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**Minimum Operational Performance Standards for Traffic Information
Service (TIS) Data Link Communications**

RTCA DO-239
April 2, 1997

Prepared by:
SC-169

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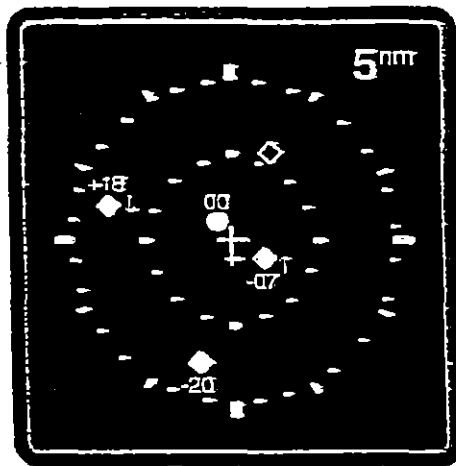
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**MINIMUM OPERATIONAL PERFORMANCE STANDARDS FOR TRAFFIC
INFORMATION SERVICE (TIS) DATA LINK COMMUNICATIONS**

Page 16, Section 2, Paragraph 2.2.3.2, first line of text:

Change "GICB register 30...." to read "GICB register 29...."

Page 20, Section 2, Paragraph 2.2.5.3, second line: Insert "figure below"...



Page 21, Section 2, Paragraph 2.2.5.6, end of paragraph, add the following:

If the onboard source of own-aircraft heading is currently being used to adjust the orientation of the TIS display and a failure is detected that renders the onboard estimate of own-aircraft heading unusable, TIS shall immediately revert to using uncorrected, sensor-supplied ground-track heading for orientation of the TIS display. An indication of this failure mode shall be displayed to the pilot.

Page 27, Section 2, Paragraph 2.4.2.6:

Second line – Change "(GICB register 31)...." to read "(GICB register 29)...."

Fourth line – Change "Bit 1...." to read "Bit 2...."

Seventh line – Change "Bit 1..." to read "Bit 2..."

Foreword

This report was prepared by Special Committee 169 (SC-169) and approved by the RTCA Technical Management Committee (TMC) on April 2, 1997.

RTCA, Incorporated is a not-for-profit corporation formed to advance the art and science of aviation and aviation electronic systems for the benefit of the public. The organization functions as a Federal Advisory Committee and develops consensus based recommendations on contemporary aviation issues. RTCA's objectives include but are not limited to:

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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
- assisting in developing the appropriate technical material upon which positions for the International Civil Aviation Organization and the International Telecommunication Union and other appropriate international organizations can be based.

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1.0 PURPOSE AND SCOPE

1.1 Introduction

This document contains Minimum Operational Performance Standards (MOPS) for aircraft equipment required for Traffic Information Service Data Link (TISDL) communications. TISDL communications are one element of Air Traffic Services Communications (ATSC). Figure 1-1 depicts the general hierarchy for the communication services which make up the ATSC. TISDL communications allow a pilot (and/or aircraft avionics) to request and receive TIS services from ground TIS systems.

Note: This document only presents requirements for the aircraft equipment associated with TISDL communications.

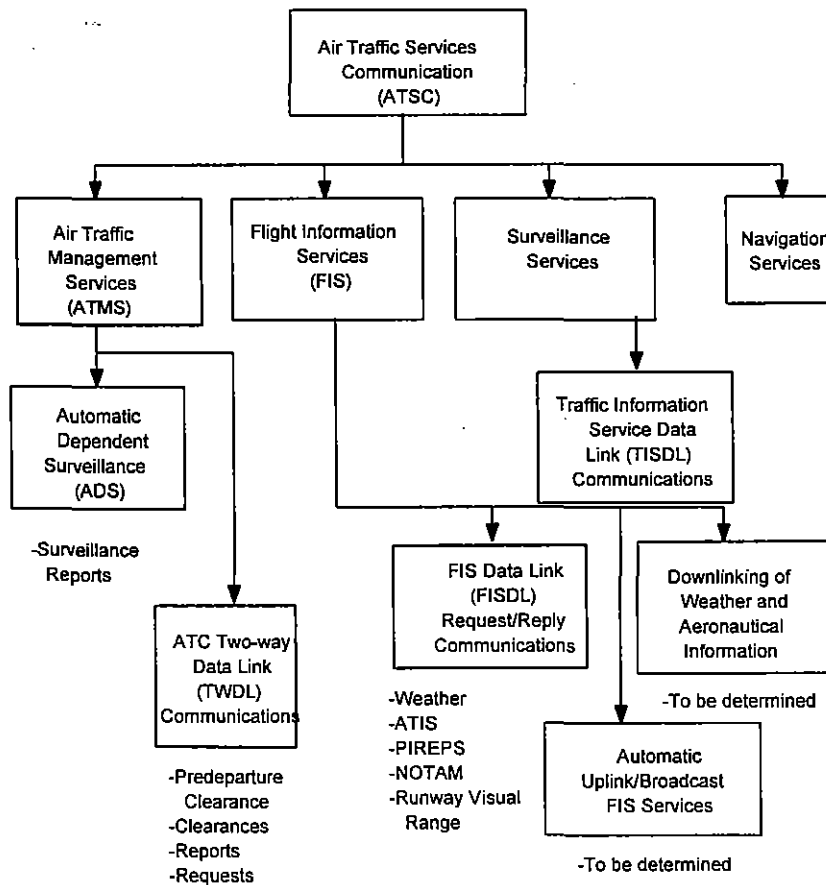


Figure 1-1 ATSC General Hierarchy