



Deviations requests #51 for an ETSO approval for CS-ETSO applicable to Airborne ILS localizer receiving equipment (108-112 MHz) (ETSO-2C36f) Consultation Paper

Introductory note

The hereby presented deviation requests shall be subject to public consultation, in accordance with EASA Management Board Decision No 7-2004¹ products certification procedure dated 30 March 2004, 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.”

ETSO-2C36f – Airborne ILS localizer receiving equipment (108-112 MHz)

ETSO-2C36f#1 – Airborne ILS localizer receiving equipment (108-112 MHz)

Deviate from CS-ETSO ETSO-2C36f 3.1.1 and use EUROCAE ED-46B including amendment 1 dated October 1995 and amendment 2 dated July 15, 1997 instead of referring to amendment 1 only.

Industry:

ETSO-2C36f as well as already JTSTO-2C36f as published with JAR-TSO Amendment 4 dated September 1, 2000 seems to contain a typo in section 3.1.1 by referencing to amendment 1 of EUROCAE ED-46B dated 2 July 1997. The initial issue was published in September 1995 and amendment 1 is dated October 1995 while amendment 2 is dated July 15, 1997.

It is requested using ED-46B dated September 1995 including amendment 1 dated October 1995 and amendment 2 dated July 15, 1997 as these are the most accurate requirements.

Further we seek clarification regarding requirement 3.6.b. and 3.7.a concerning Deflection Linearity and Deviation Current Linearity. It is not clearly understood how and if the audio signal, responsible to generate the Morse code identification, has to be taken into account when generating test signals to verify this requirement.

EASA

We thank you for bringing the ambiguity of the requirement to our attention and agree to use ED-46B including amendment 1 and 2.

Regarding the requested clarification we like to draw your attention to section 1.2 Definitions which contain the definitions of SDM (Sum in Depth of Modulation) and DDM (Difference in Depth of Modulation) which do not include the audio signal.

¹ Cf. EASA Web: http://www.easa.europa.eu/ws_prod/g/doc/About_EASA/Manag_Board/2004/mb_decision_0704.pdf