



**EASA**  
European Aviation Safety Agency

# Executive Interiors

**NPA 2015-19  
progress**

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STC Workshop  
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# STC Workshop – Executive Interiors

## ➤ NPA 2015-19 Timeline (to date)

- Kick off meeting 20<sup>th</sup> Sept. 2011.
- 20 full working group meetings.
- NPA issued for Public comment 17<sup>th</sup> Dec. 2015
- Comments deadline 17<sup>th</sup> Feb. 2016

## ➤ Working Group Members

- 8 industry members
- 4 authority members





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## ➤ Objectives:

- To clarify rules and interpretations taking into account feedback from certification of executive interiors,
- To reduce the costs and administrative burden on the applicants and authorities when certificating executive interiors (avoid repetitive issuance of CRIs),
- To provide alternative criteria to the current rules, accounting for the specificities of executive aeroplanes and their type of operations; to satisfy the public and industry interests while ensuring an acceptable level of safety.
- To ensure a level playing field amongst applicants, and between authorities.



## ➤ References:

- FAA SFAR 109 'Special Requirements for Private Use Transport Category Airplanes'
- CRIs and IPs previously issued by EASA and the FAA for executive interiors certification



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## ➤ Applicability:

- Privately operated a/c (as per SFAR 109) – up to ½ TCDS TCDS pax capacity
- “Low Occupancy” a/c
- Latter category is new invention to cover types previously handled on case by case basis via CRIs
- Low occupancy = max 1/3 of TCDS pax capacity, per deck, and per zone.
- Max numerical pax limits also set (low occupancy 100/deck, private 150/deck)
- Limits from survey of historical “executive” projects

## ➤ CS 25 revisions:

- Revisions to existing CS25 paragraphs
- New CS25 paragraphs
- Revisions to existing AMC
- New AMC
- New Appendix S, with AMC





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## ➤ Revisions to existing/new CS25 paragraphs and/or AMC:

- CS25.603 – large glass items
- CS25.785 – bed occupant restraints, direct view
- CS25.788 – new para. for passenger amenities (e.g. showers, large display panels)
- CS25.807 – uniform exit distribution – single exit pair
- CS25.811 – emergency exit signs sizes and colour consistency
- CS25.812 – emergency lighting
- CS25.813 – emergency exit access
- CS25.854 – extended lavatory smoke detector requirement to “long cabin ” a/c
- CS25.1365 – new para. for cooktops
- CS25.1447 – clarification of oxygen requirements
- CS25.1541 – acceptable symbolic placards



## ► Content of new appendix S:

1. Set of alleviations ("In lieu of CS25.XXX ..."):
  - » Interior doors
  - » Deactivation of emergency exits
  - » Flammability (heat release/smoke-density, permanent bed mattresses)
  - » In flight obstruction of Type III/IV emergency exits
  - » In flight obstruction of aisles
  - » Firm handholds
  - » Simplified no-smoking placarding
  - » Briefing cards to replace placards and markings (private operations only)
  - » Direct view
  - » Latching mechanisms for stowage compartments
2. But also additional requirements:
  - » Isolated compartments
  - » Seats in excess







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## ➤ Next Steps

- Comment Response Document (CRD) to be prepared.
- Ambition is to meet deadline for CS25 Amendment 19
- Means CRD etc. must be finished by September, 2016.





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