

Proposed Addition Special Condition to Steep Approach and Landing CRI replacing CS 23.1511 initial Issue.

Introductory Note

The following Special Condition is to be applied and as such shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) of which states: "2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency".

Statement of Issue.

EASA has applied for a number of years a Special Condition CRI based on an earlier Flight Working Paper (FWP). This has been applied to a number of Part 25 and 23 Steep Approach and Landing (SAL) approvals. On this particular aircraft and its steep approach configuration the use of CS 23.1511(a)(1) leads to the potential to define two different flap limiting speeds for Normal and steep approach operations at the same flap angle, this is considered confusing to the crew and may lead to fleet commonality problems.

So a new paragraph 23.1511 has been added to the Steep Approach and Landing Special Condition CRI O-01 on this project.

SC (SAL) 23.1511

Replace Paragraph "CS 23.1511 Flap extended speed" at Initial Issue by,

"(a) The flap extended speed V_{FE} must be established so that it is –

(1) deleted

(2) Not more than V_F established under CS 23.345 (a), (c) and (d).

(b) Additional combinations of flap setting, airspeed and engine power may be established if the structure has been proven for the corresponding design conditions."

With the following rationale:-

"The aircraft in question is Commuter Category Part 23 and high performance business jet. The application of CS 23.1511(a)(1) is considered overly restrictive and burdensome, and may lead to a reduced level of safety due to potential crew confusion. The matching CS 25.1511 paragraph does not contain this restrictive wording. The applicant has demonstrated that in the steep approach configuration, the flap speed ranges and operational speeds as defined are adequate and appropriate with regards to structural and operational requirements. This has been reviewed by EASA project team and in particular the Flight Test Panel who made no findings or comments on the operational speeds presented by the applicant."