



**European Aviation Safety Agency
Rulemaking Directorate**

EXPLANATORY NOTE

CS-P Amendment 1

Executive Director Decision 2006/09/R amends decision No 2003/07/RM of the Executive Director of the Agency of 24 October 2003 on certification specifications, including airworthiness codes and acceptable means of compliance, for propellers (« CS-P »). It represents Amendment 1 of CS-P: Propellers and incorporates the output from the following EASA rulemaking task:

Rulemaking Task No.	TITLE	NPA No.
P.001	Major Revision to CS-P	05/2005

The NPA has been subject to consultation in accordance with Article 43 of the Basic Regulation¹ and Article 15 of the rulemaking procedure established by the Management Board². The Agency has addressed and responded to the comments received on the NPA. The responses are contained in a comment-response document (CRD) which is available on the Agency's web-site.

In response to the CRD, the Agency received two substantive comments, both from the FAA. These comments are reproduced below together with the Agency's responses, as follows:

1. The FAA recommend that "approach" be deleted from the Beta Control definition. The use of Beta Control should only be for ground operation, which includes reverse thrust on touch down. During flight the minimum blade angle should be the in-flight low pitch position. CS-25.115 and accident data support that "approach" should not be included in the definition of Beta Control. The e-mail did not contain or refer to a format for comments, so the attachment below provides the change recommendation and the data that supports the recommendation.

The Agency accepts this comment.

¹ Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (OJ L 240, 7.9.2002, p.1.); Regulation as last amended by Commission Regulation (EC) 1701/2003 (OJ L 243, 27.9.2003, p.5);

² Decision of the Management Board concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ("rulemaking procedure"), as adopted by EASA MB/07/03, 27.6.2003;

2. The FAA has a comment on the response to the DGAC France comments on CS-P 15 Terminology. We recommend that EASA not accept the definition of "Propeller Flight Cycle" because Propeller Flight Cycle is not used in the CS-P specifications. Propeller Flight Cycle is only used in the AMC advisory material to CS-P.

The Agency does not accept this recommendation. The Agency aims to co-locate all CS-P specific definitions within Book 1 CS-P 15: Terminology. However, as a consequence of this policy, the Agency has further reviewed applicable definitions and determined that CS-P 15 should be extended to include additional terms related to Propeller safety analysis, namely: Hazardous Propeller Effect, Major Propeller Effect, Extremely Remote, and Remote. These terms, which were previously contained in CS-P 150(a), which is amended, and CS-P 150(g), which is now deleted, are transferred to CS-P 15 with the same definition retained. References to the old paragraphs are removed and identification of these terms as defined terminology is highlighted by use of capitalisation. Also, as part of this review, minor changes are made throughout CS-P to re-align terms with those defined in CS-P 15 and CS-Definitions. These editorial corrections are identified in the change information accompanying this decision.

LIST OF PARAGRAPHS AFFECTED

- CS-P 15: Expansion of terminology used in CS-P. Also, definitions previously placed elsewhere in the code have been moved to CS-P 15, to accord with EASA policy on definitions.
- CS-P 150: Amendment to rules for Propeller safety analysis to align with CS-E and to aid clarity.
- CS-P 160: Aligns Propeller Critical Parts requirements in CS-P with those for Engines in CS-E.
- CS-P 230: Adds a new requirement to make Propeller control system components located in a designated fire zone Fire Resistant.
- Creates the following AMCs
 - AMC P 10
 - AMC P 30(a)
 - AMC P 150
 - AMC P 160
 - AMC P 170
 - AMC P 210
 - AMC P 220
 - AMC P 230
 - AMC P 240
 - AMC P 330
 - AMC P 350
 - AMC P 360
 - AMC P 370
 - AMC P 380
 - AMC P 390
 - AMC P 400
 - AMC P 420
 - AMC P 530
 - AMC P 550
 - AMC P 560

GENERAL COMMENTS

Incorporates the following JAA NPAs:

- NPA P-4: JAR-P Section 2 ACJ
- NPA P-5 (Rev.3): JAR-P Definitions
- NPA P-6 (Rev.3): Propeller Control Systems
- NPA P-7 (Rev.3): Propeller Safety Analysis
- NPA P-8 (Rev.3): Fire Precaution
- NPA P-9 (Rev.3): Critical Parts