

Annex I to ED Decision 2025/002/R

'AMC and GM to Regulation (EU) No 1178/2011 — Issue 1, Amendment 1'

The text of the amendment is arranged to show deleted, new and unchanged text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in blue;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

Annex IV to Decision 2018/009/R of the Executive Director of the Agency of 14 September 2018 is amended as follows:

GM1 Article 2(8c) Definitions

MEANING OF THE TERM 'SINGLE THRUST CONTROL'

The SEP aeroplane class, as defined in Article 2(8c), includes aeroplanes whose single propulsion unit (propeller) is driven by more than one engine (e.g. a hybrid engine system, consisting of a piston and an electric engine). Despite such a 'multi-engine' power plant system, such an aircraft can follow the single-engine aeroplane licensing framework since malfunctions of one engine will lead to a (partial) loss of power but never to an asymmetric flight condition. Hence, if during the certification process for a particular aeroplane it is determined that, from a pilot's perspective, there is no difference between operating a conventional single-engine power plant and the as above described multi-engine single-propeller power plant of the aeroplane under certification, that aeroplane for the purpose of flight crew licensing can be treated as a single-engine aeroplane. In this context, the term 'single thrust control' is meant to refer to engine controls of such an innovative power plant which are equivalent to the engine controls of a conventional single-engine power plant.

Rationale

RMT.0678

Following comments received during the focused consultation with the EASA Advisory Bodies in June 2022, the term 'single throttle control' in the introductory phrase of paragraph (8c) of Article 2 was changed into 'single thrust control' (see above). In this context, and following comments, this new GM is proposed to clarify the meaning of this term.