EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# CS-23 Reorganisation

# FAA ARC Part-23
# CS-23 Rulemaking
# *ASTM F44 GA*

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# Contents

- Part 23 reorganisation ARC
- ARC report and recommendations
  - The new concept
  - Rules & Airworthiness Design Standards
- Follow-up activities and time-line

# Where everything started

## FAA
## Part 23 – Small Airplane Certification Process Study

"Recommendations For General Aviation For The Next 20 Years"

published July 2009

# Observations and Recommendation of CPS

- Part 23/CS-23 are becoming increasingly misaligned with new aeroplanes being certified
  - Difficulty to implement changes to the rules
  - An extremely divers mix of aeroplane types and operations
  - New technologies
- This is not going away and has consequences
  - Live saving technologies are not implemented as fast as we should want
  - Authority resources are used for “patch repairs”

# The main output from the ARC

ARC Final report published: FAA Press Release 26/07/2013

The ARC proposes for certification:

A new concept

- Reorganise Part 23/CS-23 and related AC/AMC into:
  - New Part 23/CS-23: Objective rules
  - Consensus standards (Airworthiness Design Standards (ADS))
- Rule text proposals

# Support to the ARC report

- **In Europe,** the follow-up rulemaking activity to the ARC is acknowledged as one of the actions in the Roadmap for Regulation of GA
- **In the US**, the ARC initiative is getting political support from the Small Airplane Revitalization act that passed the House of Congress July 17th 2013. This act is asking for a rule change by 31st December 2015.

# ARC Part 23 Reorganization

## The ARC part-23 charter has been extended by two years to 15/08/2015

- The extension will provide a forum for the ARC and the FAA to discuss and clarify the recommendations in the report, to assist the FAA in developing the appropriate regulatory approach.
- The FAA will set up a committee of members of the aviation community. Members will be selected based on their familiarity with 14 CFR part 23 reorganization, analysis, and regulatory compliance.

# Further Steps

## Two parallel processes are now taking place

- Rulemaking Process to define the final wording of the new rule covering the intentions including the minimum safety level
- Creation of an international Standard covering the descriptive part of current rule plus the intended tiering

# EASA/FAA Follow-up to the ARC

EASA has drafted a ToR for task RMT.0498 “Reorganisation of Part-23 and CS-23” that was reviewed by the advisory bodies (SSCC&RAG/TAG).

This RMT is identified as a pilot project of the EASA/FAA rulemaking cooperation*

* EASA & FAA signed an agreement for rulemaking cooperation guidelines on 13/06/2013

# Rulemaking planning & ASTM

The rulemaking planning needs to take into account a number of interfaces:

- Harmonisation with FAA rulemaking planning
- Availability of ASTM standards that contain tiering, safety improving features (LOC, crashworthiness)
- Balancing the objective rules with the ASTM standards

# Rulemaking planning

EASA (draft plan)

- Start RMT.0498 2013,Q4
- NPA 2015 Q2
- Decision 2016 Q2

FAA

- Development of Rulemaking Action Plan finish September 2014
- NPRM publication End 2015
- Final rule End 2017

EASA and FAA will try to synchronise

# ASTM F44 General Aviation

- The F44 Task groups have nearly completed the transposition of Part-23 Amendment 62 in proposed ASTM standards.
  - Today 16 draft technical standards
  - These drafts are identified as Revision 0.5
  - Rev 0.5 will not become a published standard but only capture Part-23 Amendment 62.
- Next phase Revision 1.0

# F44 Revision 1.0

- Rev 1.0 shall include the ARC targets;
  - Tiering
  - Safety enhancing features (LOC, crashworthiness)
- Rev 1.0 planned to become available early 2014
- Rev 1.0 will need to be available for the NPA and NPRM proposing the change to Part-23/CS-23

# The new concept

- **Part 23/CS-23 rule**
  - Safety objectives, not dictating a specific design solution
  - Future design solutions are already covered
  - Easier to harmonize & less need for amendments
- **ADS (ASTM F44)**
  - Technical standards developed via a consensus process
  - Easier to develop revisions or new standards
- **Listing of accepted standards**
  - standards remain subject to EASA acceptance
  - Revision of the accepted ADS list can follow a shortened rulemaking process

# Part 23/CS-23 reorganisation résumé

- EASA Rulemaking to develop CS-23/Part-23 rule aiming for a revision that will merge CS-VLA, CS-LSA and CS-23
  - Aiming for global participation
  - Publication 2016 Q2
- ASTM ADS development
  - Two step transposition from CS-23/Part-23 content to performance and complexity based technical standards
  - Active authority participation

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# Questions?

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