

Deviation Request ETSO-C96a#4 for an ETSO approval for CS-ETSO applicable to Anticollision Light Systems (ETSO-C96a) 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-C96a#4 Anticollision Light Systems

2.1 Summary of Deviation

Deviates from AS8017A section 3.7 by permitting the use of categories E and H instead of Category A for DO-160 section 9 Explosion.

2.2 Original Requirement

AS 8017A §3.7 Explosion: All components of the anticollision system shall meet Category A requirements of RTCA Document No. DO-160 (...).

2.3 Industry

ETSO Minimum Performance Standards most of the time leave open the DO-160 category to which the equipment is to be qualified. The category for each of the DO-160 sections are declared by the ETSO applicants in the DDP.

AS 8017A (as well as B and C version) imposes category A for Section 9 (Explosion). However, aircraft manufacturers regularly specify explosion requirements other than the A category.

It should be noted that the applicant intends to use this deviation in conjunction with the deviation to use AS8017C instead of AS8017A (deviation ETSO-C30c#4 published in [ETSO.DevP.110](#)). This is consistent, as AS817B and C section 3.7 impose to use of Category A for DO-160 section 9.

2.4 Equivalent Level of Safety.

The equivalent level of safety is provided by installing the equipment in an environment compatible of the qualification environment defined in the equipment DDP.

2.5 EASA position

We accept the deviation.