EASA
European Union Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop 2019

Feedback from side meeting Cabin Safety

Nigel Smith, SWS Certification
Marine Bordas, Weare Engineering

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Main points of discussion (1/3)

- 16g Seats HIC variations
  - What level of design changes required a new test;
  - Classification of Changes involving seat HIC compliance;
  - Use of similarity / Component level testing, e.g. SAE ARP 6330;
- Flammability / Fire Protection
  - Accreditation & Test laboratory data usage (upcoming J News);
  - Lithium Battery fire risk;
  - AC 20-178 usage on surrogate panels (refer to J News article);

Main points of discussion (2/3)

→ Classification of layout changes

- → Proposed CM on Classification of Design Changes in the Cabin Safety Domain;
- → Changes to CS XX.562 seats will be MAJOR Changes with few exceptions;
- → CS XX.365(e), rapid decompression, to be considered applicable requirement (e.g.: Full height mini-suites);

Main points of discussion (3/3)

- Seat installation requirements specific to product type
  - TCH Frame Specs availability;
- Access to information and data referenced in TCDS
  - SCs, ESFs;
  - Other TCH Documents (e.g. Frame Specs)

Actions identified

- → Develop Industry experience & competence in the context of LOI to reduce Agency involvement on subsequent projects, regardless of classification;
- → Assist Agency into implementing a level playing field on the Classification CM future updates by providing cases;
- → Participate and comment NPAs, published SCs;
- → DOA to provide concise and clear Cert Program;

What did work well

- Availability of concerned EASA experts;
- Hospitality;
- STC and J News is recognized as helpful;
- Plan to include TCH Frame Spec extracts into TCDS annexes, with proper consideration to TCH IP rights;
- Easy Access to regulations and Certification Specifications, possible extension to CRI;

Issues encountered (1/2)

- Readability of some complex TCDS (e.g.: A320fam) to determine Certification Basis;
- TCDS referenced data not being easily visible (some TCDS without Annexes);
- Some TCDS / Annexes not regularly updated;
- Unavailability of TCDS mentioned data (e.g.: Orange Paper; JAR docs);
- Flight and Ground Load Factors should be added to the TCDS Annexes;

Issues encountered (2/2)

- → Use general notification facilities vs ever-changing EASA site pages URL changes;
- → Overall website user-friendliness could be improved;

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