

Deviation Request ETSO-C199 A1#1 for an ETSO approval for CS-ETSO applicable to Traffic Awareness Beacon System (TABS) (ETSO-C199 A1) 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](#) products certification procedure dated 11th 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-C199 A1 Traffic Awareness Beacon System (TABS)

2.1 Summary of Deviation

Deviate from ETSO-C199 A1, section 3.1.1 c. and Appendix A1.2.5 by using RTCA DO-260B w/ Corrigendum 1 in lieu of EUROCAE ED-102A w/ Corrigendum 1.

2.2 Original Requirement

CS-ETSO Amendment 17, ETSO-C199 A1 section 3.1.1(c) — Minimum Performance Standard:

The ADS-B OUT function must meet a subset of the requirements found in document EUROCAE ED-102A, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance — Broadcast (ADS-B) and Traffic Information Services — Broadcast (TIS-B), dated December 2009, including Corrigendum-1, Section 2, dated January 2012, Class B0 as amended by Appendix 1.

2.3 Industry

EUROCAE ED-102A and RTCA DO-260B are harmonised and technically equivalent. This is acknowledged in section 2.2.3.2.7.2.5 of ED-102A and section 2.2.3.2.7.2.5 of DO-260B, where both standards result in compatible ADS-B version numbers. Thus, both documents implement the same requirements of RTCA DO-242A “Minimum Aviation System Performance Standards for ADS-B”.

2.4 Equivalent Level of Safety

EUROCAE ED-102A w/ Corrigendum 1 is technically identical to RTCA DO-260B w/ Corrigendum 1. Issuing of standards revisions is harmonised between the two standards bodies.

2.5 EASA position

We accept the deviation.