



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
<b>GPS based FMS</b>  e.g. <b>GNS 3xx/4xx</b> <b>GNS 3xxW/4xxW</b> <b>UNS</b>	<b>Minor</b>	Single Installation no new functionality or technology not linked to Auto Pilot BRNAV only SBAS must be disabled No embedded TAWS VHF Comms not affected.	AMC 20-4 AMC 20-5 FAA AC 20-138A	for additional installation only, or VFR operation upgrade of operational rule need separate approval  <u>BOUNDARIES:</u> <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</li> <li>• MEANS OF NAVIGATION AND/OR TERRAIN AVOIDANCE</li> <li>• NOT TO BE USED FOR PRNAV, LNP-RNAV ETC.</li> <li>• NO INTERFACES WITH AUTOPILOT, TAWS OR ADS-B</li> <li>• TRANSMITTER</li> <li>• SBAS DISABLED</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>• AFM SUPPLEMENT AS REQUIRED, BASED ON</li> <li>• OPERATIONAL USE (EASA FORM 33)</li> <li>• ICA</li> </ul>
	<b>Major</b>	Single installation with linkage to Auto Pilot (-> use like FMS) Dual Installation All other RNAV operations	AMC 20-4	<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>

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				<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>TAWS (Brand Name: EGPWS)</b>  <b>With- or without RAAS functionality</b>	<b>Minor</b>	Class B without a Display  Forward looking mode is predicted  by using GPS data	RAAS Generic CRI	<p><u>NOTE:</u> PILOT-SYSTEM INTERFACE, PROCEDURES AND CHANGES TO THE AFM MUST BE TAKEN INTO CONSIDERATION WHEN CERTIFYING TAWS B.</p> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• RAAS FOR ON GROUND USE ONLY (&lt;40 KTS)</li> </ul> <p><u>TEST REQUIERENTS:</u></p> <ul style="list-style-type: none"> <li>• AS REQUIRED PER TGL No. 12. AND RAAS GENERIC CRI</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>	1) Class B with partial Class A functionality , 2) Class A	TGL No. 12 RAAS Generic CRI	<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• NONE</li> </ul> <p><u>TEST REQUIERENTS:</u></p> <ul style="list-style-type: none"> <li>• AS REQUIRED PER TGL No. 12. AND RAAS GENERIC CRI</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>XPDR Mode S, ELS</b>	<b>Minor</b>	No penetration of pressure vessel	TGL No. 13, Rev. 1 (classification in AMC 20-13)	<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• REPLACEMENT OF EXISTING TRANSPONDER WITH ELS</li> <li>• CAPABLE UNIT.</li> <li>• NO SUBSTANTIAL CHANGES TO INTERFACING,</li> <li>• ANTENNA INSTALLATION.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>• PER TGL No. 13, Rev 1</li> </ul>

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<p><b>XPDR Mode S, Antenna Diversity (ELS)</b></p>	<p><b>Minor</b></p>	<p>If existing antennas can be used, no penetration of pressure vessel, no new antennas</p>	<p>TGL 13, Rev. 1 (classification in AMC 20-13)</p>	<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>• PER TGL No. 13, Rev 1</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• AFM SUPPLEMENT (EASA FORM 33)</li> <li>• ICA</li> </ul>
	<p><b>Major</b></p>	<p>penetration of pressure vessel, new antenna</p>	<p>TGL 13 (classification in AMC 20-13)</p>	<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>• PER TGL No. 13, Rev 1</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>
<p><b>XPDR, Mode S, EHS</b></p>	<p><b>Major</b></p>	<p>No boundaries</p>	<p>AMC 20-13</p>	<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>• PER AMC 20-13</li> </ul> <p><u>DOCUMENTATION:</u></p>

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<b>IFE (In Flight Entertainment)</b>	<b>Minor</b>	Exchange of components in existing system		
	<b>Major</b>	New installation or major alteration	TGL 17	<u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>• AS DEFINED IN TGL 17</li> </ul> <u>DOCUMENTATION:</u> <ul style="list-style-type: none"> <li>• AS DEFINED IN TGL 17</li> </ul>
<b>Upgrade of Avionics, INCLUDING "GLASS COCKPIT"</b>	<b>Minor</b>	Exchange of single units with no change to basic technology, e.g. change to high integrated units / glass cockpit or functionality No change from electromechanical installation to a "glass type cockpit"	CPR analysis may be required	<u>BOUNDARIES:</u> <ul style="list-style-type: none"> <li>• EXCHANGE OF UNITS FOR PRODUCT-IMPROVEMENT ALLOWED</li> <li>• NO ADDED FUNCTIONALITY</li> <li>• NO CHANGES TO PILOT-SYSTEM INTERFACE</li> <li>• NOT APPLICABLE TO AUTOPILOT AND PRECISION</li> <li>• LANDING SYSTEMS (CAT II / III or equivalent)</li> </ul> <u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>• AS REQUIRED TO DEMONSTRATE COMPLIANCE WITH 23.1301.</li> </ul> <u>DOCUMENTATION:</u> <ul style="list-style-type: none"> <li>• ICA</li> </ul>
	<b>Major</b>	New functionality, change of basic technology (change to high integrated units / glass cockpit) EVS, SVS functionality HUD Installation Change from electromechanical installation to a "glass type cockpit"	CPR analysis required HUDS requirements Generic CRIs for SVS and/or EVS	<u>BOUNDARIES:</u> <ul style="list-style-type: none"> <li>• NONE.</li> </ul> <u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>• AS REQUIRED</li> </ul> <u>DOCUMENTATION:</u> <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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<b>TCAS I or TAS</b>	<b>Minor</b>	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 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>
<b>ACAS (TCAS II)</b>	<b>Major</b>		TGL No. 8, Rev. 2	<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>• PER TGL No. 8, Rev 2</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</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.	TGL No. 7, Rev. 1	<p><u>NOTES:</u> 8.33 KHz. CHANNEL SPACING REQUIRED FOR ALL FLIGHTS ABOVE FL 245</p> <p>LOSS OF ALL COMMUNICATION IS CONSIDERED A</p>

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				<p>MAJOR/HAZARDOUS FAILURE CONDITION. THIS SHOULD BE CONSIDERED WITH THE CLASSIFICATION OF THE CHANGE.</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>• PER TGL No. 7, Rev 1</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• ICA</li> </ul>
WX Radar	Minor	Upgrade with use of existing locations; no significant weight increase		<p>NOTES; THIS IS COVERED UNDER MINOR UPGRADE OF AVIONICS (SEE ABOVE). INSTALLATION OF NEW INDICATION MEANS MAY CLASSIFY AS A MAJOR CHANGE.</p> <p>STRUCTURAL ASSUMPTIONS FOR THE INITIAL INSTALLATION NEED TO BE CONSIDERED</p>
	Major	New Installation, major alteration to existing installation		<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> </ul>
EFB	<p><b>CLASS I: No classification required</b></p> <p><b>CLASS II Major depending of the interface</b></p>	<p><b>CLASS I No airworthiness approval required</b></p> <p><b>CLASS II Installation approval Only</b></p>	TGL No. 36	<p><u>NOTE:</u> WHETHER OR NOT PAPER WILL STILL BE REQUIRED IS AN OPERATIONAL CONCERN, NOT RELATED TO AIRWORTHINESS.</p> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• NONE.</li> </ul>

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	with the aircraft <b>CLASS III Major</b>	<b>CLASS III airworthiness approval</b>		<u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>AS REQUIRED TO DEMONSTRATE COMPLIANCE WITH 23.1301.</li> </ul> <u>DOCUMENTATION:</u> <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>ELT</b>	<b>Minor</b>			<u>BOUNDARIES:</u> <ul style="list-style-type: none"> <li>NO EXTERNAL ANTENNA</li> <li>NO INTERFACE WITH PRIMARY NAV SYSTEMS.</li> </ul> <u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>AS REQUIRED TO DEMONSTRATE COMPLIANCE WITH 23.1301.</li> </ul> <u>DOCUMENTATION:</u> <ul style="list-style-type: none"> <li>ICA</li> </ul>
	<b>Major</b>	ELT with NAV linkage		
<b>Antenna Installation</b>	<b>Major</b>	pressurized vessel installation of large antenna on unpressurized vessel		<u>DOCUMENTATION:</u> <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		<u>NOTES:</u> UPGRADE OF SATCOM EQUIPMENT IS COVERED UNDER MINOR UPGRADE OF AVIONICS (SEE ABOVE).  STRUCTURAL ASSUMPTIONS FOR THE INITIAL INSTALLATION NEED TO BE CONSIDERED
	<b>Major</b>	for standard type and iridium type (if new antenna installation on pressurized vessels)		<u>BOUNDARIES:</u> <ul style="list-style-type: none"> <li>NONE.</li> </ul> <u>TEST REQUIREMENTS:</u> <ul style="list-style-type: none"> <li>AS REQUIRED</li> </ul>

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<b>COM VHF</b>	<b>Minor</b>	if no antenna installation is necessary		<p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• IF FAILURE CONDITION FOR TOTAL LOSS OF COM HAS ALREADY BEEN SATISFIED BY THE INSTALLATION OF VHF RADIOS.</li> </ul> <p><u>TEST REQUIREMENTS:</u></p> <ul style="list-style-type: none"> <li>• AS REQUIRED TO DEMONSTRATE COMPLIANCE WITH 23.1301.</li> </ul> <p><u>DOCUMENTATION:</u></p> <ul style="list-style-type: none"> <li>• ICA</li> </ul>
<b>RVSM</b>	<b>Major</b>	TGL 6, Rev 2		<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> </ul>
<b>steep approach</b>	<b>Major</b>			<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> </ul>

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<p><b>AOA system</b></p>	<p><b>Minor</b></p>	<p>Non-required and used in an advisory or supplementary manner.</p> <p>Not used in lieu of the airspeed indicator or stall warning system</p> <p>No operational credit.</p> <p>No pressurized aircraft.</p> <p>No additional openings in wing or primary structure</p>		<p><u>NOTES:</u> STRUCTURAL ASSUMPTIONS FOR THE INITIAL INSTALLATION NEED TO BE CONSIDERED. INSTALLATION ONLY ON INSPECTION PANELS OF WING AND FUSELAGE OR IN AN AREA OF THE FUSELAGE THAT COULD ACCOMMODATE A LIKE INSTALLATION OF AN ANTENNA.</p> <p><u>BOUNDARIES:</u></p> <ul style="list-style-type: none"> <li>• ACCURACY CONSERVATIVE AS COMPARED TO EXISTING STALL WARNING DEVICES.</li> <li>• NO INTERFERENCE WITH CONTROL SURFACES, PITOT-STATIC SYSTEM OR AIRCRAFT STALL WARNING SYSTEM</li> <li>• NO INTERFACE WITH PITOT-STATIC SYSTEM OR ANY SYSTEM THAT CONTROLS THE AIRCRAFT (e.g autopilot, stick pusher)</li> <li>• NO AURAL NUISANCE WARNINGS</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>• ELECTRICAL LOAD ANALYSIS</li> <li>• AFM SUPPLEMENT (EASA FORM 33)</li> <li>• ICA</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>FMS</b>	Flight Management System
<b>GA</b>	General Aviation
<b>GM</b>	Guidance Material
<b>GNS-xxx</b>	A Garmin Brand Name

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

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