



Number: CTSO-C157b  
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Approved by: Xu Chaoqun

## China Civil Aviation Technical Standard Order

This China Civil Aviation Technical Standard Order (CTSO) is issued according to Part 37 of the China Civil Aviation Regulations (CCAR-37). Each CTSO is a criterion which the concerned aeronautical materials, parts or appliances used on civil aircraft must comply with when it is presented for airworthiness certification.

### Flight Information Services-Broadcast (FIS-B) Equipment

#### **1. Purpose.**

This China Civil Aviation Technical Standard Order (CTSO) is for manufacturers applying for FIS-B Data Link Systems and Equipment CTSO authorization (CTSOA). This CTSO prescribes the minimum performance standards(MPS) that FIS-B Data Link Systems and Equipment must first meet for approval and identification with the applicable CTSO marking.

#### **2. Applicability.**

This CTSO affects new application submitted after its effective date. Major design changes to article approved under this CTSO will require a new authorization in accordance with section 21.353 of CCAR-21R4.

#### **3. Requirements**

New models of FIS-B equipment identified and manufactured on or

after the effective date of this CTSO must meet the MPS qualification and documentation requirements in Table 1 of this CTSO.

**Table 1. Equipment Classes for FIS-B**

| <b>Equipment Class</b> | <b>Equipment Name</b>   | <b>Functional Qualification</b>   |
|------------------------|---|---|
| 1                      | FIS-B Equipment using Universal Access Transceiver (UAT) and Interoperable with the Surveillance and Broadcast Service (SBS) Provider | RTCA/DO-358, Minimum Operational Performance Standards (MOPS) for Flight Information Services-Broadcast (FIS-B) with Universal Access Transceiver (UAT), dated March 24, 2015, Section 2.2. |
| 2                      | FIS-B Equipment Interoperable with Commercial Provider and not Interoperable with the SBS Provider                                    | RTCA/DO-267A, Minimum Aviation System Performance Standards for Flight Information Service - Broadcast, dated April 29, 2004, Section 2 (except 2.1.4; 2.2.12; and 2.2.13) and Section 3.8. |

a. **Functionality.** This CTSO’s standards apply to equipment intended to display weather and other non-air traffic control-related flight information to pilots in a manner that will enhance their awareness of the flight conditions.

b. **Failure Condition Classifications.**

(1) Failure of the function defined in paragraph 3.a resulting in misleading weather or flight information is a minor failure condition.

(2) Loss of the function defined in paragraph 3.a is a minor failure condition.

(3) Design the system to at least these failure condition classifications.

c. **Functional Qualification.** Demonstrate the required functional

performance under the test conditions specified in Table 2 of this CTSO.

**Table 2. FIS-B Equipment Test Conditions by Equipment Class**

| <b>Equipment Class</b> | <b>Equipment Name</b>  | <b>Test Conditions</b>   |
|------------------------|--|--|
| 1                      | FIS-B Equipment using Universal Access Transceiver (UAT) and Interoperable with the Surveillance and Broadcast Services (SBS) Provider | RTCA/DO-358, Minimum Operational Performance Standards (MOPS) for Flight Information Services-Broadcast (FIS-B) with Universal Access Transceiver (UAT), dated March 24, 2015, Sections 2.3 and 2.4. |
| 2                      | FIS-B Equipment Interoperable with Commercial Provider and not Interoperable with the SBS Provider                                     | RTCA/DO-267A, Minimum Aviation System Performance Standards for Flight Information Service – Broadcast, dated April 29, 2004, Section 4.   |

d. Environmental Qualification. Demonstrate the required performance under the test conditions specified in RTCA/DO-160G, titled Environmental Conditions and Test Procedures for Airborne Equipment, using standard environmental conditions and test procedures appropriate for airborne equipment. Applicant may use a different standard environmental condition and test procedure than RTCA/DO-160G, provided the standard is appropriate for the FIS-B equipment.

Note: The use of RTCA/DO-160D (with Changes 1 and 2 only, incorporated) or earlier versions is generally not considered appropriate and will require substantiation via the deviation process as discussed in paragraph 3.g of this CTSO.

e. Software Qualification. If the article includes software, develop the software according to RTCA/DO-178C, Software Considerations in

Airborne Systems and Equipment Certification, dated December 13, 2011, including referenced supplements as applicable, to at least the software level consistent with the failure condition classification defined in paragraph 3.b of this CTSO. The applicant may also develop the software according to RTCA/DO-178B, dated December 1, 1992.

f. **Electronic Hardware Qualification.** If the article includes complex custom airborne electronic hardware, develop the component according to RTCA/DO-254, dated April 19, 2000, Design Assurance Guidance for Airborne Electronic Hardware, to at least the design assurance level consistent with the failure condition classification defined in paragraph 3.b of this CTSO. For custom airborne electronic hardware determined to be simple, RTCA/DO-254, paragraph 1.6 applies.

g. **Deviations.** For using alternative or equivalent means of compliance to the criteria in this CTSO, the applicant must show that the equipment maintains an equivalent level of safety. Apply for a deviation under the provision of 21.368(a) in CCAR-21R4.

#### **4. Marking.**

a. Mark at least one major component permanently and legibly with all the information in 21.423(b) of CCAR-21R4. The marking must include the serial number.

b. Also, mark the following permanently and legibly, with at least

the manufacturer's name, subassembly part number, and the CTSO number:

(1) Each component that is easily removable (without hand tools);  
and,

(2) Each subassembly of the article that manufacturer determined may be interchangeable.

c. If the article includes software and/or airborne electronic hardware, then the article part numbering scheme must identify the software and airborne electronic hardware configuration. The part numbering scheme can use separate, unique part numbers for software, hardware, and airborne electronic hardware.

d. The applicant may use electronic part marking to identify software or airborne electronic hardware components by embedding the identification within the hardware component itself (using software) rather than marking it on the equipment nameplate. If electronic marking is used, it must be readily accessible without the use of special tools or equipment.

## **5. Application Data Requirements.**

The applicant must furnish the responsible certification personnel with the related data to support design and production approval. The application data include a statement of conformance as specified in

section 21.353(a)(1) in CCAR-21R4 and one copy each of the following technical data:

a. A Manual(s) containing the following:

(1) Operating instructions and equipment limitations sufficient to describe the equipment's operational capability.

The Operating Manual must state the following:

*“FIS-B information may be used for pilot planning decisions focused on updating the pilot's awareness of the dynamic flight environment; including avoiding areas of inclement weather that are beyond visual range and pilot near-term decisions where poor visibility precludes visual acquisition of inclement weather. FIS-B weather and NAS status information may be used as follows:*

*(a) To promote pilot awareness of ownship location with respect to reported weather; including hazardous meteorological conditions; NAS status indicators to enhance pilot planning decisions; and pilot near-term decision-making.*

*(b) To cue the pilot to communicate with Air Traffic Control, Flight Service Station specialist, operator dispatch, or airline operations control center for general and mission critical meteorological information, NAS status conditions, or both.*

*FIS-B information, including weather information, NOTAMs, and TFR areas, are intended for the sole purpose of assisting in*

*long-/near-term planning and decision making. The system lacks sufficient resolution and updating capability necessary for aerial maneuvering associated with immediate decisions. In particular, in extreme scenarios, the oldest weather radar data on the display can be up to 15 to 20 minutes older than the display's age indication for that weather radar data. Therefore, do not attempt to use FIS-B weather information to maneuver the aircraft at minimum safe distances from hazardous weather.*

*FIS-B information must not be used in lieu of a standard preflight briefing.”*

In addition to the above operating instructions and equipment limitations, the following paragraph 5.a(1)(c) should be added for FIS-B Class 1 equipment only.

*(c) “FIS-B uplink is a CAAC approved source for METAR , TAF, WINDS, PIREPs, NEXRAD, AIRMET, SIGMET, and TFR information subject to the range limits for the broadcast of these products. FIS-B uplink is not a CAAC approved source for NOTAMs.”*

In addition to the above operating instructions and equipment limitations, the following paragraph 5.a(1)(d) should be added for FIS-B Class 2 equipment only.

*(d) “This FIS-B Class 2 equipment is not interoperable with the SBS provider.”*

(2) Describe in detail any deviations.

(3) Installation procedures and limitations sufficient to ensure that the FIS-B data link system and equipment, when installed according to the installation or operational procedures, still meet this CTSO's requirements. Limitations must identify any unique aspects of the installation. The limitations must include a note with the following statement:

“This article meets the minimum performance and quality control standards required by a CTSO. Installation of this article requires separate approval.”

(4) For each unique configuration of software and airborne electronic hardware, reference the following:

(a) Software part number including revision and design assurance level;

(b) Airborne electronic hardware part number including revision and design assurance level;

(c) Functional description.

(5) A summary of the test conditions used for environmental qualifications for each component of the article. For example, a form as described in RTCA/DO-160G, Environmental Conditions and Test Procedures for Airborne Equipment, Appendix A.

(6) Schematic drawings, wiring diagrams, and any other



documentation necessary for installation of the FIS-B data link system and equipment.

(7) List of replaceable components, by part number, that makes up the FIS-B data link system and equipment. Include vendor part number cross-references, when applicable.

(8) Document equipment class of the FIS-B communications equipment to sufficiently describe the equipment's functional capability.

b. Instructions covering periodic maintenance, calibration, and repair, for the continued airworthiness of the FIS-B data link system and equipment. Include recommended inspection intervals and service life, as appropriate.

c. If the article includes software: a plan for software aspects of certification (PSAC), software configuration index, and software accomplishment summary.

d. A drawing depicting how the article will be marked with the information required by paragraph 4 of this CTSO.

e. Identify functionality or performance contained in the article not evaluated under paragraph 3 of this CTSO (that is, non-CTSO functions). Non-CTSO functions are accepted in parallel with the CTSO authorization. For those non-CTSO functions to be accepted, the applicant must declare these functions and include the following information with CTSO application:

(1) Description of the non-CTSO function(s), such as performance specifications, failure condition classifications, software, hardware, and environmental qualification levels. Include a statement confirming that the non-CTSO function(s) don't interfere with the article's compliance with the requirements of paragraph 3.

(2) Installation procedures and limitations sufficient to ensure that the non-CTSO function(s) meets the declared functions and performance specification(s) described in paragraph 5.e.(1).

(3) Instructions for continued performance applicable to the non-CTSO function(s) described in paragraph 5.e.(1).

(4) Interface requirements and applicable installation test procedures to ensure compliance with the performance data defined in paragraph 5.e.(1).

(5) Test plans, analysis and results, as appropriate, to verify that performance of the hosting CTSO article is not affected by the non-CTSO function(s).

(6) Test plans, analysis and results, as appropriate, to verify the function and performance of the non-CTSO function(s) as described in paragraph 5.e.(1).

f. The quality system description required by section 21.358 of CCAR-21R4, including functional test specifications. The quality system should ensure that it will detect any change to the approved design that

could adversely affect compliance with the CTSO MPS, and reject the article accordingly.

g. Material and process specifications list.

h. List of all drawings and processes (including revision level) that define the article's design.

i. Manufacturer's CTSO qualification report showing results of testing accomplished according to paragraph 3.c of this CTSO.

## **6. Manufacturer Data Requirements.**

Besides the data given directly to the authorities, have the following technical data available for review by the authorities:

a. Functional qualification specifications for qualifying each production article to ensure compliance with this CTSO.

b. Equipment calibration procedures.

c. Schematic drawings.

d. Wiring diagrams.

e. Material and process specifications.

f. The results of the environmental qualification tests conducted according to paragraph 3.d of this CTSO.

g. If the article includes software, the appropriate documentation defined in the version of RTCA/DO-178 specified by paragraph 3.e of this CTSO, including all data supporting the applicable objectives in

Annex A, Process Objectives and Outputs by Software Level.

h. If the article includes complex custom airborne electronic hardware, the appropriate hardware life cycle data in combination with design assurance level, as defined in RTCA/DO-254, Appendix A, Table A-1. For simple custom airborne electronic hardware, the following data: test cases or procedures, test results, test coverage analysis, tool assessment and qualification data, and configuration management records, including problem reports.

i. If the article contains non-CTSO function(s), the applicant must also make available items 6.a through 6.h as they pertain to the non-CTSO function(s).

**7. Furnished Data Requirements.**

a. If furnishing one or more articles manufactured under this CTSO to one entity (such as an operator or repair station), provide one copy or technical data and information specified in paragraphs 5.a and 5.b of this CTSO. Add any data needed for the proper installation, certification, use, or for continued compliance with the CTSO, of the FIS-B data link system and equipment.

b. If the article contains declared non-CTSO function(s), include one copy of the data in paragraphs 5.e.(1) through 5.e.(4).

**8. Availability of Referenced Documents.**

Order RTCA documents from:

Radio Technical Commission for Aeronautics, Inc.

1150 18th Street NW, Suite 910, Washington D.C. 20036

You may also order them online from the RTCA Internet website at:

[www.rtca.org](http://www.rtca.org).