



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Office of the Chief Counsel

Enforcement Division  
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Fort Worth, Texas 76177  
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**FEDEX – OVERNIGHT DELIVERY**  
**U.S. CERTIFIED MAIL, RETURN-RECEIPT REQUESTED**  
**and FIRST-CLASS MAIL**

November 21, 2016

Mr. William A Moffitt  
President, NavWorx, Incorporated  
3706 Big A Rd.  
Rowlett, TX 75089-4000

**RE: NavWorx, Inc., Case No. 2016SW560002**

**EMERGENCY ORDER OF SUSPENSION PENDING COMPLIANCE**

The Administrator of the Federal Aviation Administration (FAA) has determined that an emergency exists related to safety in air commerce. Therefore, effective immediately, the Technical Standard Order Authorization (TSOA) for TSO-C154c issued to NavWorx, is hereby immediately suspended pending an inspection by FAA personnel of the NavWorx facility in Rowlett, Texas, in accordance with 14 C.F.R. § 21.610. This determination is based on the following:

1. NavWorx holds an FAA-issued TSOA to produce Automatic Dependent Surveillance-Broadcast (ADS-B) equipment under TSO-C154c.
2. NavWorx produces various versions of ADS-B equipment, labeled as ADS600-B, including units identified by part numbers 200-0012 and 200-0013.
3. These ADS600-B units must conform with TSO-C154c if marked as “TSO-C154c.”
4. Under TSO-C154c, ADS-B equipment are required to transmit a Source Integrity Level (SIL) value that is defined by the integrity criteria of the GPS source for reporting the aircraft’s position.
5. Because the design specifications for NavWorx’s ADS600-B units include an uncertified internal GPS source, the equipment was approved to transmit a SIL of 0, and to be installed by STC approval, in FAA type-certificate aircraft.
6. By letter to the FAA’s Fort Worth Aircraft Certification Office (ACO) dated September 8, 2015, NavWorx submitted a design change notification for software

changes to ADS600-B part numbers 200-0012 and 200-0013 (Release 4.0.6, Issue #908) reflecting that the units would transmit a SIL of 3 instead of 0.

7. NavWorx did not submit any data with its design change showing the ADS600-B units with the uncertified internal GPS met the performance requirements of TSO-C154c to transmit a SIL of 3.

8. The ACO reviewed this design change notification and determined that the change causing the NavWorx ADS600-B part numbers 200-0012 and 200-0013 units to transmit a SIL of 3 renders such parts to be non-compliant with the TSO.

9. By correspondence dated October 5, 2015, January 28, 2016, and February 29, 2016, the FAA advised NavWorx that because the design change made the equipment non-compliant with TSO-C154c, NavWorx needed to return the SIL value to 0.

10. Information currently available indicates that NavWorx's remotely mounted Universal Access Transceiver ADS600-B with part numbers 200-0012 and 200-0013 do not meet the minimum performance standards specified in TSO C-154c even if they are marked with the TSO number and all markings specifically required by that TSO.

11. By transmitting a SIL of 3, these models incorrectly broadcast to Air Traffic Control and to other aircraft in the National Airspace System (NAS) that they use a GPS source with the highest integrity when, in reality, they contain an uncertified internal GPS unit with an unknown integrity.

12. As a result, the operation of these units could result in an unsafe condition in the NAS due to the transmission of potentially inaccurate aircraft position data.

13. Based on the serious concerns regarding NavWorx's compliance with regulatory requirements, the FAA requested to inspect NavWorx's facility as authorized by regulation to determine what GPS unit and what version of software is installed in NavWorx ADS600-B units with part numbers 200-0012 and 200-0013, the data supporting the SIL change, and if the units are marked with the TSO number and all other markings specifically required by that TSO.

14. On June 29, 2016, an FAA Inspector contacted NavWorx to arrange for an inspection and was told that he would not be given access to its facility.

15. By letter dated August 1, 2016, the FAA advised NavWorx it would conduct an inspection of NavWorx's quality system, facilities, technical data, records, and manufactured articles.

16. NavWorx responded to the August 1, 2016, letter and requested the inspection occur on August 31, 2016.

17. On August 31, 2016, four FAA employees arrived at the NavWorx facility in Rowlett, Texas, to conduct their inspection of the facility.
18. NavWorx denied the inspectors access to their facility.
19. On October 31, 2016, the FAA issued a letter providing NavWorx an opportunity to provide a written response as to why NavWorx believes that it does not have to allow the inspection, or its rationale as to why the FAA is not authorized to conduct such inspection. The letter also provided an additional opportunity for NavWorx to immediately comply with the inspection request. The letter required a response by November 4, 2016.
20. On November 4, 2016, NavWorx stated in an email that it would be able to be inspected by the FAA “on or after November 21, 2016, as that is the first available date that all its required personnel needed for the inspection will be available.”
21. On November 7, 2016, the FAA notified NavWorx that it would begin its inspection at the NavWorx facility at 10:00 am on November 21, 2016.
22. On November 21, 2016, at 10:00 am, the FAA arrived at the NavWorx facility in Rowlett, Texas, to conduct the inspection.
23. NavWorx denied the inspectors access to their facility.

As a result of the above, NavWorx violated Title 14 Code of Federal Regulation (C.F.R.) section 21.610, in that the holder of a TSO authorization must allow the FAA to inspect its quality system, facilities, technical data, and any manufactured articles and witness any tests, including any inspections or tests at a supplier facility, necessary to determine compliance with this subchapter.

NavWorx’s failure to comply with the FAA’s requests to allow the FAA to inspect NavWorx’s facility raises serious concern with regard to NavWorx’s judgment and attitude towards regulatory compliance.

The FAA therefore finds that until NavWorx allows the FAA to inspect the NavWorx facility, NavWorx poses an ongoing and unacceptable risk to aviation safety. Based on that risk, the Administrator finds in accordance with 49 U.S.C. § 46105(c) that NavWorx’s continued use of its TSOA while any proceedings related to the issuance of this order are pending is contrary to the interest of safety in air commerce. Accordingly, this Order shall be effective immediately.

IT IS THEREFORE ORDERED, pursuant to the authority vested in the Administrator by 49 U.S.C. §§ 40113, 46105(c), and 14 C.F.R. § 13.20(b), that:

1. Effective immediately, the TSOA, TSO-C154c, issued to NavWorx, is suspended pending compliance with the inspection requirement of 14 C.F.R. § 21.610; and while suspended, NavWorx may not mark or otherwise indicate that

its ADS600-B units, identified by part numbers 200-0012 and 200-0013, meet the approval and identification requirements applicable to this TSO marking;

2. The period of suspension imposed by this Order shall continue in effect until such time as you allow the requested inspection and the Administrator determines you have fully complied with 14 C.F.R. § 21.610; and

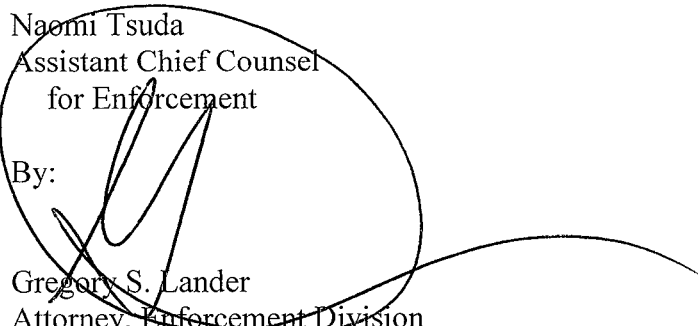
3. The TSO-C154c authorization issued to NavWorx by the FAA shall be immediately surrendered by mail or delivery to Gregory S. Lander, Attorney, Enforcement Division, Southwest Team, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

In accordance with 49 U.S.C. §§ 40113 and 46105(c), and 14 C.F.R. § 13.20(b), this Emergency Order is effective immediately.

Please direct all written communications to Gregory S. Lander, Attorney, Enforcement Division, Southwest Team, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177, direct line: (817) 222-5083.

Naomi Tsuda  
Assistant Chief Counsel  
for Enforcement

By:

  
Gregory S. Lander  
Attorney, Enforcement Division  
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**CERTIFICATE OF SERVICE**

I certify that the foregoing Emergency Order of Suspension Pending Compliance has been served via FedEx, First Class and Certificated Mail—Return Receipt Requested, this date, to the following:

NavWorx, Inc.  
3706 Big A Rd.  
Rowlett, TX 75089-4000  
ATTN: Mr. William A. Moffitt, President

Tel. (888) 628-9679  
(469) 644-2459

I also certify that a copy of the foregoing Emergency Order of Suspension Pending Compliance has been served via FedEx, First Class and Certificated Mail—Return Receipt Requested, this date, to:

David C. Shulte, Esq.  
Thompson & Knight LLP  
1722 Routh Street, Suite 1500  
Dallas, TX 75201-2533



Sylvia C. Twa, Management and Program Analyst  
Federal Aviation Administration  
Enforcement Division, Southwest Team

This Date: NOV 21 2016