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**FYI: Communication about Over the Air Software updates - regulatory framework**

1 messaggio

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8 agosto 2019 17:38

**Dear P&CA TeB members, alternates and observers,**

Please see below communication from the OPS TeB for your information.

***Subject: Over the Air Software updates - regulatory framework***

Dear P&CA TeB members, alternates and observers,

This email is for your information and further distribution within your organisation and to the approved CAMOs.

Several connectivity system providers have recently proposed to their customers (airlines and / or private aircraft operators) to update the software of their connectivity system.

EASA wants to inform you that these updates are unapproved changes of a certified configuration (Modification or STC), especially as some equipment(s) are driven by software.

This new non-tested and not approved configuration could create, for example, interferences with other equipment installed on board the aircraft.

In order to avoid this situation, no update should be done without a confirmation from the modification-/STC-holder that the update is still within the approved limitation envelope.

New tests (e.g. EMI) will be needed in case the connectivity system is updated without maintaining the initial equipment emission levels.

We would like to share with you with the following additional information concerning the same subject:

### **Connectivity Systems providers**

The connectivity system providers are the companies that developed Communication systems (KU-band &/KA-band) usually installed under a radome (large antenna). These companies are GoGo, Rockwell/Collins, LiveTV, but the list is not exhaustive.

The updates are software updates allowing, for example, a better satellite following function, or to correct bugs.

The issues are the following:

- these companies don't have a DOA (this means they may not be aware of the current requirements and regulations);
- the system is a generic one (not aircraft specific) needed to be adapted and tested for each model by the change holder (OEM and/or STC);
- The update (=generic) may interfere with systems/equipment embodied on an aircraft type or even individual one (=special case).

### **Actions under consideration by EASA**

An AD has not been published yet because no unsafe condition has been detected so far and no action is demanded.

*However an SIB is being considered, pending further assessment.*

*Thank you in advance for your cooperation.*

Kind regards,

Katinka

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