



Lessons Learned from CS/Part 23 ARC

Future Considerations for a
Review of CS-27/29

Barriers to New Aeroplanes

Modern Products & Safety Technologies Lacking Due to High Certification Cost

Dated Regulations Cannot Keep Pace with New Technologies

Overly Prescriptive Regulations Restrict Future Innovation & Growth



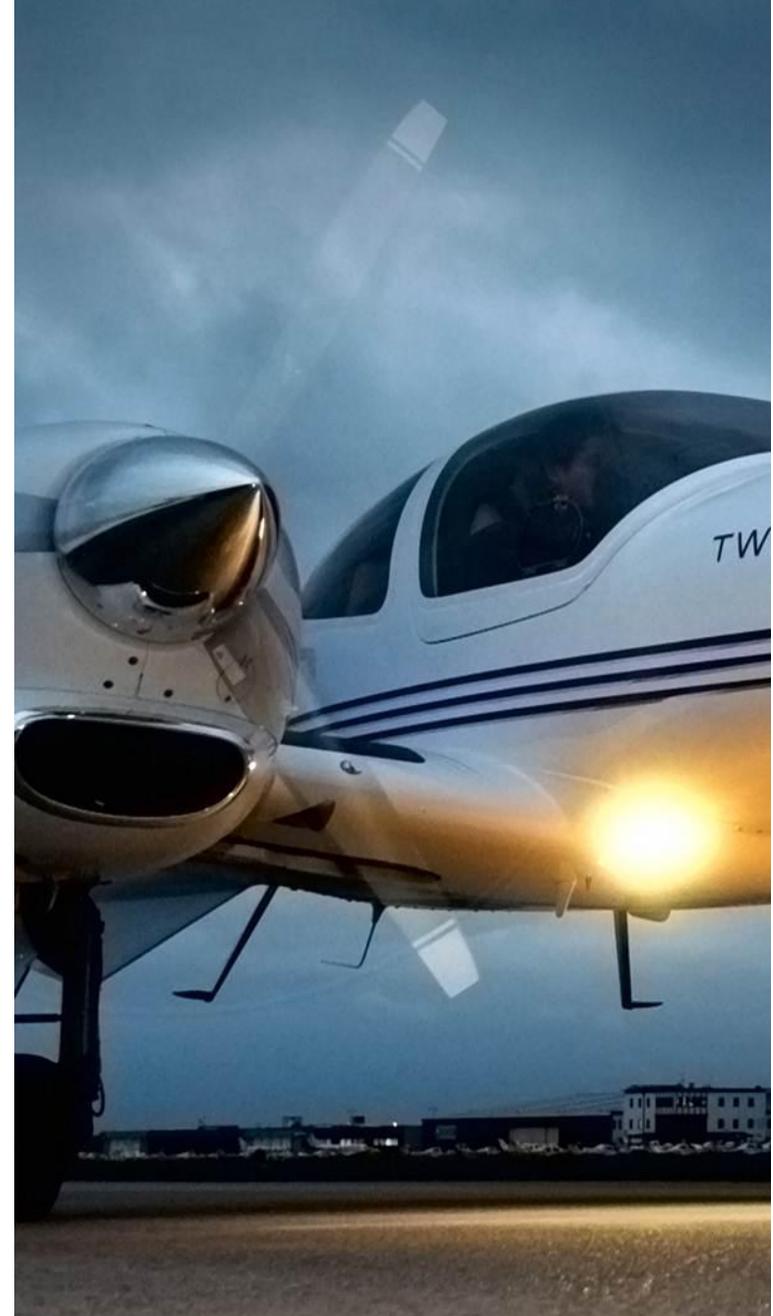
Goals of CS/Part-23 Reorganisation

Double Real World Safety at
Half the Cost of Certification

Field Safety Enhancing
Technologies & New Models

Spur Competition Based on
Cost Effective Safety Innovation

Internationally Harmonised

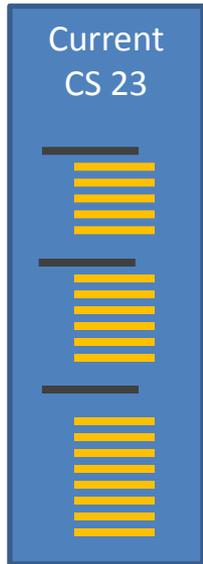


Separating Safety Requirements from Methods of Compliance

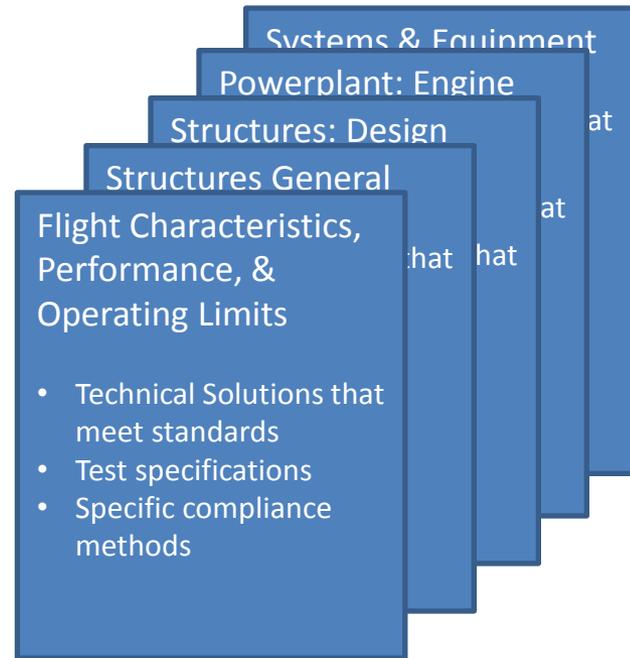


EASA

International Aviation Community



High-level requirements.
(safety driven)
NO technical solutions prescribed
No tiers or categories



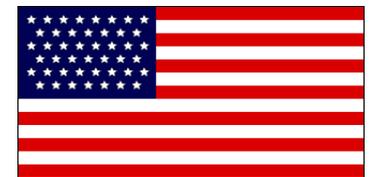
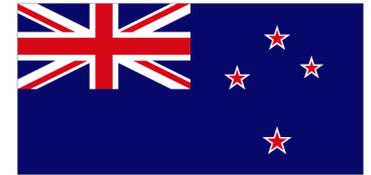
Detailed Design Standards

- Tiered where it makes sense
- Contains detailed compliance requirements
- Current CS/Part 23 used as a starting basis

ASTM F44 General Aviation Aircraft



- ◆ Internationally Accepted Standards for GA Aircraft
- ◆ 186 International Members
 - Regulators
 - Aviation Manufacturers
 - Operating Groups



Current CS/Part-23 Status

- ◆ 27 Nov – Obama Signs Small Airplane Revitalization Act of 2013



- Requires FAA to Implement Recommendations of CS/Part 23 ARC by 31 December 2015
- ◆ EASA Rule Making Team First Meeting January 2014
 - EASA Work Plan Includes new CS-23 in 2016
 - Patrick Ky has Indicated Strong Support for GA Revitalisation



Current CS/Part-27/29 Status



◆ FAA Part 27 & 29 Review

- Early 2013 – U.S. Federal Register Notice Solicited Public Feedback on Review of Part 27 & 29
- September 2013 – ARAC Briefing
 - Updates for Occupant Survivability
 - Regulatory Philosophy Review
 - Rotorcraft Displays

◆ EASA Consideration for CS-27/29 Review Involvement

- September 2013 - Dr. Lohl Public Comments at HeliTech Regarding Future Change

Current CS-27/29 Issues

Health Monitoring

Increased Integration

Touchscreens

Fly-by-Wire

Night Vision Integration

Ditching Equipment

Expanded Mission Profiles

Illuminators, Tactical Radios, Etc.



Future CS-27/29 Issues

Tilt & Compound Rotor Integration

Expanded GNSS Capabilities

Unmanned Vehicle Applications

Electric Propulsion

Single European Sky Integration

Reduced EU Resources

Expanded EASA Role

Growth of International Markets



Change Everything or Leave it Alone?

Concern About Moving too Fast Before CS-23 Changes Prove Successful

Rotorcraft Certification Process Study is an Appropriate Next Step

EASA Leadership in an International Effort to Review CS/Part-27/29

Globally Harmonised Approach





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