



### **Deviations request #90 for an ETSO approval for CS-ETSO applicable to Airborne Navigation Sensors Using the Global Positioning System Augmented by the Satellite Based Augmentation System (ETSO C145c) & Stand Alone Airborne Navigation Equipment Using the Global Positioning System Augmented by the Satellite Based Augmentation System (ETSO C146c) Consultation Paper**

#### **1. Introductory note**

The hereby presented deviation requests shall be subject to public consultation, in accordance with EASA Management Board Decision No 7-2004 as amended by EASA Management Board Decision No 12-2007<sup>1</sup> products certification procedure dated 11<sup>th</sup> September 2007, Article 3 (2.) of which states:

“2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency.”

#### **2. ETSO-C145c#3 and ETSO-C146c#2 (Airborne Navigation Sensors & Equipment Using the Global Positioning System Augmented by the Satellite Based Augmentation System)**

##### **Requirement:**

Deviate from ETSO-C145c and ETSO-C146c to use RTCA DO-229D including change 1 instead of RTCA DO-229D.

##### **Industry**

Change 1 to RTCA DO-229D, dated February 1, 2013, has been published to reflect errata, corrections, and clarifications to requirements and test procedures. These changes do not alter any requirements within the original DO-229D document that were not already altered by ETSO C145c or C146c.

It is proposed to use RTCA DO-229D including change 1 instead of the RTCA DO-229D which is called out in ETSO-C145c and ETSO-C146c.

All the changes of this amendment will be implemented. Furthermore, the compliance demonstration will be based on the MOPS (Minimum Operational Performance Standards) amendments as defined in DO-229D including Change 1.

**EASA:** EASA accepts this deviation as an equivalent level of safety as the whole amendment is used and provides corrections to the previous MOPS. The work of the RTCA SC-159 committee is coordinated with the European Organization for Civil Aviation Equipment (EUROCAE) Working Groups 28 and 62. This deviation may be considered in the future updates of CS-ETSO.

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<sup>1</sup> Cf. EASA Web: <http://easa.europa.eu/management-board/docs/management-board-meetings/2007/04/MB%20Decision%202012-2007%20amending%20the%20certification%20procedure.pdf>