

Certification Authorities for Transport Airplanes (CATA)

CATA Worklist Item (CWI) FAA-03 – CNS Guidance Harmonization

Date Raised:	12-July-2017	Updated: 27-Nov-2024	Status:	Closed
Subject:	Communication, Navigation, and Surveillance (CNS) Guidance Harmonization			
Related Issue(s): (Identify Discussion Paper number, if any)	CATA Action Item 2017-12, raised during the 17 May meeting in Renton.			

Description of Issue(s):

(Give a brief background of issue(s))

NextGen avionics technologies have complex and evolving standards. Although equipment standards (i.e., ED-/DO- documents) as well as TSO/ETSO equipment requirements are generally harmonized, the installation guidance may not be.

Background:

The FAA developed a NextGen Avionics Guidance Summary table to assist FAA ACOs in certification of NextGen technologies. The FAA proposed, and the CATA accepted during the May 17 CATA meeting, a proposal to form a quadrilateral SME group to evaluate the FAA summary table with the aim of identifying differences in the listed guidance and the impact of those differences on applicants seeking certification with multiple authorities. Where differences are identified, the SME group will evaluate the potential impact of those differences on installation-level certification of the associated technologies, and seek either harmonization, or clear definition of enveloped requirements to support global acceptance.

Proposed Prioritization:

(Per CATA Technical Issues List Prioritization schema, SME proposes along with authority CATA members)

Question	Answer
1. Is there an active working group related to this issue?	No. Working groups for equipment standards only (i.e., ED-/DO- documents used in the development of TSO/ETSO equipment requirements). None for the installation issues addressed by this CWI.
2. In which documents are there deviations amongst the authorities?	Installation guidance (i.e., AMCs/ACs)
3. Was this issue raised by or at the CMT?	No
4. What is the level of impact on projects in the future (i.e. minor, major, critical)?	Major/Critical
5. How many authorities does the issue impact?	Will depend on each authority's initiatives (i.e., SESAR) or other operational goals.
6. What is the approximate technical complexity of the issue (i.e. low, medium, high)?	High

Recommendation:

(SME proposes expected resolution of the issue)

The targeted outcome of this activity is to update the FAA summary table noted in the Background section to include associated CMT partner authority requirements and harmonization status. From this reference point the SME team will identify appropriate harmonization tasks, if any, and ultimately document in a suitable vehicle (to be proposed by the SME team) the enveloped set of requirements necessary to support global acceptance.

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CATA Decision:

(Using CATA criteria for determination of technical issues)

As noted in the Background section the CATA accepted this tasking at the May 2017 meeting.

Interim CATA Position:

(Explain agreement, dissent or conclusion on this CWI)

Release of the entire avionics technology guidance summary, including the completed Surveillance portion with added “Enveloped Requirements to Comply with all Authorities” completed. The summary table is appended directly to this CWI form.

This action represents an interim step toward closure of the CWI. Additional interim releases will be considered by the CATA as the Navigation, Communication, and other components of the analysis are completed.

Interim Release of CWI:

CATA Representative	Name	Signature	Date
ANAC	Marcelo Leite Daniel Pessoa	/s/	03.01.2020
EASA	Colin Hancock Mathilde Labatut	/s/	09.12.2019
FAA	Tom Groves	/s/	04.12.2019
TCCA	Canh Nham	/s/	04.12.2019

Final CATA Position:

(Explain agreement, dissent or conclusion on this CWI)

The interim release of FAA-003, Communication, Navigation, and Surveillance (CNS) Guidance, was published on October 29, 2019. Following the interim release the SME team worked on developing the Final Position for FAA-003 by revising the Summary Table with the latest CNS guidance, which includes many guidance documents on various CNS subjects along with “Enveloped Requirements to Comply with all Authorities” for each subject. The SME team encountered difficulties with providing a Summary Table for the Final Position of CWI FAA-003 because CNS guidance documents continue to be revised with updated content.

CATA discussed a few ways to proceed given this situation:

1) Continue to have the SMEs update CWI FAA-003 as guidance changes occur by issuing multiple interim positions. This approach would be time consuming for the SMEs; in addition, CWI FAA-003 would remain open indefinitely.

2) Publish the Summary Table for the Final Position of CWI FAA-003 at a point in time (Nov. 2023 was selected) and close the CWI. This approach would result in a CNS Summary Table that would already contain obsolete information, since revised guidance had already been issued.

3) Close the CWI without providing any additional updates to the Summary Table since the interim release. This approach would not include any additional information on Navigation, Communication, etc. in the Summary Table but would avoid the concerns described in #1 and #2.

CATA also consulted Industry for feedback on how valuable updating the CWI FAA-003 Summary Table would be for Industry. Although Industry did see some value in updating the Summary Table, Industry questioned how often the Summary Table would need to be revised to remain current, how much time and effort the SMEs would need to devote to each update, and how other CWI would be affected by the efforts to update this CWI. CATA's interpretation of Industry's feedback was that CATA's concerns associated with updating CWI FAA-003 outweigh the value Industry would receive from the update. Thus, CATA determined to proceed with #3.

This action constitutes closure of the CWI. No further updates have been made to the CNS Summary Table in this Final Position.

Final Release of CWI:

CATA Representative	Name	Signature	Date
ANAC	<p>Marcelo Leite</p> <p>.</p> <p>Daniel Pessoa</p>	<p>Assinado de forma digital por Daniel Pessoa Martins Cunha DN: dc=br, dc=gov, dc=anac, ou=ANAC, ou=SAR, ou=USUARIOS, cn=Daniel Pessoa Martins Cunha Dados: 2024.12.04 10:17:21 -03'00'</p> <p>Daniel Pessoa Martins Cunha</p> <p>Assinado de forma digital por Daniel Pessoa Martins Cunha DN: dc=br, dc=gov, dc=anac, ou=ANAC, ou=SAR, ou=USUARIOS, cn=Daniel Pessoa Martins Cunha Dados: 2024.12.04 10:16:43 -03'00'</p>	
EASA	<p>Israel Navarro</p> <p>Mathilde Labatut</p>	<p><i>I Navarro</i></p> <p><i>P.A. I Navarro</i></p>	<p>5/17/24</p>
FAA	<p>James Wilborn</p> <p>Hung Cao</p>	<p>JAMES E WILBORN</p> <p>HUNG T CAO</p>	<p>Digitally signed by JAMES E WILBORN Date: 2024.12.03 07:09:47 -08'00'</p> <p>Digitally signed by HUNG T CAO Date: 2024.11.27 08:12:08 -05'00'</p>
TCCA	<p>Canh Nham</p> <p>Sébastien Garsuault</p>	<p>Nham, Canh</p> <p>Garsuault, Sebastien</p>	<p>Digitally signed by Nham, Canh DN: C=CA, O=GC, OU=TC-TC, CN="Nham, Canh" Reason: I am the author of this document Location: Date: 2024.12.05 13:19:21-05'00' Foxit PDF Editor Version: 13.1.3</p> <p>Digitally signed by Garsuault, Sebastien Date: 2024.12.05 07:57:37-05'00'</p>