



**EASA**  
European Aviation Safety Agency



Simpler, lighter, better rules for  
*General Aviation*

# The Reorganisation of CS-23 *(and CS-VLA)*

General Aviation Seminar 2015

Boudewijn Deuss  
Regulations and Policy officer CT7.1

**Your safety is our mission.**

An agency of the European Union





# CS-23

Tailored to fit  
now and in the future



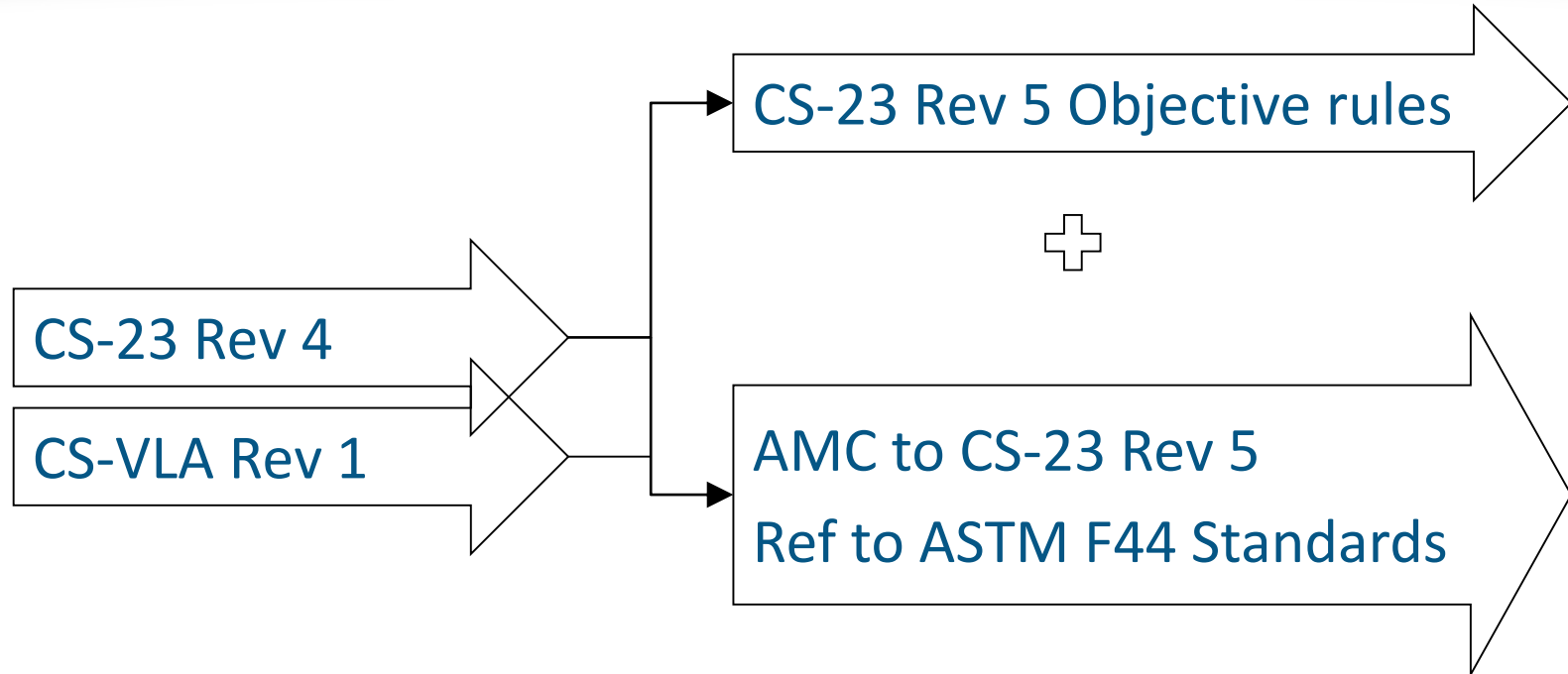


# Content

- Status update CS-23 Reorganisation (rulemaking)
  - Recap of the concept
  - A-NPA 2015-06
  - NPA/NPRM
  
- Status update ASTM



# The CS-23/CS-VLA New Concept



- Over simplification since this is a:
  - major step for harmonisation and updates
  - new agile process for maintaining CS-23



# Example Objective rule (A-NPA 2015-06)

## CS 23.325 Taxi, take-off and landing loads

Loads, including taxi, take-off, **landing**, and handling loads, expected in service under the anticipated operating conditions are determined for:

- a. the applicable critical weight(s);
- b. the acceptable descent velocity (V);
- c. the appropriate landing surface; and
- d. normal and adverse landing attitudes and configurations.



# Example AMC from Consensus standard

## ASTM Draft F3116 **Standard Specification for Design Loads and Conditions**

8.2.2 The design **landing** weight may be as low as:

8.2.2.1 95 % of the maximum weight if the minimum fuel capacity is enough for at least one-half hour of operation at maximum continuous power plus a capacity equal to a fuel weight which is the difference between the design maximum weight and the design landing weight; or

8.2.2.2 The design maximum weight less the weight of 25 % of the total fuel capacity.



# Content

- Status update rulemaking
  - Recap of the concept
  - A-NPA 2015-06
  - NPA/NPRM
- Status update ASTM



# A-NPA 2015-06 Feedback

- 350 comments from 32 entities
  - RMT.0498 Drafting group review 29/6 – 01/07
  - In general a strong support for the concept
- However....





# A-NPA 2015-06 Feedback

This new concept is a big change and there are questions to be answered!!

*How do we incorporate changes in the certification specification resulting from safety concerns and implement those?*

*The objective rules leave too much room for interpretation!*

*Why is CS-LSA not included?*



*How transparent and Global is the Consensus Standards (ASTM) change process?*

*Harmonisation with Part 23 is vital for success*

- *Content*
- *Process*
- *Treatment of existing certification basis*



# Content

- Status update rulemaking
  - Recap of the concept
  - A-NPA 2015-06
  - **NPA/NPRM**
  
- Status update ASTM



# Planning and progress

	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	
EASA	A-NPA 2015-06	A-NPA Consultation										NPA	NPA Consultation			CS-23 Rev 5							
FAA	US Rulemaking Process								NPRM	NPRM Consultation		US Rulemaking Process								Final rule			
ASTM								F44			F44			F44				F44					

Aiming for harmonisation:

- Re-engage in discussions with FAA during NPRM consultation
- Reflect and share with you in the EASA NPA the NPRM/A-NPA feedback discussions
- Issue CS-23 revision ASAP to allow FAA to draw conclusions



**EASA**  
European Aviation Safety Agency

# Questions?

**Your safety is our mission.**

An agency of the European Union 