

Explanations concerning the LTH 40A point 4.1:

Examination of the Avionic Equipment

1. Generally

The LTH 40A demands the examination of the electronic Equipment (Avionic) under point 4.1. Since the range of this equipment can be very differently depending upon aircraft as well as kind of navigation, it is not possible to supply a test log or a form, which would give the scope of the examination for all aircraft exactly. For this reason an inspection report was provided, which contains a great variety of the possibly installed devices (form 40.1). This report offer the possibility of logging all data collected with the examination and of documenting the accomplished examinations. It is not meant however to specifying the range of the examination. This range arises as a result of the installed electronic Equipment (Avionic).

2. Range of the examination:

The examination stated in the LTH 40A point 4.1 is to be accomplished at all devices and systems installed into the respective aircraft which are part of the minimum Equipment . Other installed devices or systems may be examined as well, the condition of these units however does not affect the issuance of the certificate.

3. Affected on-board systems & devices:

The following systems are to be examined:

- 1) Communications equipments: VHF COM, HF COM, Intercom system, audio panel, headphone, microphones, loudspeaker, PA system , Crewmember Interphone system, Selcal system.
- 2) Navigation systems including their display systems: VOR system, ILS systems including marker Beacon receiver, ADF systems, DME Systems, GPS systems, FMS, radar altimeter, weather radar or Stormscope, ACAS, GPWS or TAWS systems.
- 3) Further electronic Equipment:
Autopilot/Flightdirector, EFIS, magnetic field-supported compass systems, AHARS, IRS, Autothrottle systems, etc.
- 4) Emergency systems:
ELT, Emergency lighting, standby instrument, EFIS backup switching, alternative or Emergency power source.
- 5) Instrument lights
- 6) Visual inspection of the antennas as well as the avionics rack and instrument panels

4. Instructions for the execution:

When available the examination is to be performed in accordance with the instructions for maintenance published by the aircraft manufacturer. If the aircraft manufacturer did not publish instructions for the examination of the devices concerned, then the examination is to be performed according to the instructions in the Taskcard 40.1, Avionics test procedure. For some devices external test equipment (e.g. NAV/COM testers, TPX/DME tester) is necessary.

5. Recording of the examined parameters:

For all examined devices the parameters as well as the result of the examination are to be recorded in writing. A list of the parameters is found in the form 40.1, electronic equipment. The list of the parameters conforms with the instruction for the execution of the examination found in the Taskcard 40.1, Avionics test procedure.

6. Forms:

Austro control makes the form 40.1 available for the recording of the examination. Depending upon used maintenance instruction the range of the examination for certain devices and thereby also the test results can be far larger than in the form 40.1 indicated. Therefore it is also possible to use own forms for the recording of the data. When using own record forms at least the parameters which are listed in the form 40.1 are to be recorded.

7. Certification of the examination

The confirmation of the execution of the examination is to be done in Form 40. The list of the installed equipment can be recorded on a separate supplement if the space in the list is not sufficient. The data of the equipment can be extracted from the current equipment list if there are no doubts or inconsistencies, except for the exceptions below. The current Serialnummern and Mod status must be read off those devices, where a confirmation of the compliance with the guidelines of I.C.A.O. annex 10 are necessary (COM, NAV, LOC), or from those, where differences or other inconsistencies lead to the conclusion that the equipment list may be outdated.

8. Defects and failures

Defects found during the examination are to be recorded under point 4 (notes) in the form 40 or as a referenced separate list. Defective units which form part of the minimum equipment or are MEL related are to be recorded in the Techlog additionally. As long as these defects do not prohibit the use of the airplane (e.g. defective single compass system), a certificate according to point 7 can be issued. The confirmation of the approved kind of navigation in form 40 need to take in account the actual status of the minimum equipment and the possible relief by an approved MEL. The responsibility for the rectification of the defects rest with the operator/owner.