



EASA
European Aviation Safety Agency



Simpler, lighter, better rules for
General Aviation

The Reorganisation of CS-23 *(and CS-VLA)*

General Aviation Seminar 2015

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CS-23

Tailored to fit
now and in the future





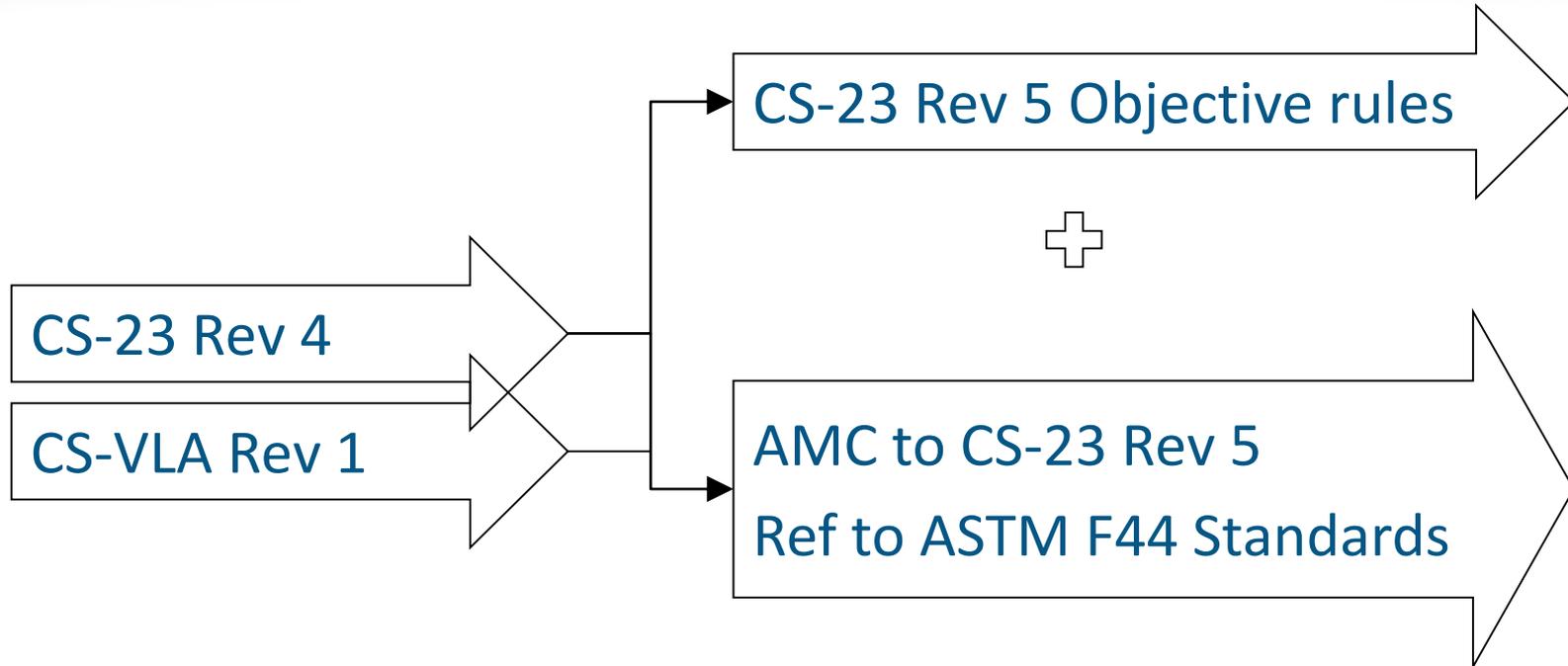
Content

- Status update CS-23 Reorganisation (rulemaking)
 - Recap of the concept
 - A-NPA 2015-06
 - NPA/NPRM

- Status update ASTM



The CS-23/CS-VLA New Concept



- Over simplification since this is a:
 - major step for harmonisation and updates
 - new agile process for maintaining CS-23



Example Objective rule (A-NPA 2015-06)

CS 23.325 Taxi, take-off and landing loads

Loads, including taxi, take-off, **landing**, and handling loads, expected in service under the anticipated operating conditions are determined for:

- a. the applicable critical weight(s);
- b. the acceptable descent velocity (V);
- c. the appropriate landing surface; and
- d. normal and adverse landing attitudes and configurations.



Example AMC from Consensus standard

ASTM Draft F3116 **Standard Specification for Design Loads and Conditions**

8.2.2 The design **landing** weight may be as low as:

8.2.2.1 95 % of the maximum weight if the minimum fuel capacity is enough for at least one-half hour of operation at maximum continuous power plus a capacity equal to a fuel weight which is the difference between the design maximum weight and the design landing weight; or

8.2.2.2 The design maximum weight less the weight of 25 % of the total fuel capacity.



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A-NPA 2015-06 Feedback

- 350 comments from 32 entities
- RMT.0498 Drafting group review 29/6 – 01/07
- In general a strong support for the concept

However....



This new concept is a big change and there are questions to be answered!!

How do we incorporate changes in the certification specification resulting from safety concerns and implement those?

The objective rules leave too much room for interpretation!

Why is CS-LSA not included?



How transparent and Global is the Consensus Standards (ASTM) change process?

Harmonisation with Part 23 is vital for success

- *Content*
- *Process*
- *Treatment of existing certification basis*



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Planning and progress

	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16
EASA	A-NPA 2015-06	A-NPA Consultation											NPA	NPA Consultation					CS-23 Rev 5			
FAA	US Rulemaking Process								NPRM	NPRM Consultation			US Rulemaking Process								Final rule	
ASTM								F44			F44				F44					F44		

Aiming for harmonisation:

- Re-engage in discussions with FAA during NPRM consultation
- Reflect and share with you in the EASA NPA the NPRM/A-NPA feedback discussions
- Issue CS-23 revision ASAP to allow FAA to draw conclusions



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Questions?

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