

ETSO Workshop 2018

Seat Industry (Ad Hoc Committee) Presentation

CBA (Certification by Analysis) for ETSO

Cologne, Germany

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Presented by:

Airbus
HAECO Cabin Solution
RECARO Aircraft Seating

Stelia Aerospace
Rockwell Collins
Zodiac Seats



CBA (Certification by Analysis)

Current Status

- Seat industry has invested significantly during last 10 years to develop dynamic simulation competencies and capabilities.
- With support from AC 20-146 and ARP5765A along with Building Block approach seat industry has achieved required competencies to successfully execute reliable dynamic simulation.
- AC20-146A has been released.
- Airbus & Boeing along with several seat manufacturers are already working on pilots with EASA and FAA to finalize CBA process that could be simultaneously used both for Type Certificate and (E)TSO.
- **We thank EASA for the continued support to make CBA successful.**

CBA – Current Issues

- Currently it is unclear to seat industry how an ETSO applicant can utilize CBA to obtain ETSO approval.
- How Boeing MOC and Airbus TN for CBA could be utilized for ETSO?
- Who would be EASA's point of contact for the technical issues (e.g., simulation technique, model validation parameters, process, etc.)?
- Harmonization of bilateral (E)TSO acceptance when CBA is used to satisfy (E)TSO Minimum Performance Standards and their subsequent use for Type Certificate and STC.

CBA – Requests from Seat Industry

- Please advise what process seat industry should follow to obtain ETSO approval utilizing CBA.
 - Seat industry would be very interested to work together with EASA if a process needs to be developed.
- Please advise technical point of contact from EASA who seat industry can work with on the pilot projects and future production programs regarding the technical validity of our simulation work.
- Harmonization with FAA on utilization of AC20-146A.

Thank You for your attention