



# Federal Aviation Administration

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## Memorandum

Date: NOV 22 2010  
To: Distribution List  
From: Bruce DeCleene, Manager, Avionics Systems Branch, AIR-130  
Prepared by: Kevin Bridges, AIR-130  
Subject: AC 20-138B GPWS or Class A TAWS Mode 5 Alert

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This policy memorandum is to provide additional guidance on using AC 20-138B paragraphs 14-6.8 and 14-8.13 for GPWS or Class A TAWS Mode 5 alert during an LPV or GLS approach.

In general we will not accept applications for airworthiness approvals based on AC 20-138A after the effective date of AC 20-138B. We may do so, however, up to six months after AC 20-138B's effective date, if we know that the applicant was working against the earlier guidance before the new revision became effective.

The FAA understands that for digital only systems, the guidance in these paragraphs may not be possible without changes to the GPWS/TAWS system. It was not the FAA's intent when publishing AC 20-138B to require installers to change the GPWS or TAWS functions, impacting the GPWS or TAWS TSOA, or to require that either GPWS or TAWS become the only means to provide the function. The intent was to promote the safety benefits by including an equivalent alert during LPV or GLS approaches for deviation below glidepath, but not necessarily through the GPWS or TAWS equipment.

The FAA intends to address GPWS or TAWS TSO changes directly with equipment manufacturers through TSO revisions. Applicants requesting installation approval for LPV or GLS capability are encouraged to provide a Mode 5 alert if the TAWS equipment is compatible. However, when the GPWS or TAWS equipment is not capable of providing this alert, the applicant cannot comply with the guidance in AC 20-138B, paragraphs 14-6.8 and 14-8.13. Applicant requesting relief should include a statement in the AFM indicating that no GPWS/TAWS glideslope (Mode 5) callouts are provided for LPV or GLS. This issue will be addressed in a clarification to AC 20-138B.

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