



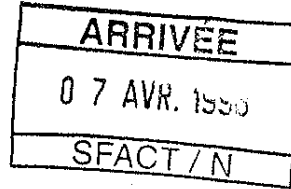
U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION STAFF
c/o American Embassy
27, Boulevard du Regent
B-1000 Brussels, Belgium

In reply refer to: GE/vk/03/30/0047:98

March 30, 1998

Mr. Patrick Lapasset
Direction Generale de l'Aviation Civile
48, rue Camille Desmoulins
92452 Issy Les Moulineaux Cedex
France



Dear Mr. Lapasset:

This letter refers to CEIS TM letter Ref. CC/lt/97/947, dated January 15, 1998, by which they made application for Technical Standard Order (TSO) design approval. This letter also acknowledges receipt of CEIS TM Statement of Conformance dated January 15, 1998, and of DGAC France letter Ref. 980518 SFACT/N.ME, dated January 30, 1998, certifying in accordance with FAR 21.617, that the emergency locator transmitter system listed below complies with the requirements of TSO C91a and TSO C126, as designated in FAR 21.305(b).

Based on the DGAC France certification and receipt of the required data, we hereby accept CEIS TM TSO design approval to include the emergency locator transmitter system listed below for manufacture at CEIS TM located at 11, Avenue Didier Daurat, 31702 Blagnac Cedex, France.

| <u>Type</u> | <u>Description</u> |
|-------------|--------------------------------|
| P/N 95N6088 | ELT Model A06V2 (Transmitter) |
| P/N 93G6024 | Portable whip antenna |
| P/N 95N6089 | Bracket with Programming Box |
| P/N 11242 | External Antenna Model 2614-82 |

This letter of TSO design approval, together with the DGAC France Certificate of Airworthiness for Export, will authorize CEIS TM to identify the emergency locator transmitter system with the TSO marking requirements described in FAR 21.607(d) and in TSO C91a and TSO C126 and is issued in accordance with FAR 21.617, governing issuance of TSO design approval for import appliances. Each item must be accompanied by a Certificate of Airworthiness for Export issued by the DGAC France (FAR 21.502(a)).

The request to deviate from the performance standards of TSO C91a and C126 by using an automatic activation acceleration threshold of $2.3 \pm 0.3g$ (2.0g to 2.6g) instead of $2.0 \pm 0.3g$ (1.7g to 2.3g) is hereby accepted.

Any further deviations from the established design approval should be accomplished in accordance with FAR 21.609. The request for approval to deviate, together with all pertinent data, should be submitted to the Federal Aviation Administration (FAA) through the DGAC France and should contain information to show that the particular deviation is compensated for by factors or design features providing an equivalent level of safety.

The following statement must be furnished with each manufactured unit: "The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. If not within the TSO standards, the article may be installed only if further evaluation by the applicant documents an acceptable installation and is approved by the Administrator."

A letter of TSO design approval issued under FAR 21.617 is not transferable and is effective until surrendered, withdrawn or otherwise terminated by the FAA (FAR 21.621).

The FAA may, upon notice, withdraw the letter of TSO design approval of any manufacturer who identifies with a TSO marking any article not meeting the performance standards of the applicable TSO (FAR 21.619). The DGAC France airworthiness certification is essential to the determination that the item meets the performance standards of the applicable TSO.

If there are any questions, please feel free to have your staff contact Gregory A. Edwards (Tel.: 322.508.2714) or William J. Timberlake (Tel. 322.508.2718).

Sincerely,



for
Gary K. Nakagawa
Manager, Aircraft Certification Staff
FAA-Brussels

Reference: GE/vk/03/30/0047:98