

ETSO-C96c

ED Decision 2022/018/R

ANTICOLLISION LIGHT SYSTEMS**1 Applicability**

This ETSO provides the requirements that anticollision light systems that are designed and manufactured on or after the date of this ETSO must meet in order to be identified with the applicable ETSO marking.

2 Procedures

2.1 General

The applicable procedures are detailed in CS-ETSO, [Subpart A](#).

2.2 Specific

None.

3 Technical Conditions

3.1 Basic

3.1.1 Minimum Performance Standard

The applicable standard is that provided in Society of Automotive Engineers, Inc., (SAE) Aerospace Standard AS8017D ‘Minimum Performance Standard for Anticollision Light Systems’, dated August 2017, as modified by Appendix 1 to this ETSO.

3.1.2 Environmental Standard

See CS-ETSO, [Subpart A](#), paragraph 2.1.

3.1.3 Software

See CS-ETSO, [Subpart A](#), paragraph 2.2.

3.1.4 Airborne Electronic Hardware

See CS-ETSO, [Subpart A](#), paragraph 2.3.

3.2 Specific

3.2.1 Failure Condition Classification

See CS-ETSO, [Subpart A](#), paragraph 2.4.

3.2.2 Others

Note: AS8017D does not reflect the impact of updates to Certification Specifications published after 15 August 2017, such as CS-23 Amendment 5.

4 Marking

4.1 General

See CS-ETSO, [Subpart A](#), paragraph 1.2.

4.2 Specific

The following information shall be legibly and permanently marked on the major equipment components:

- (a) Class I, II, III or IV (refer to SAE AS8017D and Appendix 1 to this ETSO).
- (b) Nominal power input rating.

5 Availability of Referenced Document

See CS-ETSO, [Subpart A](#), paragraph 3.

[Amdt ETSO/13]

[Amdt ETSO/17]

APPENDIX 1 TO ETSO-C96c — ANTICOLLISION LIGHT SYSTEMS

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- A.1 In Section 1.2 of Society of Automotive Engineers, Inc., (SAE) Aerospace Standard AS8017D ‘Minimum Performance Standard for Anticollision Light Systems’, dated August 2017, below the row defining Class III and the new row defining Class IV, add the following:

‘Class IV — Fixed Wing Aircraft 400 Candelas with reduced elevation angle.’

Below the lines defining the different classes in Section 1.2 of Society of Automotive Engineers, Inc., (SAE) AS8017D ‘Minimum Performance Standard for Anticollision Light Systems’, dated August 2017, add the following:

‘The requirements for a Class IV anticollision light system are as for a Class II anticollision light system, except that there is no intensity requirement for angles above or below the horizontal plane which are greater than 30°.’

- A.2 In Section 1.2.1 of Society of Automotive Engineers, Inc., (SAE) AS8017D ‘Minimum Performance Standard for Anticollision Light Systems’, dated August 2017, remove the following:

‘Anticollision lights for fixed-wing aircraft must meet the requirements for Class III lights if certified prior to 11 August 1971, and the requirements for Class II lights if certified after that date.’

- A.3 In Section 3.4 of Society of Automotive Engineers, Inc., (SAE) AS8017D ‘Minimum Performance Standard for Anticollision Light Systems’, dated August 2017, replace the statement:

‘Caution: Compliance only to the alternate colour definitions detailed in Section 3.4.1 (without compliance to the CFR requirements) will require an Equivalent Level of Safety Finding by the Federal Aviation Administration in order to allow installation of the lights on certified aircraft.’

With the following revised statement:

‘Caution: Compliance only with the alternate colour definitions detailed in Section 3.4.1 (without compliance with the CS requirements) may require an equivalent level of safety finding in order to approve the installation of the lights on certified aircraft.’

[Amdt ETSO/17]