

The following table provides typical examples where an applicant or DOA holder gets help in the decision process to classify a design change as Minor or Major. As this is a living document, changes can be made without expressive notice. Operational aspects are not subject of this table, e.g. change from VFR to IFR.

Abbreviations are explained at the end of the table.

Subject	Classification	Restriction/Assumption	Specific Guidance Material	Notes/Boundaries/Test requirements/Documentation
<p><b>GPS based Navigator</b></p> <p>e.g. <b>GTN 6xx/7xx</b> <b>Avidyne 550</b></p>	<p><b>Minor</b></p>	<p>Single Installation no new functionality or technology not linked to Auto Pilot VHF Comms not affected.</p>		<p>for additional installation only, or VFR operation upgrade of operational rule need separate approval</p> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• SINGLE SYSTEM</li> <li>• FOR SITUATIONAL AWARENESS ONLY</li> <li>• NOT TOO COMPELLING TO BE USED AS PRIMARY MEANS OF NAVIGATION AND/OR TERRAIN AVOIDANCE NOT TO BE USED FOR PRNAV, RNP OR RNAV APPLICATIONS.</li> <li>• NO INTERFACES WITH AUTOPILOT, TAWS OR ADS-B TRANSMITTER</li> </ul> <p><u>TEST REQUIERENTS:</u></p> <ul style="list-style-type: none"> <li>• NOT SPECIFIED</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• AFM SUPPLEMENT AS REQUIRED, BASED ON</li> <li>• OPERATIONAL USE (EASA FORM 33)</li> <li>• ICA</li> </ul>

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	<b>Major</b>	Single installation with linkage to Auto Pilot (-> use like FMS) Dual Installation All other RNAV operations	CS-ACNS	<u>BOUNDARIES:</u> <ul style="list-style-type: none"> <li>NONE</li> </ul> <u>TEST REQUIERENTS:</u> <ul style="list-style-type: none"> <li>NOT SPECIFIED</li> </ul> <u>DOCUMENTATION:</u> <ul style="list-style-type: none"> <li>CERT. PROGRAM</li> </ul>
				<ul style="list-style-type: none"> <li>SSA</li> <li>AFM SUPPLEMENT AS REQUIRED, BASED ON OPERATIONAL USE (EASA FORM 33)</li> <li>ICA</li> </ul>
<b>XPDR Mode S, ELS</b>	<b>Minor</b>	No penetration of pressure vessel	CS-ACNS	<u>BOUNDARIES:</u> <ul style="list-style-type: none"> <li>REPLACEMENT OF EXISTING TRANSPONDER WITH ELS CAPABLE UNIT.</li> <li>NO SUBSTANTIAL CHANGES TO INTERFACING, ANTENNA INSTALLATION.</li> </ul> <u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>PER CS-ACNS</li> </ul> <u>DOCUMENTATION:</u> <ul style="list-style-type: none"> <li>AFM SUPPLEMENT (EASA FORM 33)</li> <li>ICA</li> </ul>

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<b>XPDR Mode S, Antenna Diversity (ELS)</b>	<b>Minor</b>	If existing antennas can be used, no penetration of pressure vessel, no new antennas	CS-ACNS	<p><u>NOTE:</u></p> <ul style="list-style-type: none"> <li>SIMILAR TO NON-DIVERSITY ELS TRANSPONDER.</li> </ul> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>REPLACEMENT OF EXISTING TRANSPONDER WITH ELS CAPABLE UNIT.</li> <li>NO SUBSTANTIAL CHANGES TO INTERFACING, ANTENNA INSTALLATION.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>CS-ACNS</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>AFM SUPPLEMENT (EASA FORM 33)</li> <li>ICA</li> </ul>
	<b>Major</b>	penetration of pressure vessel, new antenna	CS-ACNS	<p><u>NOTE:</u></p> <ul style="list-style-type: none"> <li>NO FLIGHT TEST REQUIRED FOR UPPER ANTENNA</li> </ul> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>NONE</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>CS-ACNS</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>CERT. PROGRAM</li> <li>SSA</li> <li>AFM SUPPLEMENT (EASA FORM 33)</li> <li>ICA</li> </ul>

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XPDR, Mode S, EHS	Major	No boundaries	CS-ACNS	<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>NONE</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>CS-ACNS</li> </ul> <p><u>DOCUMENTATION:</u></p>
				<ul style="list-style-type: none"> <li>CERT. PROGRAM</li> <li>SSA</li> <li>AFM SUPPLEMENT (EASA FORM 33) □ ICA</li> </ul>
TCAS I or TAS	Minor	No commercial use of the aircraft	TGL not applicable	<p><u>NOTE:</u> TCAS 1 WHISPER-SHOUT ALGORITHMS ARE A SOURCE OF RF POLLUTION, THEREFORE INSTALLATION OF TCAS 1 IS NOT RECOMMENDED.</p> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>ANTENNA INSTALLATION IN PRESSURIZED A/C IS MAJOR</li> <li>FOLLOW ON INSTALLATION – NO FLIGHT TEST REQUIRED FOR TESTING.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>AS REQUIRED TO DEMONSTRATE COMPLIANCE WITH CS-23.1301.</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>ICA</li> <li>AFMS (Form 33) or Operational Procedures</li> </ul>

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<b>ACAS (TCAS II)</b>	<b>Major</b>		CS-ACNS	<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>NONE</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>CS-ACNS</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>CERT. PROGRAM</li> <li>SSA</li> <li>AFM SUPPLEMENT (EASA FORM 33)</li> <li>ICA</li> </ul>
<b>Telemetric Equipment - Flight Inspection Equipment</b>	<b>Major</b>			<p>interface with avionics or new antennas or outside pods or linked to major changes of structures</p> <p>(No interface with avionics, attachment already approved, etc. possibly minor)</p>
<b>COM with 8.33 KHz Channel spacing</b>	<b>Minor</b>	Change of Radios and Radio Tuning/Control Panels, if applicable.	CS-ACNS	<p><b>LOSS OF ALL COMMUNICATION IS CONSIDERED A MAJOR FAILURE CONDITION. THIS SHOULD BE CONSIDERED WITH THE CLASSIFICATION OF THE CHANGE.</b></p> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>EXCHANGE OF UNITS ONLY.</li> <li>NO ADDED FUNCTIONALITY</li> <li>NO CHANGES TO PILOT-SYSTEM INTERFACE</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>CS-ACNS</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>ICA</li> </ul>

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<b>ELT</b>	<b>Minor</b>			<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• NO EXTERNAL ANTENNA</li> <li>• NO INTERFACE WITH PRIMARY NAV SYSTEMS.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>• AS REQUIRED TO DEMONSTRATE COMPLIANCE WITH CS-23.1301.</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• ICA</li> </ul>
<b>Antenna Installation</b>	<b>Major</b>	pressurized vessel installation of large antenna on unpressurized vessel		<p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• ICA</li> </ul>
<b>SATCOM</b>	<b>Minor</b>	Equipment upgrade. (for standard type and for iridium type), no antenna installation. Not for use with ATC communication		<p><u>NOTES:</u> UPGRADE OF SATCOM EQUIPMENT IS COVERED UNDER MINOR UPGRADE OF AVIONICS (SEE ABOVE).</p> <p>STRUCTURAL ASSUMPTIONS FOR THE INITIAL INSTALLATION NEED TO BE CONSIDERED</p>
	<b>Major</b>	for standard type and iridium type (if new antenna installation on pressurized vessels)		<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• NONE.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>• AS REQUIRED</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• CERT. PROGRAM</li> <li>• SSA</li> </ul>

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				<ul style="list-style-type: none"> <li>• AFM SUPPLEMENT (EASA FORM 33)</li> <li>• ICA</li> </ul>
<b>steep approach</b>	<b>Major</b>			<p><u>NOTE:</u></p> <ul style="list-style-type: none"> <li>• WILL NEED EASA PANEL 1</li> </ul> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• NONE.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>• AS REQUIRED</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• CERT. PROGRAM</li> <li>• SSA</li> <li>• AFM SUPPLEMENT (EASA FORM 33)</li> <li>• ICA</li> <li>• OSD</li> </ul>

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**Acronyms:**

<b>A/C</b>	Aircraft
<b>A/P</b>	Autopilot
<b>ACAS</b>	Airborne Collision Avoidance System
<b>ADS-B</b>	Automatic Dependent Surveillance-Broadcast
<b>AFM</b>	Airplane Flight Manual
<b>AFMS</b>	Airplane Flight Manual Supplement
<b>AMC</b>	Acceptable Means of Compliance
<b>AOA</b>	Angle of Attack
<b>BRNAV</b>	Basic Area Navigation
<b>CAT</b>	Category (for All-Weather Operations)
<b>CERT</b>	Certification
<b>COM</b>	Communication
<b>CPR</b>	Changed Product Rule
<b>CRI</b>	Certification Review Item
<b>DOA</b>	Design Organization Approval
<b>EFB</b>	Electronic Flight Bag
<b>EGPWS</b>	Enhanced Ground Proximity Warning System
<b>EHS</b>	Enhanced Surveillance
<b>ELS</b>	Elementary Surveillance
<b>ELT</b>	Emergency Locator Equipment
<b>EVS</b>	Enhanced Vision System
<b>FAQ</b>	Frequently Asked Questions
<b>FL</b>	Flight Level

<b>GPS</b>	Global Positioning System
<b>HUD</b>	Head-Up-Display
<b>ICA</b>	Instruction for Continued Airworthiness
<b>IFE</b>	Inflight Entertainment system
<b>IFR</b>	Instrument Flight Rules
<b>KHz</b>	Kilo Hertz
<b>KTS</b>	Knots
<b>LNP</b>	Lateral Navigation Performance
<b>NAV</b>	Navigation
<b>PRNAV</b>	Precision Area Navigation
<b>RAAS</b>	Runway Awareness and Alerting System
<b>RF</b>	Radio Frequency
<b>RVSM</b>	Reduced Vertical Separation Minima
<b>SATCOM</b>	Satellite Communication
<b>SBAS</b>	Space Based Augmentation Signal
<b>SSA</b>	System Safety Assessment
<b>SVS</b>	Synthetic Vision System
<b>TAS</b>	Traffic Advisory System
<b>TAWS</b>	Terrain Awareness Warning System
<b>TCAS</b>	Traffic and Collision Avoidance System
<b>TGL</b>	Temporary Guidance Leaflet
<b>UNS-xxx</b>	A Universal Brand Name
<b>VFR</b>	Visual Flight Rules

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<b>FMS</b>	Flight Management System
<b>GA</b>	General Aviation
<b>GM</b>	Guidance Material
<b>GNS-xxx</b>	A Garmin Brand Name

<b>VHF</b>	Very High Frequency
<b>WX</b>	Weather
<b>XPDR</b>	Transponder

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