# The View from Washington

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The economy seems to be turning a bit. AEA members are reporting a general increase in business and some businesses are starting to look for new employees. This brings to mind the challenges facing the aviation maintenance industry in the late 1990s: the lack of qualified personnel.

The first issue that always seems to come to mind is the simple availability of bodies. That is, having enough people in the aviation maintenance trades to support the needs of the growing industry. During the late '90s, the commercial aviation industry was growing at 7 to 14 percent annually. The technical service trades (that sector of the Department of Labor occupation codes that aviation maintenance falls into) was growing at better than 7 percent. The general population of entry level workers was at a 10-year, 13 percent low. What this meant to our industry was that while the airline industry was growing at a record-breaking pace and were drawing down the general aviation maintenance pool, the available student body for technical school replacements was at a 10-year low and we were competing with every other technical industry for those precious few technically talented people. The bottom line: general aviation had a severe shortage of available maintenance talent.

Enter your Association (AEA). During the fall of 2000, AEA held a series of listening sessions to define how to work with the technical schools to provide the much needed talent. AEA found that while there was a shortage of bodies, the shortage of personnel was not as severe as the shortage of talent. The membership told us that before the runaway growth of the airline industry, the average tenure for an avionics technician was about 10 years before they began looking for work with the airlines. Because of their growth, the airlines had reduced their qualification to a modest five years and, in some cases, less. The challenge for AEA was how to expedite the learning curve for apprentice avionics technicians so that they could be productive sooner.

So AEA, in cooperation with the Aviation Technical Education Council (ATEC), developed a training program which became the first of what is hoped to be many, apprenticeship training programs.

So whether you're an apprentice just learning your avionics trade or a journeyman looking to refresh those long-ago learned skills, AEA's apprentice training sessions are a good place to start. See "Installations 101" on page 9 of this issue.

Today, the airlines draw of general aviation technical talent has waned after the economic decline of 2001 and 2002. The airlines have been downsizing their fleets, consolidating routes and generally laying off technicians. So the tenure for general aviation technicians has again begun to increase, decreasing the pressure on the avionics shops.

But what has replaced the declining workforce of the late '90s has been a drastic growth in digital technology in general aviation electronics today. The need for training and education continues. The design of the 1930's cockpit that has stayed constant through most of today's general aviation fleet has provided stability and consistency in the need for initial avionics technical training and recurrent skill reviews. However, in the last 10 years or so, digital technology has exploded into the modern GAcockpit. And the challenge is today: how does the line technician keep up with the technology?

The Federal Aviation Regulations also creates a challenge to new technology. 14 Code of Federal Regulations (CFR), Part 145, Section 145.151 requires that a certificated repair station must ensure it has a sufficient number of employees with the training or knowledge and experience in the performance of maintenance, preventive maintenance, or alterations authorized by the repair station certificate and operations specifications to ensure all work is performed in accordance with Part 43. In addition, Part 65, Section 65.103 prohibits a certificated repairman from performing or supervising duties under the repairman certificate unless the repairman understands the manufacturer's instructions for continued airworthiness relating to the specific operations concerned. Not much of an issue when installing, maintaining, or supervising the maintenance on 1930's technology like most of the pre-1990 instruments, autopilots and communication and

navigation radios. But a real challenge for the avionics workforce in the post-1990 environment of electronic HSIs, digital engine instrument clusters, digital radios, and computer based, multi-function displays.

And, again, the gauntlet has been formed to introduce today's challenge: the Primary Flight Displays and glass cockpit. The answer to today's challenge: continuing education.

To take that challenge a step further, how do the educators and regulators keep up with technology? Not just the sales pitch "gee-whiz" concepts but the installation, maintenance and repair of the technology: a truly formidable task. Reading the sales pitch in a pilot's magazine isn't enough. Trying to absorb the "knowledge" during shop visits isn't enough. Relying on old technology skills isn't enough. The educator and regulator must also be trained. The educator's ability to train the next generation technician on today's technology is directly proportional to their understanding of that technology. And, the ability of the regulator to oversee and supervise the repair station industry depends on the regulator's understanding of the operation, maintenance and inspection requirements of the new technology and equipment. As an example, how does a regulator know that a repair station's personnel are properly trained and properly using test equipment if they don't know or understand the maintenance nuances of a primary flight displays or the equipment requirements of a RVSM capable aircraft? Continuing education is just as important to the educators and regulators as it is for front-line technicians.

To address this challenge, your Association continues to improve, enhance, and expand the worldwide regional meetings schedule and stuff every available minute of the annual convention and trade show with quality training appropriate to the latest technology and most importantly, reviewed and accepted by the FAA to meet the requirements of Part 65.

There has been a lot of emphasis on the "new" Part 145 and its soon-to-be mandated training requirements. Again, your Association has been at the front of this challenge working directly with the FAA as they develop the soon-to-be published Advisory Circular.

The much anticipated "approved" training programs most likely won't change the training requirements, but rather define how a repair station shows compliance to the current training mandates.

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# Frequently Asked Questions

## TOPIC: Air Carriers 30 Day VOR Checks

The following question and answer is extracted from the FAA's Flight Standards Service, Aircraft Maintenance Division (AFS-300) Policy, Information, and Guidance page.

**QUESTION:** Must an air carrier comply with the 30 day VOR check requirements of Title 14 of the Code of Federal Regulations (14CFR) section 91.171, VOR equipment check for IFR operations?

**ANSWER:** Under 14 CFR section 91.171 an air carrier may use either an approved procedure or the 30 day VOR check procedure outlined in section 91.171(b) or (c).

**ANALYSIS:** Title 49 of the United States Code (49 USC) section 44701 is the basis for most Title 14 of the Code of Federal Regulations (14CFR) regulations pertinent to the operations of aircraft in air commerce and air transportation. Section 44701, in part, obliges the Federal Aviation Administration (FAA) Administrator to promote safe flight of civil aircraft in air commerce by prescribing regulations and minimum standards in the interest of safety for inspecting, servicing, and overhauling aircraft, aircraft engines, propellers and appliances. In addition, the Administrator, when prescribing a regulation or standard under section 44701 or any of 49 USC sections 44702-44716, is required to (1) consider the duty of an air carrier to provide service with the highest possible degree of safety in the public interest; (2) consider differences between air transportation and other air commerce; and to (3) classify a regulation or standard appropriate to the differences between air transportation and other air commerce.

From a plain language reading of section 91.171, it is apparent that there are two different and separate VOR equipment test and inspection requirements contained in section 91.171. The differences in these test and recording requirements are a prime example of the implementation of these statutory "difference" requirements. An additional, similar example is the general aviation requirement to use an inspection program and the manufacturer's maintenance manual to have the aircraft maintained in an airworthy condition, while air carriers are required to maintain their aircraft in accordance with a comprehensive maintenance program of its own design and its own air carrier maintenance manual. In any case, the air

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**FAQ**

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carrier provisions are always considered the higher standard.

Section 91.171 gives the operator the option of accomplishing the VOR equipment check in either of two ways. One method is to operationally check the VOR equipment at an interval of not more than 30 days. The results of the check must be within the permissible indicated bearing error limits set forth in paragraph (b) or (c) of section 91.171.

The other method allows the operator to maintain, check and inspect the VOR equipment under an approved procedure. An approved procedure means an approved continuous airworthiness maintenance and inspection program specified in operations specifications issued by, or approved by the Administrator, or any other equivalent maintenance and inspection system specifically approved by the Administrator. For air carriers, this is usually accomplished through Operations Specifications.

The FAAbelieves the requirements of section 91.171 are clear, however it should be noted that we derive the meaning of "approved procedure" from the historical perspective. The VOR equipment check was first introduced by the FAA's predecessor, the Civil Aeronautics Board (CAB) in 1954 through Civil Aviation Regulation (CAR) Amendment 43-11, effective March 12, 1954. Amendment 43-11 introduced section 43.31, aircraft electronics navigation equipment accuracy. The text of this rule has remained essentially unchanged through the years, although the title was changed and footnotes removed during the recodification of part 43 of the CAR into part 91 of the Federal Aviation Regulations in 1964.

You should note that one of the three footnotes in CAR section 43.31 was removed to comply with updated formatting standards during the 1964 recodification explains that the approved procedure means "an approved continuous maintenance and inspection program specified in Operations Specifications issued by or approved by the Administrator or any equivalent maintenance and inspection system specifically approved by the Administrator." The rule recognizes the higher standard that is attained under an air carrier program specified and approved in Operations Specifications.

Generally, and in line with the Administrator's statutory obligations mentioned above, the maintenance and inspection function, including VOR equipment checks, of an air carrier is regulated to a higher standard than that afforded under 14 CFR parts 43 and 91 alone. Under an air carrier program these higher standards are systemic and are collectively contained in the management personnel requirements of section 119.65, the manual requirements of sections 121.135 and 121.369, the maintenance authority provisions of section 121.379, the maintenance organization requirements of section 121.365(a), the competent personnel requirements of sections 121.105, 121.123 and 121.367(b), the training requirements of section 121.375, the certificate requirements of section 121.378 and 121.709, and the quality assurance function of section 121.373(a).

It must also be noted that the 1954 technological level of airborne VOR equipment when the rule was originally promulgated was vacuum tubes and the reliability of these systems was significantly less than it is today. In the subsequent 48 years, technology has evolved from vacuum tubes to solid-state digital systems with built in test as well as self test functions. Designs standards have also evolved, using primarily the fail-safe design concept, which incorporates the concept of redundancy, i.e. alternative load paths in structures, and the incorporation of system functions operating in parallel rather than in series. Using the fail-safe design concept that incorporates the additional design concept of "evident failure" provides an extremely high level of safety.

Additionally, some older airplane types utilize a Central Fault Collecting System called a navigation comparator, which displays output deviations via an annunciation panel. The navigation comparator monitors VOR bearing between the two VOR systems. Typically, if the bearing is greater than 6 degrees, the navigation comparator will annunciate, making the failure of one of the systems evident to the flight crew. The flight crew enters the discrepancy in the log, and maintenance will take the appropriate action. Operational safety is not compromised because the other system remains operational. The probability and risk that both systems would fail at the same time is extremely remote.

Other airplane types monitor VOR commands as well as output deviations via a Digital Flight Computer System. The VOR system self checks and cross channel interface monitoring occurs with the Central Display, which detects signal differences received by the Display Electronic Unit. When differences occur, the evident failure is displayed on the display panels, rather than an annunciator panel. Flight crew and maintenance actions remain the same as that described for the older airplanes.

*Note: AEA offers these Frequently Asked Questions (FAQs) in order to foster greater understanding of the Federal Aviation Regulations and the rules that govern our industry. AEA strives to make them as accurate as possible at the time they are written, but rules change so you should verify any information you receive from an AEA FAQ before you rely on it. AEA DISCLAIMS ANY WARRANTY FOR THE ACCURACY OF THE INFORMATION PROVIDED. This information is NOTmeant to serve as legal advice – if you have particular legal questions, then these should be directed to an attorney.*

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Section 145.151 requires that a repair station must ensure it has a sufficient number of employees with the training or knowledge and experience in the performance of maintenance, preventive maintenance, or alterations authorized by the repair station certificate and operations specifications to ensure all work is performed in accordance with Part 43. Section 145.151 also requires the repair station to determine the abilities of its noncertificated employees performing maintenance functions based on training, knowledge, experience, or practical tests.

With the fast paced introduction of new technology, how does the repair station show that its workforce is keeping up with technology? As an example, with the introduction of RVSM in the domestic airspace, virtually all turbine-powered aircraft will be RVSM compliant. What has the repair station done to educate the technicians on the "note-cautions-and-warning" associated with the testing of the pitot-static and altitude hold systems so that the technician is qualified to perform system checks and maintenance transition to the tighter tolerance of an RVSM qualified aircraft? Or even more importantly, has the supervisor been properly trained so that they can train and supervise the workforce?

Section 145.153 requires that each supervisor of the repair station be trained in or thoroughly familiar with the methods, techniques, practices, aids, equipment, and tools used to perform the maintenance, preventive maintenance, or alterations. As new technology, techniques, higher tolerances and advanced materials are introduced into the modern GA cockpit, it becomes more difficult to be familiar enough with the maintenance tasks to train and supervise the workforce without attending continuing education.

To compound matters even more, Section 145.157 requires that any person authorized to approve an article for return to service must have been trained in or have 18 months practical experience with the methods, techniques, practices, aids, equipment, and tools used to perform the maintenance, preventive maintenance, or alterations. When new technology is introduced into the GA aircraft fleet, the supervisors and inspectors do not have 18 months "practical experience" with these particular "methods, techniques, practices, aids, equipment and tools used to perform the maintenance" so the only option is to attend continuing education on the new product or process.

Again, your Association, in cooperation with the manufacturers, service providers, and other experts, has developed and produced continuing education programs for the avionics community that meets the Part 145 regulations for supervisors, inspectors and technicians. In 2003 alone, AEA provided more than 100 hours of FAA-approved training on regulations, technology and skills required to service and maintain today's equipment. In 2004, AEAis providing even more!

Whether a technician, supervisor, inspector, educator or regulator, to be proficient in your trade requires participation in avionics continuing education. Training and education should be included in everybody's annual budget. Beyond the regulatorily mandated training of Part 145, the efficiency of the repair station, the quality of the installation and maintenance, the ability to train the next generation technician on today's technology, or the ability to regulate the repair station industry depends on the individual's participation in continuing education. Your Association provides the service to you, are you taking advantage of it? ❑

# Regulatory Update

## United States

### Proposed Advisory Circular (AC) 65-25C, Aviation Maintenance Technician Awards Program

The Federal Aviation Administration (FAA) announces the availability of and requests comments on a proposed AC that provides guidance on the requirements for participation in the FAA Aviation Maintenance Technician (AMT) Awards Program.

The proposed AC 65-25C is available on the FAA's Regulatory Guidance Library website at www.airweb.faa.gov/rgl, under the Draft Advisory Circulars link.

Submit comments before September 16, 2004.

### Proposed Revision to Advisory Circular 43.13-2A,—Acceptable Methods, Techniques and Practices—Aircraft Alterations"

The (FAA) is seeking advance comments on the agency's plan to update and revise Advisory Circular (AC) 43.13-2A, Acceptable Methods,

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Techniques, and Practices—Aircraft Alterations. The subject AC was last revised in 1977 and needs to be revised to reflect advances in aviation technology. The comments from the public will be used in developing an updated version of the AC.

The FAA is seeking advance comments on the agency's plan to update and revise Advisory Circular (AC) 43.13-2A, Acceptable Methods, Techniques, and Practices—Aircraft Alterations. This AC provides information to mechanics and repair stations on how to perform simple alterations to non-pressurized, certificated aircraft weighing less than 12,500 pounds. The AC was last updated in 1977 and was published in the old U.S. Government Printing Office format with the uninterrupted running of page numbers that makes tracking changes and revisions to the AC difficult.

They plan to include a new policy that would allow mechanics and repair stations to use acceptable data as approved data for major alterations to certain non-pressurized aircraft. The new policy would apply to a landplane, seaplane, or floatplane, fixed gear aircraft of 6,000 pounds or less maximum gross weight, of four seats or less, and with a reciprocating engine of 200 horsepower or less. This new policy would be similar to the policy on acceptable data contained in AC 43.13-1B, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair. The intent of the new policy would be to reduce the need for field approvals for alterations to certain non-pressurized aircraft without reducing the level of safety. The new policy would reduce the workload on the Flight Standards Districts Office inspectors and reduce the waiting time for FAAapproval.

The FAA is requesting comments on the proposed policy change and on other matters related to the subject AC. Comments, recommendations, new data, or corrections should indicate the appropriate AC chapter, page, and paragraph number when possible. Indicate on your comments that they are for Advisory Circular 43.13-2A, Acceptable Methods, Techniques and Practices—Aircraft Alterations.

Comments should be submitted to Bill O'Brian before June 9, 2005, (Yes, 2005!) at o'brian@faa.gov

## Advisory Circular 23-XX-21, Airworthiness Compliance Checklists for Small Airplanes During Major Alterations

The FAAannounces the availability of and requests comments on a proposed AC. Proposed AC 23-XX-21 provides guidance material for the creation and use of airworthiness compliance checklists for small airplanes that can be used when making major alterations to small airplanes. Use of these compliance checklists should be limited to alterations that have been determined to be "major'' alterations, as defined in 14 CFR part 1, but which are not so complex that they require an STC, per FAA Order 8300.10, as amended. Material in this AC is neither mandatory nor regulatory in nature and does not constitute a regulation.

According to the FAA, the data and documentation requirements for major alterations can vary considerably. This variation can be attributed to the following: Differing complexity of the alterations, different sources of data submitted, and uncertainty of what data is actually required to show compliance with the applicable regulation during the submission to the FAA. Standardization of particular airplane alterations data submission and process shall be assured through the use of compliance checklists. The FAA will establish a library of checklists that will be periodically updated. This will eliminate the need to generate individual data package requirements when a modifier has performed a modification on a similar aircraft. Each checklist identifies the pertinent regulation as the certification basis of the airplane for the alteration. It also lists the manner in which the data can be approved. Reducing the approval process time requires up front involvement between the FAA and the applicant in project planning, open and constructive communication, and safety-focused project management. Using a compliance checklist should result in a more effective use of FAA and industry resources by establishing standard data and documentation requirements. Accordingly, the FAA is proposing and requesting comments on AC 23-XX-21.

A copy of the AC is available on the Internet at www.airweb.faa.gov/AC.

Comments were due July 27, 2004.

## Technical Standard Order—C158, Aeronautical Mobile High Frequency Data Link (HFDL) Equipment

The FAAannounced the availability of and requests for comments on the proposed Technical Standard Order (TSO)-C158, Aeronautical Mobile High Frequency Data Link (HFDL) Equipment. The proposed TSO tells manufacturers seeking TSO authorization or letter of design approval what minimum performance standards (MPS) their HFDL equipment must first meet for approval and identification with the applicable TSO markings.

You may get a copy of the proposed TSO from the Internet at: http://av-info.faa.gov/tso/Tsopro/Proposed.htm

Comments were due July 23, 2004.

### Proposed Technical Standard Order (TSO)—C159, Avionics Supporting Next Generation Satellite Systems (NGSS)

The FAA announces the availability of and requests comments on a proposed Technical Standard Order (TSO) C-159, Avionics Supporting Next Generation Satellite Systems (NGSS). This proposed TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards (MPS) their Next Generation Satellite Systems (NGSS) must meet to be identified with the applicable TSO marking.

You may get a copy of the proposed TSO at: http://av-info.faa.gov/tso/Tsopro/Proposed.htm.

Comments were due July 23, 2004.

### Proposed Technical Standard Order (TSO)-C164, Night Vision Goggles

Federal Aviation Administration announces the availability of and requests comments on a proposed Technical Standard Order (TSO) C-164, Night Vision Goggles. This proposed TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards (MPS) their Night Vision Goggles must meet to be identified with the applicable TSO marking.

You may get a copy of the proposed TSO at: http://av-info.faa.gov/tso.Tsopro/Proposed.htm.

Comments were due July 19, 2004.

### Proposed Policy Statement on Establishing Supplemental Type Certificate (STC) Project Workload Priorities; PS-ACE100-2004-10028

The FAAannounces the availability of, and requests comments on, proposed policy statement PS-ACE100-2004-10028, which establishes workload priorities for incoming supplemental type certificate projects (STC). When new STC projects arrive, the Aircraft Certification Office engineer or supervisor must prioritize these projects. To avoid devoting excessive FAA resources to incomplete data packages, we are establishing a policy that will minimize delays to applicants who submit complete packages.

A copy of the policy statement will

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also be available on the internet at www.airweb.faa.gov

Comments were due July 26, 2004.

# Canada

### Transport Canada calls CARAC Meeting on Safety Management Systems

TCCA has called a joint CARAC Technical Committee Meeting (Part V, Maintenance & Manufacturing and Part VII, Commercial Air Service Operations) to discuss Safety Management Systems for commercial air operators, their AMOs, and AMOs that maintain aircraft in commercial air service. The meeting will be held September 13-16 in Ottawa.

For details of the meeting, contact Kathie Keeley at (613) 993-5891 or at keeleyk@tc.gc.ca

### Transport Canada resumes CAR 521 Rulemaking Activity

TCCA has redrafted the proposed CAR 521, Certification Procedures for Products and Parts. The draft CAR is now based on the format of the European Aviation Safety Agency (EASA) Implementation Rule 21. CAR 521 is intended to replace the current Airworthiness Manual Chapters 511 (Type Certification) and 513 (Product Changes), and also Chapter 505 (Delegation) and will be harmonized as much as practical with FAA FAR21 and EASAIR-21. TCCA held a series of industry information sessions across Canada in June and July, and will revise the draft based on comments received. NPAs will be issued in September for discussion at a joint CARAC Technical Committee Meeting (Part V, Aircraft Certification, and Maintenance & Manufacturing) to be held November 22-24.

### Transport Canada Revises Interim Policy to Support New AME Licensing and Training Standards

In order to support the new AME licensing and training standards of CAR STD 566, TCCA has published Revision 4 of Maintenance Policy Letter (MPL) 18. Appendices remaining address the Implementation of new AME Licence technical examinations, Military maintenance tasks, TC Approved Training Organization course format, and recognition of non-TC approved type training. The official implementation date of the new examinations was June 2, 2003 however TCCA allowed the "old" examinations to continue until June 2, 2004. These "old" examinations have now been taken out of circulation. MPL 18 contains an equivalency table of old and new examinations.

Revision 4 of MPL 18 may be viewed at: www.tc.gc.ca/CivilAviation/maintenance/AARPC/mpl/Mpl_18R4.htm

### Transport Canada Issues Staff Instruction to Provide Guidance for Authorization of Deviations from Scheduled Maintenance Requirements

TCCA has published Maintenance Staff Instruction (MSI) 66 to provide guidance to Civil Aviation Safety Inspectors (CASI) in authorization of deviations from scheduled maintenance requirements in accordance with CAR 605.86(3) and STD 625.86(9). MSI 66 addresses the reasons a deviation may be requested and need for review; the application procedure (no application form exists); requests that would typically fall within the intent of the regulations; situations that would not normally be accepted; and the review and approval procedure. Inspectors are advised they should consider the following: the reason for the deviation; technical justification; the need for additional maintenance actions; and is the maintenance control system adequately developed to ensure that deviation requests are kept to a minimum?

Air operator maintenance staff are advised to become familiar with MSI 66, as this will prepare them for the application and review process that will be followed by TCCA inspectors in response to deviation requests.

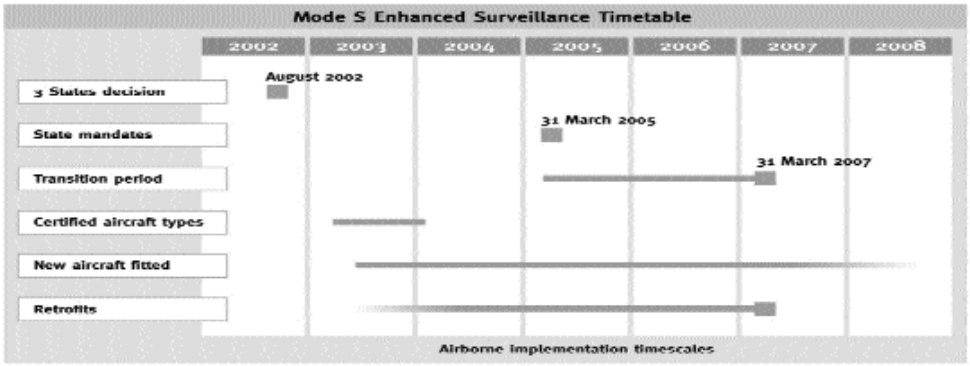
MSI 66 may be viewed at: www.tc.gc.ca/CivilAviation/maintenance/AARPC/msi/Msi_66.htm

# Europe

### JAA / EUROCONTROL: Mode S Enhanced Surveillance Implementation Timescales

A new advisory material (ACJ20X11) has been prepared to provide guidance for the installation, certification and maintenance of Mode S SSR transponder systems for Enhanced Surveillance. The ACJ is

**Mode S Implementation Plan**



available as NPA20-12, supersedes and replaces JAA TGL No.18 and is waiting for EASA adoption.

France, Germany and the United Kingdom are mandating the carriage and operation of Mode S Enhanced Surveillance airborne equipment for aircraft with MTOM > 5.7T or max cruising speed > 250kt. This mandate will be applicable for all aircraft flying as IFR/GAT with effect from March 31, 2005. A transition period of two years will be applied until March 30, 2007, during which a coordinated exemption policy will be applied through the EUROCONTROL Mode S Exemption Coordination Cell.

As a minimum, unless a specific exemption has been granted, the data transmitted for Mode S Enhanced Surveillance will need to be: BDS 6,0 —magnetic heading—indicated airspeed—Mach no.—vertical rate (barometric rate of climb/descend or baro-inertial); BDS 5,0—roll angle—track angle rate—true track angle—ground speed; BDS 4,0—Selected altitude.

## EUROCONTROL:

Eurocontrol actively supports Galileo for aviation purposes, as major European contribution and key element of global GNSS.

### GALILEO

The European counterpart of GPS is currently in development phase. A Mission Requirements Document did receive initial aviation feedback, but further consultation is planned. The first satellite is planned to be deployed into orbit in September 2005. The full deployment should be complete by 2006/7 and operational in 2008. Three consortia are candidates for management of deployment and operation. The selection should be concluded by the end of 2004. An important milestone, the GPS-GALILEO interoperability was reached on February 25, 2004. GLONASS interoperability is still discussed.

## RTCA:

### New Documents have been issued:

### DO-290

Safety and Performance Requirements Standard for Air Traffic Data Link Services in Continental Airspace (Continental SPR Standard)

The document provides the operational, safety, and performance requirements (SPR) for the implementation of data link services that support air traffic services (ATS) in continental airspace. It is intended to support the implementation of communication, navigation and surveillance/air traffic management (CNS/ATM) systems in worldwide application.

### DO-267A

Minimum Aviation System Performance Standards (MASPS) for Flight Information Services-Broadcast (FIS-B) Data Link

The revised MASPS removes the binary test data sets and establishes a publicly accessible FIS-B Product Registry that facilitates coordination and publication of specifications for APDU Payload encoding of new FIS products. ❑

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