

## Proposed Special Condition SC-E-23.979 issue 1

### Single Point Refuel and Defuel System – applicable to Pilatus PC-24

#### Introductory Note

The hereby presented Special Condition has been classified as an important Special Condition and as such shall be subject to public consultation, in accordance with EASA Management Board Decision 12/2007 dated 11 September 2007, Article 3 (2.), which states:

*"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."*

#### Statement of Issue

The existing Part 23 regulations do not envision pressure refuelling/defueling systems. The current CS 25 regulations contain adequate regulations to address pressurized defueling, therefore CS 25.979(e) will be added to the Model PC-24 Certification Basis as a Special Condition to address the pressure defueling system.

#### Special Condition SC-E-23.979 issue 1 - Single Point Refuel and Defuel System

The following regulation (per CS 25.979(e)) is proposed as a Special Condition to address the defueling system on the Model PC-24.

##### Pressure fuelling system.

For pressure fuelling systems, the following is added and apply:

CS23.979

(...)

(e) The airplane defueling system (not including fuel tanks and fuel tank vents) must withstand an ultimate load that is 2.0 times the load arising from the maximum permissible defueling pressure (positive or negative) at the airplane fuelling connection.