

EASA CS-ETSO Deviation Consultation ETSO.DevP05  
COMMENT RESPONSE DOCUMENT ETSO.CRD.DevP05 to ETSO.DevP05 dated 08.05.2007  
consultation period closed 30.5.2007

DEVIATION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
ETSO-C45a#3a	<p>The proposed term MAP on an electronic display could be confused or thought to be connected with MAP display functionality. This may be acceptable on a dedicated mechanical instrument. MaP may be a better alternative.</p> <p>The alternative term MAN PRESS could be confused with Manual Pressurisation.</p> <p>May be acceptable on an unpressurised aircraft as there will be no conflict however.</p> <p>Justification: Proposed alternatives to ETSO may cause potential confusion particularly on an electronic display that has many functions (eg IAS, Attitude, Modes, Map displays etc)</p>	CAA UK	29.5.2007	<p>We agree to the concern but an assessment on the specific case showed that no misinterpretation may occur within the display itself. The abbreviation is used within the block of engine instruments. The specific PFD has no map capability and is intended to be used mainly on unpressurised aircraft. We grant the deviation on the equipment level as a sufficient number of installations may be done without any problem. We can not exclude, that the installation certification in specific cases may find unacceptable cockpit philosophy mismatches which than need correction.</p>