



## EASA Safety Information Bulletin

**SIB No.:** 2010-21R3  
**Issued:** 06 September 2013

**Subject:** Activation of the “European Geostationary Navigation Overlay Service” (EGNOS)

**Ref. Publication:** None

**Applicability:** All aircraft equipped with EGNOS enabled GPS receivers

**Description:** EGNOS is a Satellite-Based Augmentation System (SBAS) from the European Union developed to provide both correction and integrity information about the Global Positioning System (GPS). It is similar to the Wide Area Augmentation System (WAAS) controlled by the Federal Aviation administration (FAA).

According to the single European sky (SES) regulations, the EGNOS Service Provider (ESSP) has been certified for the provision of the EGNOS safety of life (SoL) service as of 12 July 2010.

From mid December 2010, the system has stopped broadcasting the “do-not-use-me” type message (MT0) that is recognized by European Technical Standard Order ETSO-C145 or C146 GPS receivers and prohibits the units to use the EGNOS augmentation. EGNOS was declared operational, but the scope had been limited to lateral guidance.

On 2 March 2011, the European Commission (EC) has issued a safety of life (SoL) service declaration to announce the entry into service of the full SoL service, including vertical guidance.

Revision 1 of this SIB was created to correct the internet address where information on the current status of the system is available.

Revision 2 was created following the Declaration of Service for the EGNOS Safety of Life service, issued by the European Commission. Restrictions on the use of EGNOS for vertical navigation (VNAV) have been lifted.

Revision 3 of this SIB was created to align the hyperlinks from the content of the SIB with the new web locations of the relevant files (Form 44 and reporting instructions) and to update the status of the EASA AMC 20-28.

This is information only. Recommendations are not mandatory.

**Recommendation(s):** The purpose of this EASA Safety Airworthiness Bulletin (SIB) is to highlight to pilots that:

- Although an EGNOS enabled GPS receiver will be processing SBAS signals, no impact is expected on the operation of the currently approved GPS based procedures.
- From March 2, 2011, the EGNOS system may be used for all applications. Restrictions for the use of EGNOS for vertical navigation and guidance have been lifted.
- Operations specifically requiring the use of EGNOS enabled receivers for vertical guidance, such as APV SBAS approaches down to LPV or LNAV/VNAV minima, are allowed only if specific installation certification and operational approval have been obtained from the competent Authority.

Operators are encouraged to report any occurrence with the use of EGNOS. Please provide details in [Form 44](#).

Completed reports shall be sent to: [report@easa.europa.eu](mailto:report@easa.europa.eu).

Further guidance can be found in the [reporting instructions](#).

Information on the current status of the system is available from the European Commission at: [EU-Enterprise and Industry-link](#).

The Agency has published the Acceptable Means of Compliance AMC 20-28 as a basis for the approval of SBAS-based navigation.

**Contact(s):**

For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

Reports on service difficulties and malfunctions may be sent to: [egnos@easa.europa.eu](mailto:egnos@easa.europa.eu).

For further information regarding the EGNOS system/services please contact: [egnos-helpdesk@essp-sas.eu](mailto:egnos-helpdesk@essp-sas.eu).

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