



Air Traffic Management Equipment And the R&TTE Directive

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- **R&TTE has a list of Excluded equipment**
 - Referenced in Article 1 Clause 4 dis-applies equipment listed in Annex I of the R&TTE
 - Annex I Clause 5 disappplies the R&TTE to
“Products, Appliances, and components within the meaning of Article 2 of Regulation 3922//91/EEC ...”
 - “Appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight...”,
 - Annex I Clause 6 disappplies the R&TTE to
“Air-Traffic-Management(ATM) equipment and systems within the meaning of Article 1 of Council Directive 93/65/EEC ...”

- **ATM equipment falls under the current EMC Directive**
- **Article 10 Clause 5 requires radio equipment be approved through Type Examination (ATM equipment is within this scope)**
- **EMC Notified Bodies (not Competent Bodies) issue the TECs**
- **There are no Harmonised Standards listed under the EMCD for ATM equipment**

LVD



- **ATM equipment falls under the current LVD Directive**
- **Normal LVD procedures can be followed**
- **There are suitable Harmonised standards under the LVD for ATM equipment**

- **This is a set of legislation including
“The Interoperability of the European
Air Traffic Management Network”
(552/2004/EC)**
- **Article 11 of 552/2004/EC repeals
directive 93/65/EEC on 20th October
2005**

**Thus 552/2004/EC nulifies
Annex I Clause 6 of the R&TTE
and
brings ATM equipment into the scope
of the R&TTE**

ATM Equipment brought into R&TTE



- **HF SSB Comms Transmitter/Receiver**
- **VHF AM Comms Transmitter/Receiver (25KHz and 8.33 kHz)**
- **VHF Data link Mode 2 and Mode 4**
- **VHF Direction finder**
- **Non Directional Beacon**
- **ILS (Marker, Glide slope, Localiser**
- **Microwave Landing System**
- **VHF omni directional radiorange**
- **Doppler VHF omni directional radiorange**
- **Distance measuring equipment**
- **Monopulse secondary surveillance Radar (inc Mode S)**
- **MSSR Site Monitor**
- **Automatic Surface Movement Guidance System**
- **Primary Radar (3, 10, 23, and 15 GHz**

**The exclusion in Annex I Clause 5 of the
R&TTE
still applies
To Appliances in Aircraft**

**Note: This does not apply to phones and
devices on Aircraft for Passenger use as
they are not involved with operating the
aircraft**

R&TTE Essential Requirements and ATM equipment



- **Article 3.1a: Health and Safety**

- Safety aspects un-changed, except for equipment using low voltage (e.g. Battery power) which was outside scope of LVD but no has to meet Article 3.1a
- R&TTE or LVD Harmonised Standards exist and can be used

- **Article 3.1b: EMC**

- No Product Specific Harmonised Standards exist but generic ones exist
- EMC Compliance routes can be used but give little advantage
- There are no Harmonised Standards available

R&TTE Essential Requirements and ATM equipment



- **Article 3.2: Use of the Radio Spectrum**
 - No Harmonised Standards exist for ATM equipment under the R&TTE; none are in preparation
 - Thus an R&TTE Notified Body must become involved
- **Article 3.3: Special Provisions**
 - No Article 3.3 provisions exist at present.

Effect on Manufacturers



- **From 20th October 2005, until Harmonised Standards for the Radio aspects are listed for the R&TTE :**
 - The existing product must be presented to a NB
 - Either the Annex III/IV route must be followed; or the Annex V (FQA) route
 - The product must carry the CE mark and the appropriate NB number
- **Product approved under 93/65 (and EMC Directive Type examination) should no longer be supplied to the European Market**

EU Guide



The EU have issued a guide to manufacturers and importers which includes a list of standards currently in use for assessing various criteria of ATM products

The most prominent non-ETSI standard is

- **ICAO Annex 10 .**

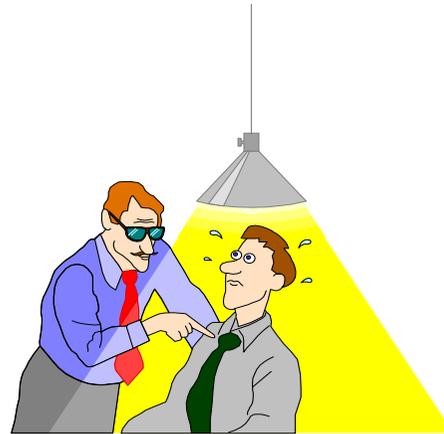
A copy of the Commission guidance for Manufacturers and importers of ATM equipment is now available at:

<http://europa.eu.int/comm/enterprise/rtte/aer equip.htm>.

Effect on R&TTE NBs



- **Existing NBs should demonstrate competence to review ATM equipment and not presume competence based on their existing appointment**
- **ATM equipment is often large and complex and may require special review methods**



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