

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

**Safety, Performance, and Interoperability
Requirements Document for Enhanced Traffic
Situational Awareness During Flight Operations
(ATSA-AIRB)**

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Prepared by: SC-186
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Telephone: 202-833-9339

Facsimile: 202-833-9434

Internet: www.rtca.org

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TABLE OF CONTENTS

| | |
|---|-----------|
| CHAPTER 1 INTRODUCTION..... | 1 |
| 1.1 PURPOSE OF THE DOCUMENT | 1 |
| 1.1.1 ATSA-AIRB application..... | 2 |
| 1.1.2 Use of document for approvals | 3 |
| 1.2 SCOPE OF THE DOCUMENT..... | |
| 1.2.1 ATSA-AIRB context..... | 4 |
| 1.2.2 Assumed airborne & ground generic surveillance functional architecture..... | 5 |
| 1.3 DEFINITION OF TERMS | 8 |
| 1.4 STRUCTURE OF THE DOCUMENT..... | 11 |
| 1.5 REFERENCES | 12 |
| 1.5.1 ICAO..... | 12 |
| 1.5.2 EUROCONTROL..... | 13 |
| 1.5.3 EUROCAE/RTCA | 13 |
| CHAPTER 2 APPROACH AND METHODOLOGY | 15 |
| 2.1 DOCUMENT DEVELOPMENT PROCESS | 15 |
| 2.2 METHODOLOGY | 15 |
| 2.2.1 Operational Services and Environment Definition (OSED)..... | 15 |
| 2.2.2 Safety and Performance Requirements (SPR) | 16 |
| 2.2.3 Interoperability Requirements (INTEROP)..... | 17 |
| 2.3 KEY TERMS..... | 17 |
| 2.3.1 Uses of requirements and recommendations and key words..... | 17 |
| 2.3.2 Assumptions..... | 18 |
| 2.3.3 Requirements | 18 |
| 2.3.4 Recommendations | 19 |
| CHAPTER 3 SAFETY & PERFORMANCE REQUIREMENTS (SPR) | 20 |
| 3.1 BACKGROUND/INTRODUCTION | 20 |
| 3.1.1 CPA process..... | 20 |
| 3.1.2 CTA process..... | 21 |
| 3.1.3 SPR process..... | 23 |
| 3.2 ASSUMPTIONS..... | 25 |
| 3.2.1 General assumptions | 25 |
| 3.2.2 Environmental assumptions | 26 |
| 3.2.3 Receive Aircraft Domain assumptions..... | 27 |
| 3.2.4 Transmit Aircraft Domain assumptions | 28 |

| | | |
|--|--|-----------|
| 3.2.5 | Ground Domain assumptions | 29 |
| 3.3 | OPERATIONAL REQUIREMENTS | 30 |
| 3.4 | AIRB EQUIPMENT REQUIREMENTS | 33 |
| 3.4.1 | Functional requirements for AIRB Equipment | 33 |
| 3.4.2 | Safety and Performance Requirements for AIRB Equipment | 37 |
| 3.5 | AIRB DATA REQUIREMENTS | 40 |
| 3.6 | RECOMMENDATIONS AND DESIGN CONSIDERATIONS | 43 |
| 3.7 | TRAINING CONSIDERATIONS..... | 44 |
| CHAPTER 4 INTEROPERABILITY REQUIREMENTS | | 49 |
| 4.1 | PURPOSE OF INTEROPERABILITY REQUIREMENTS | 49 |
| 4.2 | SCOPE OF INTEROPERABILITY REQUIREMENTS | 49 |
| 4.2.1 | ATSA-AIRB domains | 49 |
| 4.3 | ATSA-AIRB INTEROPERABILITY REQUIREMENTS | 51 |
| 4.3.1 | Minimum data | 51 |
| 4.3.2 | Identity | 52 |
| 4.3.3 | Horizontal position | 53 |
| 4.3.4 | Vertical position | 54 |
| 4.3.5 | Horizontal velocity | 55 |
| 4.3.6 | Vertical rate | 56 |
| 4.3.7 | Latency impact on surveillance quality indicators | 56 |
| ANNEX A - OPERATIONAL SERVICES AND ENVIRONMENT DEFINITION | | 58 |
| A.1 | INTRODUCTION | 58 |
| A.2 | CONTEXT | 59 |
| A.2.1 | Traffic situational awareness | 59 |
| A.2.2 | Out the window scan | 59 |
| A.2.3 | Listening to radio communications | 60 |
| A.2.4 | Other sources of information | 60 |
| A.3 | OBJECTIVE | 61 |
| A.4 | PROCEDURE DESCRIPTION | 62 |
| A.4.1 | Current procedures | 62 |
| A.4.2 | Proposed procedures | 64 |
| A.4.3 | Roles and responsibilities | 76 |
| A.4.4 | Impact on phraseology | 76 |
| A.5 | AIRSPACE CHARACTERISTICS AND OPERATIONAL ENVIRONMENT | 77 |
| A.5.1 | Airspace characteristics | 77 |
| A.5.2 | CNS requirements | 77 |
| A.5.3 | Meteorological conditions | 77 |

| | | |
|---|---|-----------|
| A.5.4 | ADS-B equipage | 77 |
| A.6 | ABNORMAL MODE..... | 78 |
| A.7 | ASSUMPTIONS AND OPERATIONAL REQUIREMENTS..... | 79 |
| A.7.1 | Assumptions..... | 79 |
| A.7.2 | Operational Requirements..... | 80 |
| APPENDIX A.1 – ATS AIRSPACE CLASSES – SERVICES PROVIDED AND FLIGHT REQUIREMENTS (ICAO ANNEX 11)..... | | 83 |
| APPENDIX A.2 – SAMPLE SCENARIOS..... | | 84 |
| ANNEX B - OPERATIONAL PERFORMANCE ASSESSMENT | | 89 |
| B.1 | INTRODUCTION | 89 |
| B.1.1 | Purpose..... | 89 |
| B.1.2 | The CNS/ATM system..... | 89 |
| B.1.3 | Definitions..... | 90 |
| B.2 | ATSA-AIRB OPERATIONAL PERFORMANCE ASSESSMENT..... | 91 |
| B.2.1 | Scope..... | 91 |
| B.2.2 | Approach..... | 91 |
| B.3 | REQUIRED INFORMATION FOR THE ATSA-AIRB APPLICATION..... | 92 |
| B.3.1 | Operationally required information..... | 92 |
| B.3.2 | Required data items at the input of the AIRB Equipment..... | 93 |
| B.4 | ANALYSIS OF OPERATIONAL OBJECTIVE..... | 94 |
| B.5 | DEFINITION AND SPECIFICATION OF OPERATIONALLY REQUIRED INFORMATION..... | 95 |
| B.5.1 | Relative horizontal position | 95 |
| B.5.2 | Altitude | 111 |
| B.5.3 | Aircraft Identification..... | 112 |
| B.5.4 | Direction (ground track)..... | 113 |
| B.5.5 | Vertical tendency..... | 114 |
| B.5.6 | Speed information (ground speed)..... | 115 |
| B.6 | DESIGN CONSIDERATIONS | 119 |
| B.6.1 | Availability..... | 119 |
| B.6.2 | Continuity | 119 |
| B.6.3 | Coverage volume | 119 |
| B.6.4 | Tracking of aircraft | 119 |
| B.6.5 | Display of aircraft | 120 |
| B.6.6 | Traffic Display | 120 |
| B.7 | SUMMARY OF ASSUMPTIONS AND PERFORMANCE REQUIREMENTS | 122 |
| B.7.1 | Assumptions..... | 122 |
| B.7.2 | Performance Requirements | 125 |

| | |
|---|------------|
| APPENDIX B.1 - ATSA-AIRB ERROR MODELING | 130 |
| APPENDIX B.2 - ATSA-AIRB AVAILABILITY ENHANCEMENT TECHNIQUES | 134 |
| ANNEX C - OPERATIONAL SAFETY ASSESSMENT..... | 142 |
| C.1 INTRODUCTION | 142 |
| C.1.1 Document objective | 142 |
| C.1.2 OSA purpose and scope | 142 |
| C.1.3 References..... | 143 |
| C.1.4 Definition of terms used in the OSA | 144 |
| C.2 OPERATIONAL SAFETY ASSESSMENT APPROACH..... | 148 |
| C.2.1 OHA process | 149 |
| C.2.2 ASOR process | 156 |
| C.3 ATSA-AIRB APPLICATION DESCRIPTION | 160 |
| C.4 ATSA-AIRB MAIN OSA RESULTS SUMMARY | 160 |
| C.4.1 Operational Hazard identification | 160 |
| C.4.2 Operational Effect assessment | 161 |
| C.4.3 Safety Objectives determination | 165 |
| C.4.4 Training considerations | 171 |
| C.5 DETAILED SAFETY ANALYSIS | 172 |
| C.5.1 Operational Hazard identification | 172 |
| C.5.2 Operational environment..... | 174 |
| C.5.3 Hazard assessment and Severity Class allocation | 176 |
| C.5.4 ASOR analysis | 229 |
| APPENDIX C.1- ED-78A/DO-264 BASED HAZARD CLASSIFICATION MATRIX | 241 |
| APPENDIX C.2- ADS-B BASED GROUND SURVEILLANCE | 242 |
| APPENDIX C.3- FAULT TREES SYMBOLS LEGEND | 266 |
| ANNEX D - ACRONYMS | 267 |
| ANNEX E - LIST OF PARTICIPANTS | 272 |

TABLE OF TABLES

| | | |
|------------|---|-----|
| Table 3.1 | Operational Requirements | 31 |
| Table 3.2 | Equipment Requirement | 33 |
| Table 3.3 | Functional Requirements for AIRB Equipment | 33 |
| Table 3.4 | System Reliability and Integrity Requirements | 38 |
| Table 3.5 | ATSA-AIRB Timing Requirements | 39 |
| Table 3.6 | AIRB Data Quality Requirements | 41 |
| Table 3.7 | | 43 |
| | | |
| Table A.1 | Building Of Enhanced Traffic Situational Awareness Phase | 70 |
| Table A.2 | Enhanced Flight Operations Phase | 74 |
| Table A.3 | Abnormal Modes | 78 |
| | | |
| Table B.1 | Required Data Items at the Input of the AIRB Equipment | 93 |
| Table B.2 | Converging Traffic Scenario Inputs | 100 |
| Table B.3 | Converging Traffic Scenario Outputs | 100 |
| Table B.4 | Crossing Traffic Scenario in Controlled Airspace Inputs | 102 |
| Table B.5 | Crossing Traffic Scenario in Controlled Airspace Outputs | 102 |
| Table B.6 | Local Flight Scenario Inputs | 104 |
| Table B.7 | Local Flight Scenario Outputs | 105 |
| Table B.8 | Relative Range Scenario Inputs | 106 |
| Table B.9 | Relative Range Scenario Outputs | 107 |
| Table B.10 | Time to Common Point | 108 |
| Table B.11 | Horizontal Position Data Performance Values | 110 |
| Table B.12 | Summary of OPA Assumptions | 122 |
| Table B.13 | Summary of OPA Requirements | 125 |
| Table B.14 | Model validation for the bearing error | 133 |
| Table B.15 | NUCp equivalences to NIC and NACp, in their respective categories | 135 |

| | | |
|------------|--|-----|
| Table C.1 | Definition of Terms used in the OSA..... | 144 |
| Table C.2 | Safety Targets from US FAA SMS Approach | 153 |
| Table C.3 | Safety Targets from European Approach | 154 |
| Table C.4 | Number of ATM Hazards per Severity Class in Controlled Airspace..... | 154 |
| Table C.5 | Safety Targets per Flight Hour, European Approach | 155 |
| Table C.6 | ATSA-AIRB Operational Hazards..... | 161 |
| Table C.7 | Environmental Conditions..... | 162 |
| Table C.8 | External Mitigation Means | 163 |
| Table C.9 | Most Demanding Operational Effects, Pe and Severity Class..... | 165 |
| Table C.10 | Safety Objectives per ATSA-AIRB Operational Hazard | 165 |
| Table C.11 | Internal Mitigation Means | 166 |
| Table C.12 | ATSA-AIRB Safety Requirements | 166 |
| Table C.13 | ATSA-AIRB Safety Assumptions..... | 168 |
| Table C.14 | ATSA-AIRB Safety Objectives Achievement | 170 |
| Table C.15 | Probability Effect and Safety Objectives for OH1.1 | 182 |
| Table C.16 | Probability Effect and Safety Objectives for OH1.2 | 187 |
| Table C.17 | Class G Airspace Basic VFR Weather Minimums (FAA) | 188 |
| Table C.18 | Probability Effect and Safety Objective for OH1.3 | 194 |
| Table C.19 | Barriers for OH1..... | 195 |
| Table C.20 | Probability Effect and Safety Objectives for OH1 | 206 |
| Table C.21 | Probability Effect and Safety Objectives for OH2.1 | 211 |
| Table C.22 | Probability Effect and Safety Objectives for OH2.2 | 215 |
| Table C.23 | Probability Effect and Safety Objectives for OH2.3 | 219 |
| Table C.24 | Barriers for OH2..... | 220 |
| Table C.25 | Probability Effect and Safety Objectives for OH2 | 228 |
| Table C.26 | Basic Causes Descriptions for OH1 | 235 |
| Table C.27 | Basic Causes Descriptions for OH2 | 240 |
| Table C.28 | Safety Objectives per ATSA-AIRB Operational Hazard | 240 |

TABLE OF FIGURES

| | | |
|-------------|--|-----|
| Figure 1.1 | Surveillance Functional Architecture | 6 |
| Figure 2.1 | Traceability Scheme | 19 |
| Figure 3.1 | Surveillance Functional Architecture for ATSA-AIRB | 24 |
| Figure A.1 | Phase Diagram of the ATSA-AIRB application (1)..... | 68 |
| Figure A.2 | Phase Diagram of the ATSA-AIRB application (2)..... | 69 |
| Figure A.3 | Surveillance Functional Architecture for ATSA-AIRB | 89 |
| Figure B.1 | Converging Traffic Scenario | 99 |
| Figure B.2 | Crossing Traffic Scenario in Controlled Airspace | 101 |
| Figure B.3 | Local Flight Scenario | 104 |
| Figure B.4 | In Trail Scenario..... | 106 |
| Figure B.5 | Crossing Traffic Scenario in Uncontrolled Airspace..... | 108 |
| Figure B.6 | Affine Coordinates of Relative Distance between AIRB Aircraft and Traffic of Interest..... | 132 |
| Figure B.7 | Velocity Error Distribution Observed by SASS-C Tool | 140 |
| Figure C.1 | OSA Process Overview | 149 |
| Figure C.2 | OHA Steps | 150 |
| Figure C.3 | Probability “Pe” per Hazard-Effect Pair Scheme | 152 |
| Figure C.4 | ASOR Steps | 157 |
| Figure C.5 | Example of Fault Tree Structure | 158 |
| Figure C.6 | Event Tree for OH1, Environment 1 | 181 |
| Figure C.7 | Diagram of Scenario #1..... | 183 |
| Figure C.8 | Event Tree for OH1, Environment 2 | 186 |
| Figure C.9 | Diagram of Scenario #2..... | 188 |
| Figure C.10 | Event Tree for OH1, Environment 3, Case A..... | 192 |
| Figure C.11 | Event Tree for OH1, Environment 3, Case B..... | 193 |
| Figure C.12 | Event Tree for OH2, , Environment 1 | 210 |
| Figure C.13 | Diagram of Scenario #3..... | 211 |
| Figure C.14 | Event Tree for OH2, Environment 2 | 214 |

Figure C.15 Diagram of Scenario #4..... 216

Figure C.16 Event Tree for OH2, Environment 3 218

Figure C.17 Fault Tree for OH1 234

Figure C.18 Fault Tree for OH2..... 239

CHAPTER 1 INTRODUCTION

This document provides the minimum operational, Safety and Performance Requirements (SPR) and Interoperability Requirements (INTEROP) for the implementation of Airborne Traffic Situational Awareness (ATSAW) for “Enhanced Traffic Situational Awareness during flight operations” (ATSA-AIRB). The ATSA-AIRB application is fully defined in the Operational Services and Environment Definition (OSED) found in Annex A.

All material in this document was developed jointly by EUROCAE Working Group 51 and RTCA Special Committee 186 within the group commonly referred to as the “ADS-B Requirements Focus Group” (RFG).

This document was developed based on the criteria for SPR and INTEROP documents set forth in RTCA DO-264/EUROCAE ED-78A, “Guidelines for Approval of the Provision and Use of Air Traffic Services Supported by Data Communications.” [9]. It provides the minimum ATSA-AIRB requirements - and allocations thereof - based on the results of a coordinated requirements determination process.

The requirements contained in this document are necessary to provide adequate assurance that the appropriate aspects of the relevant Communication Navigation Surveillance and Air Traffic Management (CNS/ATM) system, when operating together, will perform their intended function in an acceptably safe manner for the operations defined in the OSED.

Whilst all detailed SPR related assessments are found in Annexes to this document, Chapter 3 presents the outcome of the reconciliation process of all of these results into a single set of underlying Safety and Performance Requirements. This process retains the most stringent requirement for those attributes or parameters commonly treated by both the safety and performance assessments. Traceability of those requirements back to the corresponding assessment(s) is provided.

1.1 PURPOSE OF THE DOCUMENT

This document defines and allocates the set of minimum requirements for the end-to-end operational, safety, performance and interoperability aspects for implementations of the ATSA-AIRB application. Allocation of these requirements is done by this SPR/INTEROP to the necessary domains of the CNS/ATM system, i.e. at aircraft and ground domain level.

These requirements can be used as a component for approval processes including aircraft type design approval, aircraft operator operational approval and Air Traffic Services (ATS) provider operational approval. This SPR/INTEROP document is also written to support system specific standards (e.g. MOPS, TSOs) which will be required for many airspace regulators.

Note: Requirements for EVAcq (Enhanced Visual Acquisition) in DO-317 [17], which is an application similar to ATSA-AIRB, are different than those for ATSA-AIRB. A Change Proposal will be developed to harmonize the ASAS MOPS with this SPR by advocating changes to make a DO-317 revision consistent with ATSA-AIRB SPR/INTEROP.