EASA
European Union Aviation Safety Agency

EASA DESIGN & CERTIFICATION NEWSLETTER

I am pleased to release the first electronic version of the new EASA Design & Certification Newsletter.

Our aim is to reinforce the communication and dialogue between the Agency and the industry as a whole, reaching out to you in order to keep you up-to-date of changes and clarifying technical information.

As many ***'technical topics' embed both DOA-related and product certification aspects,*** we decided to stop the ***J-News bulletin*** and the STC newsletter and provide you with one newsletter encompassing all aspect of the Agency certification process.

I would like to thank particularly Albert HERRANDO-MORAIRA, Syrus LOU, Christian GUNITZBERGER, Kevin HALLWORTH, Ralf BADER, Olivier TRIBOUT, Volker ARNSMEIER, Thomas OHNIMUS, Massimo BAROCCO, Mark Kieft, Ludovic ARON, Wolfgang HOFFMANN, Charles LEBOEUF, Marco CAPACCIO, Enzo CANARI, David SOLAR, Nicolas DUPREZ and Markus GOERNEMANN who proposed and contributed to the articles in this edition, especially as this is an additional task to their normal work.

We welcome your comments and suggestions. Should you have further questions, please contact your allocated PCM or DOA Team Leader.

Yours faithfully,
Rachel DAESCHLER

IMPORTANT!!!

If you wish to receive this bi-annual newsletter in the future you need to register via our website and click on news feed

Contents

COVID-19 and EASA airworthiness activities – Exemptions and Approvals for Special Transports

Ref: EASA CT NEWS 1.01

In order to use passenger airplanes for transport of cargo as well as to install patient isolation devices for transport of infected persons e.g. in helicopters, EASA quickly established in a combined effort of the Flight Standards- and the Certification Directorate dedicated operational and technical guidelines. These comprehensive information supported the issuance of temporary Exemptions by the member states with adequate safety levels under these exceptional circumstances.

Since January 2020 EASA observed the implications of COVID-19 in the different domains. In the second half of March it became apparent that the sudden limitations to ground transports led to an increase in air cargo operations, beyond the transport volumes currently available in terms of readily certified cargo airplanes. Thus the use of normal passenger airplanes for transport of urgently needed supplies became important. Personal protective equipment like masks, gloves, suites had to be brought to Europe but also other cargo had to be envisaged. Until that date only few STCs existed that enabled the transport of mail on the seats of an otherwise empty airplane. Therefore interim solutions

were to be adopted to address the immediate needs, including even the removal of the seats and using the aircraft floor.

In parallel also the medical service and air transport of patients with either a confirmed or suspected infection by COVID-19 required specific installations. Besides ensuring the adequate treatment during the flight also the protection of the crew on board of helicopters and smaller airplanes were important objectives. A variety of devices, mainly developed for ground transport, had to be considered for their suitability. And even for the future some operators might consider a continued use of separations between the cabin and the cockpit area to improve the mutual protection.

While a standard certification processes would usually take more time, a small CT/FS team was nominated to develop guidelines for the national competent authorities for the issuance of exemptions (Basic Regulation Art. 71(1)). Special focus was put on the compliance with the essential requirements as specified in the Basic Regulation and inclusion of some suitable mitigations to ensure risk minimisations. Within one week after the team was established the first issues of these two guidelines were defined, released and shared with the member states, the industry stakeholders, Design Organisations, the Project Certification Managers as well as DOA team leaders in the various authorities. With these elements at hands, the national competent authorities could then further concentrate on the nonetheless challenging practical implementation of the technical and operational aspects.

Our experts then engaged also in a technical exchange with our partners in the FAA, TCCA and ANAC in order to further align the technical considerations to the best extent. This allowed for further improvements of the guidelines, in particular regarding the cargo transport in the cabin.

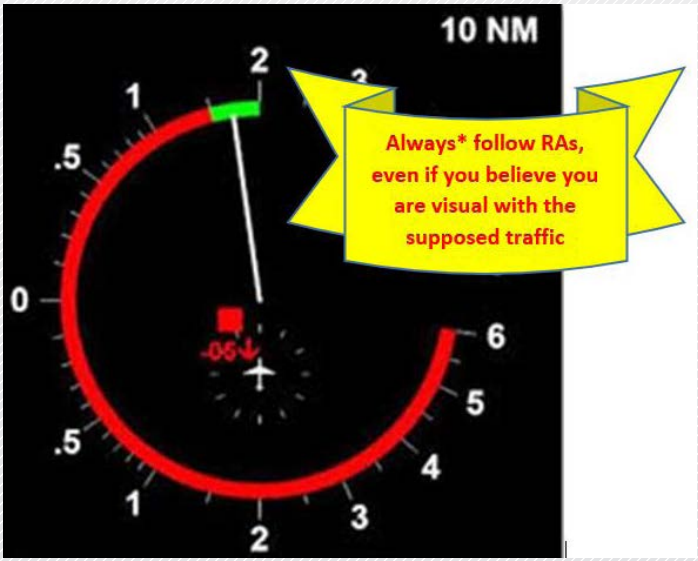
After that initial wave we are now working on numerous applications for STCs to possibly enable regular installations and a related Special Condition specifying the different technical challenges has been published for consultation on our website.

Finally, it was a great experience of combining the expertise from different domains, working together in a completely new team, in a purely virtual environment, and to achieve in a very limited timeframe a pragmatic result. Receiving then a lot of very constructive and positive feedback from our partners in the authorities and the various industries was most rewarding to us.

More information about the published guidelines and Special Conditions can be found on our **website**.

ACAS II-RAs and Visual Acquisition of Traffic

Ref: EASA CT NEWS 1.02



The Agency identified that some Aircraft Flight Manuals' (AFM) content does not provide adequate information to ensure safe separation from nearby aircraft in case of an ACAS II "Resolution Advisory" (RA).

In some cases, the flight crew may interpret the information provided in the AFM as authorisation to disregard an RA based on their visual perception of the situation. This may lead to pilots' manoeuvring contrary to the requirements of the Standardised European Rules of the Air (SERA.11014 - the operational rules for ACAS II), which require immediate flight crew response to an RA unless doing so would jeopardise the safety of the aircraft (* in the graphic).

The most important single factor affecting the performance of ACAS II is the timely response of the flight crew to RAs. Disregarding an RA instruction will decrease the safety level provided by the ACAS II system, as the visually acquired traffic may not be the same traffic as that causing the RA. As the visual perception of an encounter may be misleading, the crew shall obey RAs commands.

EASA revised **SIB 2013-11R1** earlier this year, explaining that AFMs should not contain operational procedures that conflict with the rules of the air. Design approval holders are invited to review their Flight Manuals and supplements to ensure it is clear that the pilot flying shall respond immediately to RA displays and aural alerts, manoeuvring as indicated, unless doing so would jeopardize the safety of the aircraft.

Avionics – ADS-B out mandate extended...

Ref: EASA CT NEWS 1.03

One of the challenges of 2020 for avionics equipment has been postponed

The Original Mandate:

Commission Regulation (EU) No 1207/2011 (Surveillance Performance & Interoperability (SPI))was issued on 22 November 2011 and contained requirements for the performance and the interoperability of surveillance for the single European sky. It states that from 07 June 2020, all aircraft that weigh more than 5 700 kg, or have a max cruise speed greater than 250 knots, will need to be equipped with Mode S ELS (Elementary Surveillance), Mode S EHS (Enhanced Surveillance) and ADS-B capabilities to be operated in European airspace.

Update:

Since the original Commission Regulation was issued there have been 3 further amendments to this Regulation. The latest **Commission**

Regulation (EU) No 2020/587 was issued in April 2020 to amend the SPI regulation **1207/2011** and Regulation **1206/2011** (aircraft identification for surveillance).

The major features of the latest Commission Regulation (EU) No 2020/587:

i. The original **07 June 2020** date for Mode S ELS & EHS and ADS-B compliance is extended by 6 months to **07 December 2020**.

ii. Some alleviations are available for aircraft not compliant by **07 December 2020** provided they have established a retrofit programme before 07 December 2020. The alleviation extends to 07 June 2023.

iii. Minimum requirement for transponder equipment is now ICAO Annex 10 Volume IV, Third Edition including all amendments up to No. 77. This is good news for aircraft operators who installed Mode S transponders several years ago. **Note:** for ADS-B the minimum standard is RTCA DO 260B/Eurocae ED 102A (TSO C166B/ETSO C166B)

iv. To permit non-compliant aircraft deliveries (delivery and maintenance flights)

v. For initial installation/design there are no 'exemptions' (re: Mode S EHS parameters). Instead, the latest Commission Regulation allows the Mode S EHS parameters to be transmitted '**where available on a digital bus**'. All other parameters for Mode S ELS and ADS-B shall be transmitted.

vi. Mode S ELS must be operative at all times in European airspace. Mode S EHS and ADS-B (single/multiple parameters) may be inoperative for a maximum of 3 consecutive days. The current CS MMEL contains different 'rectification intervals' and EASA will update CS MMEL to reflect the requirements of the latest Commission Regulation. Design Organisations and Operators will be required to amend their MMEL/MEL accordingly before 07 December 2020.

The reader is encouraged to read the latest Commission Regulation to understand all the requirements and changes which are implemented.

Further information online

As a reminder, you will find **on our website** answers to frequently asked questions about the ADS-B certification issues.

You can find further considerations about STC projects installing ADS-B systems in **our second edition** of the former STC Newsletter

New fees and charges
Significant and Complex Significant STCs

Ref: EASA CT NEWS 1.04

The Fees and Charges Regulation

The level of fees payable by applicants for certificates and approvals issued, maintained or amended by the Agency, and of charges for publications, handling of appeals, training and any other service provided by the Agency are determined by the **Commission Implementing Regulation (EU) 2019/2153**.

EASA periodically reviews its Fees and Charges to align them with changes in the aviation sector and its own cost basis. The last review was undertaken in 2019 and resulted in the Commission Implementing Regulation (EU) 2019/2153.

The new categories for complex projects

During 2018 the Agency consulted extensively with its stakeholders to design the amendment to its Fees & Charges system that prepares it for upcoming challenges in the medium and long terms. The proposal has now been incorporated into an Implementing Regulation of the

Commission Implementing Regulation that has been published on 16 December 2019. In addition, the new regulation has entered into force on 1st January 2020.

The new fees and charges include a new distinction between STCs classified as Significant and Complex Significant. However, what is exactly the difference between them?

'Significant' is defined in point 21.A.101(b) of Annex I (Part 21) to Regulation (EU) No 748/2012 (and similarly in FAA 14 CFR 21.101(b)). In order to classify the STC, the Agency will consider the change in the context of all previous relevant design changes and the certification specifications of the type-certificate. The STC will be significant if the general configuration or the principles of construction are not retained; or if the assumptions used for certification of the product to be changed do not remain valid.

'Complex Significant' is any significant change (ref. GM 21.A.101 of Annex I (Part 21) to Regulation (EU) No 748/2012) involving at least two reasons justifying its classification as significant (examples of criteria as per this GM 21.A.101 of Annex I (Part 21) to Regulation (EU) No 748/2012: change in the general configuration, change to the principles of construction, assumptions used for certification have been invalidated) or any significant change involving two or more examples described as significant change (column 'Description of change' Tables in Appendix 2 to GM 21.A.101 of Annex I (Part 21) to Regulation (EU) No 748/2012). If justified by exceptional technical circumstances, the Agency may reclassify a complex significant application to significant.

The new fees for complex projects

From the 1st January 2020, the new Commission Implementing Regulation (EU) 2019/2153 puts into effect different flat fees for significant and complex significant STCs. In addition, depending on the type of aircraft, its size or the part or appliance, the fee will vary. This gives the applicants flexibility and the opportunity to choose the most adequate type of application.

You can find the table presenting the flat fees in euros for each STC category and classification under **Commission Implementing Regulation (EU) 2019/2153, ANNEX, Part I, Tasks charged a flat rate, Table 2 Supplemental Type Certificates.**

Seat designs incorporating Inertia Locking Devices (ILD)

Ref: EASA CT NEWS 1.05

The system

Airbus is allowing the incorporation of Inertia Locking Devices (ILD) in some passenger seats as a means to achieve compliance with particular aspects of EASA Part 21, point ***25.562 Emergency landing dynamic conditions***. In general, seats designed and tested to show compliance have, up until now, relied on either basic seat structure or in some cases, particular 'passive' energy absorbing features.

The ILD is a mechanically deploying feature of a seat with a fore/aft tracking system. It self-activates only in the event of a predetermined aircraft loading condition such as that occurring during crash or emergency landing.

A novel design feature calling for associated CRIs

It is considered the first known application in commercial aerospace of an 'active' seat moving device. Therefore, it is a novel design feature and

one for which a special condition is needed to address requirements applicable to this feature in a seat.

The following table presents a summary of the Certification Specifications for Large Aeroplanes (CS-25) and Means of Compliance related with aircraft seats and emergency landings.

Certification Specifications		Means of Compliance	
CS 25.785	Seats, berths, safety belts and harnesses	AMC 25.785	Seats, berths, safety belts and harnesses
		FAA AC 25.785-1B	Flight Attendant Seat and Torso Restraint system Installations
		FAA AC 25-17A	Transport Airplane Cabin Interiors Crashworthiness Handbook (relevant parts that address the applicable FAR/CS-25 paragraph)
CS 25.561	Emergency landing conditions. General.	AMC 25.561	Emergency landing conditions. General.
CS 25.562	Emergency landing dynamic conditions	AMC 25.562	Emergency landing dynamic conditions
		FAA AC 25.562-1B	Dynamic Evaluation of Seat Restraint Systems and Occupant Protection on Transport Airplanes
		FAA AC 20-146	Methodology for Dynamic Seat Certification by Analysis for Use in Parts 23, 25, 27, 29 Airplanes and Rotorcraft

In addition, the table below show the Special Condition that EASA uses to address seat designs incorporating ILDs. The Airbus A380 SC D-39 is published in the EASA website in the following link: A380 SC D-39. It was used in the Airbus A380 project in 2008 and the Airbus A350 in 2018.

Special Condition	
SC D-39	Airbus A380 SC D-39 - Incorporation of Inertia Locking Device in Dynamic Seats

This Special Condition concentrates on structural requirements and only marginally address occupant protection (e.g. 25.562(c)(5)). This is why, in February 2020, EASA developed a CRI Interpretative Material to highlight that the same design principles that must be followed to design ILDs that contribute to structural performance should be followed also for similar features that activate under inertia loads and have the function to mitigate the risk of occupant injuries.

Interpretative Material	
CRI IM	Seat design incorporating occupant protection features activated by inertia loads

The guidance to ensure an appropriate compliance strategy

The objective is to ensure that compliance with 25.562 requirements is achieved in the range of deceleration levels from 0 to that specified in 25.562(b). For seat design incorporating ILDs it is not obvious that testing at 25.562(b) level constitutes the worst case, hence additional testing at ILD threshold level (with ILD not activated) are required.

CS 25.785(b) requires that each seat designated for occupancy during take-off and landing must be designed so that a person making proper use of these seats will not suffer serious injury in an emergency landing as result of the inertia forces specified in CS 25.561 and CS 25.562.

CS 25.562 requires that each seat type, must successfully complete dynamic tests or be demonstrated by rational analysis based on dynamic tests of a similar type seat.

The normal means of satisfying the structural and occupant protection requirements of CS 25.562 result in a non-quantified but nominally predictable progressive structural deformation and/or reduction of injury severity for impact conditions less than the ones specified in CS 25.562(b)(1) and (2).

A seat design may however incorporate a mechanism that involves a step change in protection for impacts at inertia load levels below and above that at which the mechanism activates. This could result in the effects of the impact, for example structural deformation and occupant injury criteria, being higher at an intermediate impact condition than that resulting from the test conditions specified in CS 25.562(b)(1) and (2).

A) General guidance

The seat design may incorporate features that activate at a specified inertia load level and whose activation results in a step change in occupant protection for impacts at inertia load levels below and above that at which the mechanism activates.

It is acceptable for the seat design to have such non-linear or step change characteristics provided that the occupant injury criteria in CS 25.562(c) are met at any condition at which the mechanism does or does not deploy, up to the maximum severity pulse specified in CS 25.562(b)(1) and (2).

The threshold of activation of the mechanism should be identified through dedicated testing, taking into account any relevant tolerances, seat occupancy and, whenever applicable, the floor deformation conditions specified in CS 25.562(b).

The existing ideal triangular maximum severity pulse is defined in FAA AC 25.562.1B Ch.1. EASA considers that for the evaluation and testing of less severe pulses, a similar triangular pulse should be used with acceleration, rise time, and velocity change scaled accordingly.

B) Guidance specific to testing conducted to demonstrate compliance with CS 25.562(c)(5)

CS 25.562(c)(5) requires that protection must be provided or the seat be designed so that the head impact does not exceed a Head Injury Criterion (HIC) value of 1000 units. While the test conditions described for HIC are detailed and specific, it is the intent of the requirement that an adequate level of head injury protection be provided for passengers in a severe crash in the range of decelerations from zero up to the levels specified in CS 25.562(b)(2).

The incorporation into the seat design of a mechanism that activates before the backrest is impacted by the ATD head may result in the relocation of the area that is impacted by the ATD head compared to what predicted in the dynamic test plan, and in a reduction of the stiffness of the backrest, with consequent reduction of the HIC value.

It must be shown that testing with deceleration pulses up to the mechanism activation threshold will result in HIC not exceeding 1000. In such testing, the activation of the mechanism should not occur before the backrest is impacted by the ATD head.

Activation of the mechanism caused by interaction between the ATD hands/arms and the backrest is not considered acceptable.

For threshold testing, in order to minimize the risk that interaction between the ATD hands/arms and the backrest triggers the activation of the HIC reducing mechanism, EASA is ready to accept positioning of the ATD hands/arms alternative to that prescribed by FAA AC25.562-1B Ch.1, as long as it can be shown that the proposed alternative hands/arms position does not reduce the criticality of the head impact event.

Should you install such seats, you can send your questions to our Large Aeroplanes Cabin Safety Expert, Enzo Canari (**enzo.canari@easa.europa.eu**).

Certification Memorandum – Installation of Antennas on Large Aeroplanes (CS-25)

Ref: EASA CT NEWS 1.06

A Certification Memorandum for the large antenna installations

Antenna installations on aircraft are becoming more and more common due to operational and commercial needs and demands. For instance, nowadays airlines offer different options for having on-board Wi-Fi on their flights.

The certification of these installations was already presented in the STC Newsletter of summer 2018. In case you are not familiar with the topic, we recommend this reading first clicking **here**.

In order to provide further guidance on this topic, EASA published a **Proposed Certification Memorandum (CM)** on Installation of Antennas on Large Aeroplanes. Its consultation period was extended from 06/12/2019 to 05/01/2020, and the expected publication date is on the second quarter of 2020.

The purpose

The document includes all the discussed issues in the CRIs and it expands the guidance of the applicable certification specifications of CS-25.

However, at project level, there is the possibility that EASA issue CRIs to initiate discussions about details on compliance showing, in case that the CM would be too generic in specific areas. In this case, the CRI would refer to the guidance in the CM and would include additional compliance demonstrations.

Scope

This certification memorandum (CM) applies to all applicants and is especially important for supplemental type certificate (STC) applicants who are non-type certificate holders (non-TCH), as they may not have access to all type certificate holder (TCH) data required for such installations.

This CM therefore provides guidance, making a distinction between “large” and “small” antenna installations, which may help applicants to define the extent to which compliance with the various applicable specifications has to be shown.

The focus of this CM is on structural (related) certification specifications associated with antenna installations, and/or the effect(s) such antenna installations may have on aircraft structure or on persons on the ground. Other airworthiness (e.g. systems related) or environmental requirements, that are not part of this CM, however may also apply and would have to be considered.

In case you need further support with the CM, please contact our expert **Wolfgang Hoffmann**.

TIP with Japan

Ref: EASA CT NEWS 1.07

The EU-Japan Bilateral Aviation Safety Agreement (BASA) has been signed on the 22nd of June 2020 and, according to its Article 20, shall be applied provisionally from that date.

To allow this provisional implementation the Agency and the Civil Aviation Bureau of the Ministry of Land, Infrastructure, Transport and Tourism of Japan (JCAB) signed on the 9th July 2020 the Technical Implementation Procedure (TIP) and the Rules of procedure of the certification oversight board (COB).

This is a major milestone in the relationship between the Agency and JCAB, which will facilitate the validation of airworthiness certificates on aeronautical products between the EU and Japan. The TIP will be published on the EASA and JCAB Websites. Further communication on the details of the TIP content will be offered to Industry in the coming weeks.

Recent Part 21 changes with an impact on ETSO projects

Ref: EASA CT NEWS 1.08

On 12 March 2019 COMMISSION DELEGATED REGULATION (EU) No 2019/897 was published as an amendment to COMMISSION REGULATION (EU) No 748/2012 of 3 August 2012.

This amendment, most of which became effective on 23 March 2020, introduced some novelties into Part 21 which we would like to highlight to you, valid for all applications for ETSO Authorisation.

'Point 21.A.605 Data Requirements' is amended, with the introduction of: "1. a certification programme for the ETSO authorisation, setting out the means to demonstrate compliance with point 21.A.606(b)".

'AMC 21.A.605(a)(1) Certification Programme' clarifies what is the minimum content expected by EASA to comply with this requirement.

Furthermore, an obligation for applicants is added in the same point, as follows: "(b) The applicant shall report to the Agency any difficulty or event encountered during the approval process that may significantly impact the ETSO authorisation".

'GM 21.A.605(b) Reporting from the compliance demonstration process and updates to the certification programme' provides further guidance on this requirement.

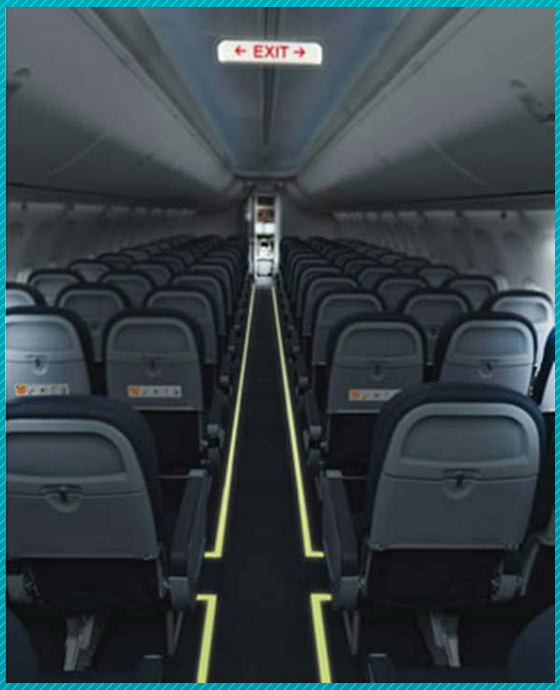
Another novelty introduced by this amendment is related to point '21. A606(d) Issue of ETSO authorisation', requiring the applicant to: "declare that no feature or characteristic has been identified that may make the article unsafe for the uses for which certification is requested".

One important aspect we would like you to be aware of is the introduction of Level of involvement (LoI) in a certification project also for ETSO authorisation, introduced by point 21.B.100(b) with AMC No 2 to 21.B.100(b), where the criteria used by EASA for the determination of the LoI for ETSOA projects are listed. It should be noted, though, that differently from other certification projects, where the applicant has an obligation to propose the LoI of EASA, for ETSOA projects the LoI is determined by EASA without the need for applicants to submit a proposal.

Cabin Safety – Cabin signs technologies

Ref: EASA CT NEWS 1.09

If you proceed with a cabin completion project, you need to be aware of the limitations of the available cabin signs technologies.



Illuminated sign and floor path marking

The requirements for illuminated signs

Floor proximity emergency escape path marking systems have to comply with CS 25.812(e).

Signs that are above 1,4m (4ft) height, are not part of such systems and need to, comply with e.g. CS 25.811(d)(3). The brightness or illumination is regulated by CS 25.812(b)(ii):

"...These signs must be internally electrically illuminated or self-illuminated by other than electrical means and must have an initial brightness of at least 1.27 candela/m^2 (400 microlamberts). The colours

may be reversed in the case of a sign that is self-illuminated by other than electrical means."

The technologies

To comply with this brightness requirement the regulation mentions "internally electrically illuminated" signs.

One alternative to the electrically illuminated signs are the so-called self-illuminating radioluminescent exit signs:

The signs are using tritium, a radioactive hydrogen isotope, and emit light permanently.

Please note that the tritium decaying with a radioactive half-life of around 12 years, a limitation on the signs allowed service life is a necessary measure:

Beyond a certain level of decay, the sign will not fulfil the brightness requirements anymore.

Another alternative appeared later on with photoluminescent signs:

those signs absorb light from an activation light source and emit light for a time after the activation light source has been removed.

To be acceptable to EASA, photo luminescent signs need an equivalent level of safety finding (ESF) as they are not in direct compliance with all the illumination requirements.

Photoluminescent floor proximity emergency escape path marking

Photoluminescent floor proximity emergency escape path marking solutions are related to some limitations regarding the requirements in CS 25.812(e). They need to be charged by the cabin lighting and it must be documented how long the cabin lights need to be switched on prior to take-off to ensure the proper functioning of the system for the entire flight.

EASA has already issued approvals for such systems with associated limitations.

In case you need support with the EASA guidelines or requirements, please contact **thomas.ohnimus@easa.europa.eu**.

EXPERT TIP:

Be aware that here might be differences in the expected compliance activities between EASA and FAA. In case of intended validation of your EASA STC by the FAA, please ask you EASA Cabin Safety expert for guidance."

Parted STC

Ref: EASA CT NEWS 1.10

Reducing the downtime of an aircraft is one concern all operators are sharing. You can better manage the downtime through a parted STC.

Antenna installations are possible cases of parted STC.

The configurations inside the STC

An STC approval can cover more than one configuration. This is used regularly in order to give access to different options for the installed system.

However, in some cases, the different configurations can be different installations steps of one system.

Example: STC XYZ covers the installation of an antenna. The related SB is split in 2 parts: part A covers the installation of electrical cables, part B cover the structural modifications and antenna installation.

In the example above, the part A and B can be done independently, in whatever order.

Be clear and prepared

One potential issue is clearly that the aircraft on which Part A (or B) alone is installed is not in an approved configuration.

It is possible to avoid this obstacle through clearly identifying in the STC data that Part A (or B) alone is compliant to the applicable certification basis requirements, making each of them an approved

configuration. This is a message that needs to be conveyed t the EASA team investigating your project as early as possible.

Please be aware that beyond the need for identification of the configurations, the interdependencies between those shall be clearly defined and recorded as limitations:

Is one configuration a prerequisite for the other?

Example: STC XYZ installs an In-Flight Entertainment system in a large aeroplane's cabin. Configuration 1 is installing the hardware unpowered. Configuration 2 is installing the corresponding software and is associated with the Electro Magnetic Compatibility tests.

Configuration 1 is in this example a prerequisite for Configuration 2. There can be no standalone installation of Configuration 2.

Is your project eligible?

Obviously, this way of splitting the STC into different configurations needs agreement of the EASA team members investigating your request. One easy rule to remember is that a configuration can only be approved if the compliance demonstration is complete (i.e. no need for additional installations for performing missing activities).

For more details, please contact the PCM in charge of your project.

Rotorcraft and VTOL Symposium 2020

Ref: EASA CT NEWS 1.11

The EASA Rotorcraft and VTOL Symposium is a unique forum in Europe to discuss the latest developments for rotorcraft from a safety perspective. This year, the Symposium will be integrated in the newly created EUROPEAN ROTORS Event. This event will be an official EU showcase focusing on VTOL developments and safety perspectives. This will be an annual event, taking place for the first time this year from 10th to 12th November. Thanks to our new partnership with the European Helicopter Association (EHA) we are building up to make a unique showcase which involves all the European Rotorcraft Community.

This event is supported by OEMs, suppliers and operators to offer comprehensive programmes, conferences, workshops and training throughout the event.

Please have a look at the current **conference programme**, for more details.

Due to the integration of the Symposium into the European Rotors show, the format of this year's edition will be different to previous years. Three half-day sessions (between 10 – 12 November) will allow participants to benefit from the newly organised trainings and workshops as well as to visit the fair. During the 1st session, a strong focus will be put on the European responses to the COVID-19 crisis and its impact on safety and business-related risks. The theme of the 2nd session is hybrid and electric VTOL and EASA experts will present the current status of the Means of Compliance to support the Special Conditions in VTOL. For the 3rd session, participants are invited to submit proposal for presentations.

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