

Flight Conditions of prototypes

A revised approach for small prototype aircraft

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Problem statement

- Increasing number of small aircraft as proof of concept for new technologies (e.g. FBW, VCA, EHPS, ...)
- Current approach compares non-compliance with CS
- In-depth engagement of EASA with Non-/partial DOA companies
- Resource-consuming interactions until first flight readiness
- Impact on start of company flight test activities to gain flight test data and on EASA resources
- Target: Adequate safety of occupants and the safety of Third Parties

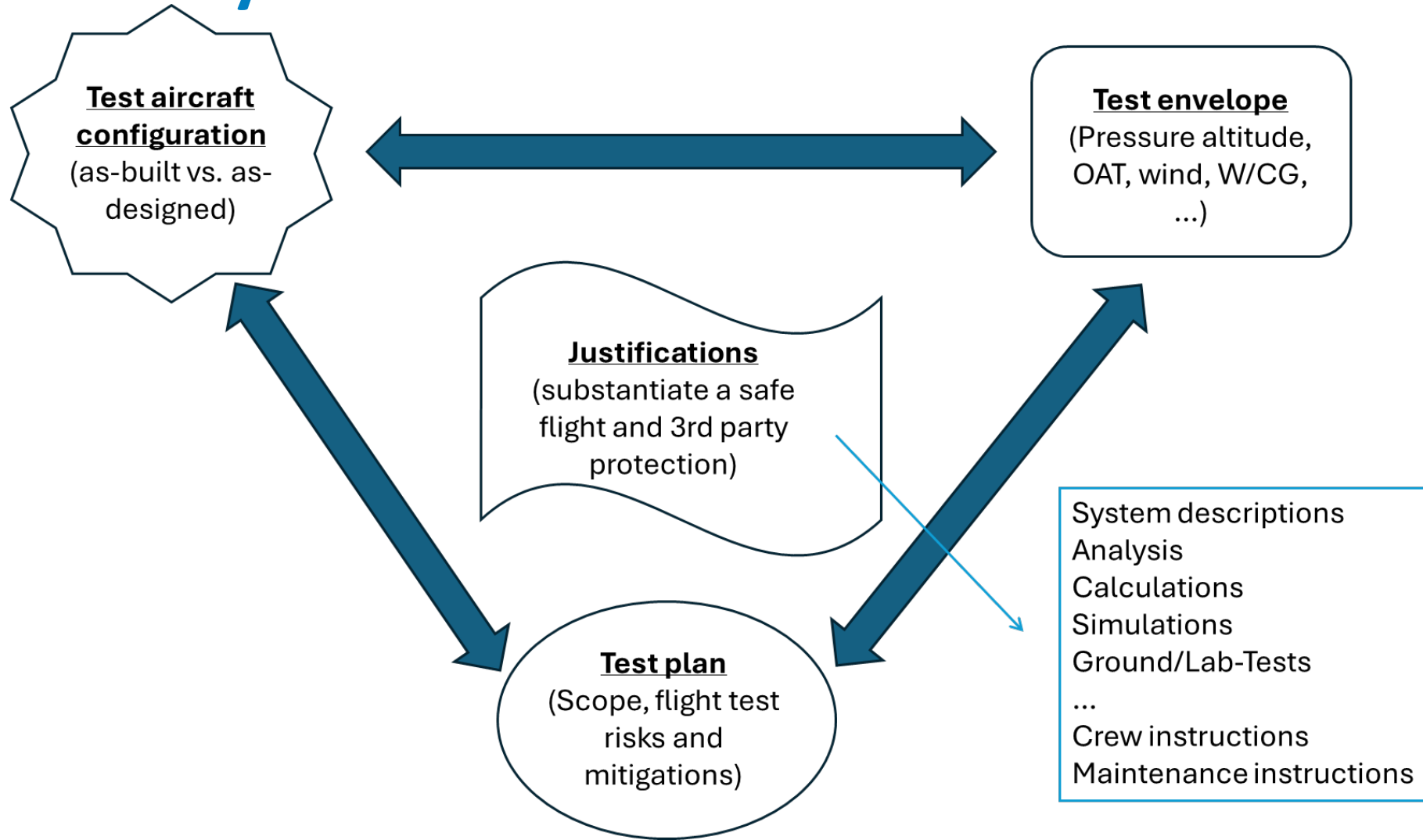


Revision of approval of flight condition activities

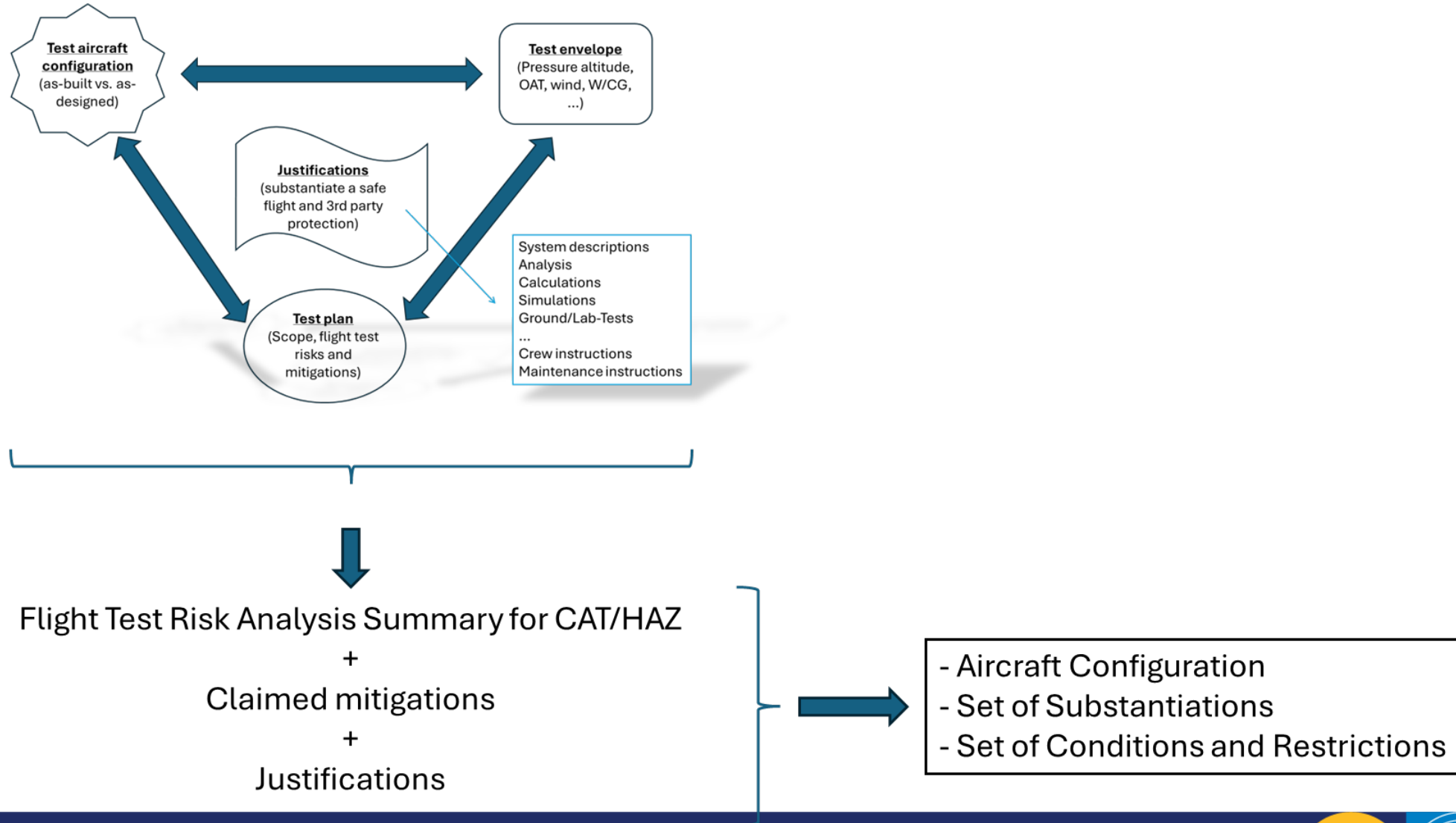
- Applicant to ensure appropriate flight test readiness competences
- If no DOA or DOA in progress → an adequately competent person to declare adequateness of flight conditions in Form 18A/B
- Technical substantiations 'Bottom-up'
- Applicant to establish Flight Test Risk Assessment, identify mitigations and related justifications
- EASA will select elements from the set of substantiations/justifications for review



Assessment cycle



Safety of Flight Analysis and Flight Conditions



Thank you
for your attention!

Your safety is our mission.



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