

# **Deviation Request ETSO-A.2.1#3 for an ETSO approval for CS-ETSO applicable to CS-ETSO Subpart A 2.1 Consultation Paper**

## **1 Introductory Note**

The hereby presented deviation requests shall be subject to public consultation, in accordance with EASA Management Board Decision No 7-2004 as amended by EASA Management Board [Decision No 12-2007](#) products certification procedure dated 11th September 2007, Article 3 (2.) of which states:

“2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency.”

## **2 ETSO-A.2.1#3 CS-ETSO Subpart A 2.1**

### **2.1 Summary of Deviation**

Deviates from CS-ETSO subpart A section 2.1 by using the EUROCAE ED-14G/RTCA DO-160G change 1.

### **2.2 Original Requirement**

Unless otherwise stated in the paragraph 3.1.2 of the specific ETSO, the applicable environmental standards are contained in EUROCAE/RTCA document ED-14D change 3/DO-160D ‘Environmental Conditions and Test Procedures for Airborne Equipment’, change 3 dated December 2002, or ED-14E/DO-160E dated March 2005 or ED-14F/DO-160F dated March 2008 or ED-14G/RTCA-160G dated December 2010.

### **2.3 Industry**

The applicant considers that RTCA DO-160G Change 1 is the most appropriate equipment standard for environmental qualification and an appropriate airworthiness standard for future aircraft.

### **2.4 Equivalent Level of Safety**

An Equivalent Level Of Safety is provided by the use of the latest change of the accepted standard.

### **2.5 EASA position**

We accept the deviation as the change 1 of ED-14G/DO-160G improves and transfers the user guides to the ED-234. The change did not modify any test requirement. EASA will consider the introduction of ED-14G/DO-160G change 1 in a future amendment of CS-ETSO.