURE A-9 TYPE 7 FAST CORRECTION DEGRADATION FACTOR MESSAGE FORMAT ... A-19
FIGURE A-10 TYPE 25 LONG TERM SATELLITE ERROR CORRECTIONS Velocity Code = 0 A-21
FIGURE A-11 TYPE 25 LONG TERM SATELLITE ERROR CORRECTIONS Velocity Code = 1 A-23
FIGURE A-12 TYPE 24 MIXED FAST CORRECTION/LONG TERM SATELLITE ERROR CORRECTIONS MESSAGE FORMAT A-25
FIGURE A-13 EXAMPLE OF AN IONOSPHERIC GRID MASK A-27
FIGURE A-14 PREDEFINED GLOBAL IGP GRID (BANDS 9 AND 10 ARE NOT SHOWN) A-30
FIGURE A-15 TYPE 18 IGP MASK MESSAGE FORMAT A-31

FIGURE A-16 TYPE 26 IONOSPHERIC DELAY CORRECTIONS MESSAGE FORMAT A-32
FIGURE A-17 IONOSPHERIC PIERCE POINT GEOMETRY A-34
FIGURE A-18 IONOSPHERIC GRID POINT INTERPOLATION A-36
FIGURE A-19 FOUR-POINT INTERPOLATION ALGORITHM DEFINITIONS A-38
FIGURE A-20 THREE-POINT INTERPOLATION ALGORITHM DEFINITIONS A-39
FIGURE A-21 TYPE 9 GEO NAVIGATION MESSAGE FORMAT A-40
FIGURE A-22 TYPE 17 GEO ALMANACS MESSAGE FORMAT A-42
FIGURE A-23 SERVICE MESSAGE TYPE 27 ..... A-44
FIGURE A-24 TYPE 28 CLOCK-EPHEMERIS COVARIANCE MATRIX MESSAGE FORMAT . A-49
FIGURE C-1 INTERFERENCE LEVELS AT THE ANTENNA PORT C-1
FIGURE C-2 IN-BAND AND NEAR-BAND INTERFERENCE ENVIRONMENTS C-2
FIGURE C-3 FREQUENCY SELECTIVITY C-5
FIGURE D-1 FINAL APPROACH SEGMENT DIAGRAM D-2
FIGURE D-2 PROBABILITY OF UNDETECTED ERROR D-9
FIGURE D-3 PROBABILITIES OF CORRECT DECODING AND DETECTED ERRORS D-10
FIGURE H-1 GPS TIMING RELATIONSHIPS H-4
FIGURE M-1 (RE)ACQUISITION TEST PROBABILITY STATISTICS M-2
FIGURE M-2 PSEUDORANGE ACCURACY TEST PASS CRITERIA M-3
FIGURE M-3 PSEUDORANGE ACCURACY TEST PASS PROBABILITY M-4
FIGURE P-1 GRID POINT SELECTION CRITERIA P-2
FIGURE P-2 ABS IPP LATTITUDE BELOW 60 DEG (5X5) P-3
FIGURE P-3 ABS IPP LATITUDE BELOW 85 DEG P-4
FIGURE P-4 ABS IPPLATITUDE BETWEEN 60 & 75 DEG BANDS 9-10 ..... P-5
FIGURE P-6 ABS IPP LATITUDE ABOVE 85 DEG P-6
FIGURE P-7 ABS IPP LATITUDE BELOW 60 DEG (10X10 SQUARES) P-7
FIGURE P-8 ABS IPP LATITUDE BELOW 60 DEG (10X10 TRIANGLES) P-8
FIGURE P-9 ABS IPP LATITUDE BETWEEN 60 & 75 DEG BANDS 9-10 ..... P-9
FIGURE Q-1 LATERAL DISPLAY SCALING FOR PinS APPROACH OPERATIONS Q-3
FIGURE R-1 FLIGHT PROFILE ASSUMED FOR THE COASTING TIMES R-8
FIGURE S-1 APPLICATION OF SBAS CORRECTION PARAMETERS S-2
FIGURE S-2 SATELLITE CORRECTIONS (WHEN SBAS-BASED SIGMA VALUES ARE APPLIED) S-3
FIGURE S-3 IONOSPHERIC CORRECTIONS S-4
FIGURE S-4 GEOMETRIC RANGE (WHEN SBAS-BASED SIGMA VALUES ARE APPLIED) S-5
FIGURE S-5 POSITION SOLUTION (WHEN SBAS-BASED SIGMA VALUES ARE APPLIED) S-6
FIGURE S-6 CLOCK/EPHEMERIS CONTRIBUTION TO WEIGHT USED FOR HPLFD FOR EN ROUTE THROUGH APPROACH (LNAV) S-7
FIGURE T-1 COMPARISON OF CORRELATION PEAKS FOR A NARROWBAND GEO AND A GPS CORRELATION PEAK. T-1
FIGURE T-2 OVERVIEW OF GEO BIAS CALCULATION ALGORITHM FOR A SINGLE RECEIVER T-2
FIGURES T-3 AND T-4 MAGNITUDE AND GROUP DELAY RESPONSES OF THE WAAS GEO SIGNAL GENERATOR IN COMBINATION WITH THE NARROWBAND GEO (AOR-W) T-4
FIGURES T-5 AND T-6 MAGNITUDE AND GROUP DELAY RESPONSES OF THE GCCS GEO SIGNAL GENERATOR IN COMBINATION WITH THE WIDEBAND (PANAMSAT/ORBITAL) GEO T-4
FIGURES T-7 AND T-8 MAGNITUDE AND PHASE RESPONSES OF A SAMPLE RECEIVER (FINAL IF, PRECORRELATION) FILTER T-4
FIGURES T-9 AND T-10 ALL EARLY-MINUS-LATE AND DOUBLE-DELTA TRACKING ERRORS OF GPS AND INMARSAT NARROWBAND GEO SIGNALS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 1) T-8

FIGURES T-11 AND T-12 ALL EARLY-MINUS-LATE AND DOUBLE-DELTA TRACKING ERRORS OF GPS AND MTSAT NARROWBAND GEO SIGNALS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 1) T-8
FIGURES T-13 AND T-14 ALL EARLY-MINUS-LATE AND DOUBLE-DELTA TRACKING ERRORS OF GPS AND WIDEBAND GEO SIGNALS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 1) T-9
FIGURES T-15 AND T-16 SUMMARY OF GEO BIAS ERRORS FOR ALL (32+19) GPS AND SBAS PRNS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 1). RECEIVER DESIGN PASSES IF ALL BIASES ARE BELOW LIMTS INDICATED ON PLOTS T-9
FIGURES T-17 AND T-18 ALL EARLY-MINUS-LATE AND DOUBLE-DELTA TRACKING ERRORS OF GPS AND INMARSAT NARROWBAND GEO SIGNALS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 2) T-11
FIGURES T-19 AND T-20 ALL EARLY-MINUS-LATE AND DOUBLE-DELTA TRACKING ERRORS OF GPS AND MTSAT NARROWBAND GEO SIGNALS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 2) T-11
FIGURES T-21 AND T-22 ALL EARLY-MINUS-LATE AND DOUBLE-DELTA TRACKING ERRORS OF GPS AND WIDEBAND GEO SIGNALS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 2) T-12
FIGURES T-23 AND T-24 SUMMARY OF GEO BIAS ERRORS FOR ALL (32+19) GPS AND SBAS PRNS AS OUTPUT BY TOOL GIVEN THE SAMPLE INPUT PARAMETERS ABOVE (EXAMPLE 2). RECEIVER DESIGN PASSES IF ALL BIASES ARE BELOW LIMTS INDICATED ON PLOTS T-12

TABLE OF TABLES

TABLE 1-1 EQUIPMENT CLASSES AND REQUIREMENTS ORGANIZATION 11
TABLE 2-1 TIMEOUT INTERVALS 31
TABLE 2-2 FAST CORRECTION USER TIME-OUT INTERVAL EVALUATION 32
TABLE 2-3 URA VALUES 44
TABLE 2-4A GPS TRACKING CONSTRAINTS FOR E-L DLL DISCRIMINATORS 55
TABLE 2-4B GPS TRACKING CONSTRAINTS FOR DD DLL DISCRIMINATORS 56
TABLE 2-4C SBAS RANGING FUNCTION TRACKING CONSTRAINTS 58
TABLE 2-5 SAFETY-CRITICAL FUNCTIONS 69
TABLE 2-6 LABELS AND MESSAGES 75
TABLE 2-7 FLY-BY THEORETICAL TRANSITION AREA ‘R’ AND Y VALUES 84
TABLE 2-8 NON-NUMERIC ELECTRICAL OUTPUT REQUIREMENTS 91
TABLE 2-9 NON-NUMERIC DISPLAY REQUIREMENTS 91
TABLE 2-10 NON-NUMERIC DISPLAY REQUIREMENTS 96
TABLE 2-11 DEFINITION OF DEFAULT NAVIGATION MODES 98
TABLE 2-12 SUMMARY OF TYPICAL MODE SWITCHING TRANSITIONS 98
TABLE 2-13 SUMMARY OF CHANGES IN CROSS-TRACK FULL SCALE DEFLECTION FOR MODE SWITCHING 99
TABLE 2-14 CLASS BETA-1 ENVIRONMENTAL TEST REQUIREMENTS 139
TABLE 2-15 CLASS GAMMA-1 ENVIRONMENTAL TEST REQUIREMENTS 140
TABLE 2-16 CLASS BETA-2 ENVIRONMENTAL TEST REQUIREMENTS 141
TABLE 2-17 CLASS GAMMA-2 ENVIRONMENTAL TEST REQUIREMENTS 142
TABLE 2-18 CLASS BETA-3 ENVIRONMENTAL TEST REQUIREMENTS 143
TABLE 2-19 CLASS GAMMA-3 ENVIRONMENTAL TEST REQUIREMENTS 144
TABLE 2-20 CLASS DELTA-4 ENVIRONMENTAL TEST REQUIREMENTS 145
TABLE 2-21 TEST CROSS REFERENCE MATRIX 151

TABLE 2-22 GRADUATED SAMPLING PASS/FAIL CRITERIA 231
TABLE 2-23 STEADY STATE ACCURACY TEST CWI VALUES* 237
TABLE 2-24 SATELLITE EQUIVALENT POWER SPECTRAL DENSITY 237
TABLE 2-25 PASS THRESHOLD TABLE 239
TABLE 2-26 MAXIMUM NUMBER OF OUTCOMES TO OFF-LINE FDE TEST 248
TABLE 2-27 WAYPOINT INFORMATION FOR FIRST FLIGHT PLAN FOR SIMULATED FLIGHT PLAN TEST 1 256
TABLE 2-28 WAYPOINT INFORMATION FOR SIMULATED FLIGHT PLAN TEST 2 258
TABLE 2-29 SIMULATED FLIGHT PLAN TEST NUMBER 1 259
TABLE 2-30 SIMULATED FLIGHT PLAN TEST NUMBER 2 265
TABLE 2-31 WAYPOINTS FOR CROSS TRACK DEVIATION BENCH TEST FOR EN ROUTE AND TERMINAL 276
TABLE 2-32 TEST SEQUENCE FOR EN ROUTE AND TERMINAL CROSS-TRACK DEVIATION 277
TABLE 2-33 TEST SEQUENCE FOR VTF LNAV APPROACH CROSS TRACK DEVIATION 278
TABLE 2-34 TEST SEQUENCE FOR LNAV APPROACH CROSS-TRACK DEVIATION 280
TABLE 2-35 HUMAN FACTORS TEST: CHECKLIST 1. EQUIPMENT USABILITY 283
TABLE 2-36 HUMAN FACTORS TEST: CHECKLIST 2. DISPLAY BRIGHTNESS 284
TABLE 2-37 HUMAN FACTORS TEST: CHECKLIST 3. AUDIBLE ALERTS 286
TABLE 2-38 HUMAN FACTORS TEST: CHECKLIST 4. EQUIPMENT CONTROLS 287
TABLE A-1 SBAS RANGING C/A CODES A-4
TABLE A-2 METEOROLOGICAL PARAMETERS FOR TROPOSPHERIC DELAY A-8
TABLE A-3 MESSAGE TYPES A-13
TABLE A-4 PRN MASK ASSIGNMENTS A-14
TABLE A-5 TYPE 6 INTEGRITY MESSAGE CONTENT A-18
TABLE A-6 EVALUATION OF UDREIi A-18
TABLE A-7 TYPE 7 FAST CORRECTION DEGRADATION FACTOR MESSAGE CONTENTS … A-19
TABLE A-8 FAST CORRECTIONS DEGRADATION FACTOR AND USER TIME-OUT INTERVAL EVALUATION A-19
TABLE A-9 TYPE 10 DEGRADATION factors A-20
TABLE A-10 TYPE 25 LONG TERM SATELLITE ERROR CORRECTIONS HALF MESSAGE PARAMETERS WITH VELOCITY CODE OF 0 ..... A-22
TABLE A-11 TYPE 25 LONG TERM SATELLITE ERROR CORRECTIONS HALF MESSAGE PARAMETERS WITH VELOCITY CODE OF 1 ..... A-23
TABLE A-12 PREDEFINED WORLD-WIDE IGP SPACING – Bands 0 - 8 ..... A-25
TABLE A-13 PREDEFINED WORLD-WIDE IGP SPACING - BANDS 9 - 10 ..... A-25
TABLE A-14 IONOSPHERIC MASK BANDS A-28
TABLE A-14 IONOSPHERIC MASK BANDS (CONTINUED) A-29
TABLE A-15 TYPE 18 IGP MASK MESSAGE CONTENTS A-31
TABLE A-16 IONOSPHERIC DELAY MODEL PARAMETERS FOR MESSAGE TYPE 26 ..... A-32
TABLE A-17 EVALUATION OF GIVEIi A-33
TABLE A-18 TYPE 9 GEO NAVIGATION MESSAGE PARAMETERS A-41
TABLE A-19 TYPE 17 GEO ALMANACS MESSAGE PARAMETERS A-42
TABLE A-20 TYPE 27 SERVICE MESSAGE PARAMETERS A-45
TABLE A-21 δUDRE INDICATOR EVALUATION A-46
TABLE A-22 SBAS NETWORK TIME/UTC PARAMETERS A-47
TABLE A-23 UTC STANDARD IDENTIFIER A-47
TABLE A-24 TYPE 28 CLOCK-EPHEMERIS COVARIANCE MATRIX MESSAGE PARAMETERS A-50
TABLE A-25 MESSAGE CONTENT BROADCAST INTERVALS A-57
TABLE B-1 OPTIMIZED 24 GPS CONSTELLATION B-1

TABLE B-2 GPS CONSTELLATION ON DECEMBER 1, 1995 AT 00:00 UTC B-3
TABLE C-1 OUT-OF-BAND PULSE INTERFERENCE C-2
TABLE C-2 IN-BAND AND NEAR-BAND INTERFERENCE BANDWIDTH DEFINITIONS C-3
TABLE C-3 IN-BAND AND NEAR-BAND PULSE INTERFERENCE C-4
TABLE C-4 EFFECTIVE NOISE DENSITY FOR ALL GNSS SOURCES C-4
TABLE C-5 FREQUENCY SELECTIVITY C-5
TABLE D-1 FINAL APPROACH SEGMENT (FAS) D-5
TABLE G-1 PRESSURE GRADIENT ERRORS (KNOWN GL) G-3
TABLE G-2 PRESSURE GRADIENT ERRORS (UNKNOWN GL) G-3
TABLE H-1 MINIMUM GPS OUTPUT H-2
TABLE L-1 TEST CASE INPUT L-7
TABLE L-2 TEST CASE OUTPUT L-8
TABLE L-3 NUMBER OF ITERATIONS L-8
TABLE M-1 GRADUATED SAMPLING PASS/FAIL CRITERIA M-2
TABLE R-1 SUMMARY OF FDE REQUIREMENTS R-1
TABLE R-2 SUMMARY OF FAILURE TYPE PROBABILITIES R-4
TABLE R-3 ACCURACY COASTING PERFORMANCE EXAMPLE R-7
TABLE R-4 INTEGRITY COASTING PERFORMANCE EXAMPLE R-8
TABLE R-5 EQUIVALENT ALTITUDE ACCURACY R-12
TABLE R-6 REQUIRED NUMBER OF TRIALS FOR EACH FAILURE MODE R-17

1.0 PURPOSE AND SCOPE

1.1 Introduction

This document contains minimum operational performance standards (MOPS) for airborne navigation equipment (2D and 3D) using the Global Positioning System (GPS) augmented by Satellite-Based Augmentation Systems (SBAS); which, in the U.S. is the Wide Area Augmentation System (WAAS). DO-229 only provides standards for single frequency airborne navigation equipment. A separate document will be created in the future to address standards for dual frequency equipment. These standards are intended to be applicable to other SBAS providers, such as European Geostationary Navigation Overlay Service (EGNOS) and Japan's Multi-functional Transport Satellite (MTSAT) Satellite-based Augmentation System (MSAS).

In this document, the term "shall" is used to indicate requirements. An approved design should comply with every requirement, which can be assured by inspection, test, analysis, or demonstration. The term "must" is used to identify items that are important but are either duplicated somewhere else in the document as a "shall", or are considered to be outside the scope of this document. The term "should" is used to denote a recommendation that would improve the SBAS equipment, but does not constitute a requirement.

The standards define minimum performance, functions and features for SBAS-based sensors that provide position information to a multi-sensor system or separate navigation system. They also address SBAS-based Area Navigation (RNAV) equipment to be used for the en route, terminal, and Lateral Navigation (LNAV) phases of flight. These standards are based upon a nominal allocation of the aircraft-level requirements in RTCA/DO-236B, *Minimum Aviation System Performance Standards: Required Navigation Performance for Area Navigation*, accounting for the unique issues associated with SBAS and GNSS navigation service and minimizing the need for pilot training. These standards also define performance, functions and features for equipment that satisfies the requirements for Lateral Navigation/Vertical Navigation (LNAV/VNAV), Localizer Performance without vertical guidance (LP), and Localizer Performance with Vertical guidance (LPV) instrument procedures. The standards cover SBAS-based equipment that is designed to serve combinations of the above phases of flight.

Compliance with these standards by manufacturers, installers and users is recommended as one means of assuring that the equipment will satisfactorily perform its intended functions under conditions encountered in routine aeronautical operations, and will ensure a basic compatibility with the requirements defined in RTCA/DO-236B. Manufacturers and operators who elect to comply directly with the requirements of RTCA/DO-236B as part of an aircraft certification (type certificate or supplemental type certificate) may bypass these RNAV standards, but are not expected to be eligible for a Class Gamma TSO authorization.

The regulatory application of these standards is the responsibility of appropriate government agencies. In the United States, the Federal Aviation Administration (FAA) has published a Technical Standard Order (TSO) for GPS/WAAS equipment to reference the requirements and bench test procedures in Section 2.

The word "equipment", as used in this document, includes all components or units necessary (as determined by the equipment manufacturer or installer) to properly perform its intended function. For example, the airborne "equipment" may include: sensor(s), a computer unit, an input-output unit that interfaces with existing aircraft