



TERMS OF REFERENCE

- Task Nr:** RMT.0264 (MDM.066)
- Issue:** 1
- Date:** 29 February 2012
- Regulatory reference:** CS-25
- Reference documents:**
- CS-25 'Certification Specifications for Large Aeroplanes'
 - FAA Special Federal Aviation Regulation (SFAR) 109 'Special Requirements for Private Use Transport Category Airplanes' (see Part 25)
 - CRIs and IPs previously issued by the EASA and the FAA for executive interiors certification.

1. Subject: Executive Interiors Accommodation

2. Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):

CS-25 is applicable to large aeroplanes powered with turbine engines. As most of those aeroplanes are used by airlines, CS-25 is clearly written with high density Commercial Air Transport aeroplanes in mind.

With the tighter security measures on public transport system, the market of the business aeroplanes is increasing. Executive aeroplanes are often in the CS-25 category, but with interiors completely different from the airliners, and carrying passengers who are often quite familiar with air transport.

When an aeroplane submitted to CS-25 is being customised as an executive aeroplane, CS-25 does not always provide appropriate rules for its interior design.

CS-25 implementation in such condition is a significant source of burden to the Type Certificate (TC) and Supplemental Type Certificate (STC) applicants as well as to the Authorities. In addition there is risk that the rule, being inadequate, will not be consistently interpreted and implemented by all the interested parties.

Up to now, Special Conditions, Equivalent Levels of Safety (ELoS) and Interpretations are being issued by the Agency through the Certification Review Item (CRI) process. They are issued on a case by case basis with the intent of better addressing executive interiors in large turbine powered aeroplanes. These CRIs are later endorsed by the FAA under the Issue Papers (IP) process, and by the other validating authorities as necessary. These CRIs and IPs are mostly repetitive from one application to another.

Typical issues which are consistently addressed through CRIs and IPs include: door between passenger compartments, isolated compartments, cabin attendant direct view, firm handhold, heat release/smoke density requirements, fire detection, large display panels, large glass panels, passenger information signs, emergency exit signs, emergency lighting, emergency exit access, width of aisles, side-facing seats and divans

(16g), installation of showers, cook tops, executive power supplies, in-flight entertainment systems, digital devices design assurance, wireless local area networks, installation of cockpit phones, installation of GSM on board systems, use of Commercial Off The Shelf (COTS) equipment.

Even though these special conditions and interpretations provide a better coverage for executive interiors, there are still unaddressed areas where the absence of adequate guidance is a source of discussions and undue resource consumption. Moreover, the absence of adequate guidance generates a risk of inconsistent implementation of the rule.

Typical issues on which guidance would avoid divergence in interpretations: all typical certification review items listed above, emergency lighting level measurement, number of additional passenger oxygen masks, visibility of EXIT signs, definition of minor emergency exit obstruction, definition of isolated compartments, firm handhold with movable (high-low) cabin item, non Taxi Take-Off and Landing (TTOL) seats in excess of the cabin Maximum Approved Passenger Seating Configuration (MAPSC), bed/bench/stools belts, treatment of loose equipment (artwork, decorative lamps, medical equipment), double latching on cabin monuments, placards and markings, cabin crew responsibilities, installation of glass mirrors, dual operational capabilities (private/public use aeroplane).

It is therefore proposed to establish alternative criteria and interpretations that may be used voluntarily to complement CS-25 and will thoroughly address the specificities of executive interiors while providing an equivalent safety level to what is required by the current CS-25 and associated CRI process.

A proposal for the creation of a new rulemaking task to address this issue was made to the D&M SSCC meeting on 1-2 December 2010.

3. Objective:

The overall objective is the mitigation of the diverging interpretation of safety requirements on interior designs for aeroplanes with executive interiors. This is to ensure a common understanding of measures with an acceptable level of safety similar to current CS-25 requirements when applied to commercial airliners and to avoid time-consuming activities on repetitive certification issues.

More specifically, the NPA shall establish Executive Interior design specifications that will amend and/or complement CS-25 by introducing new provisions and associated AMC/GM for executive interiors, taking into account the compensating factors offered by such interiors and their utilisation.

4. Specific tasks and interface issues (Deliverables):

Deliver a Notice of Proposed Amendment (NPA) and Comment Response Document (CRD) fulfilling the objectives of Paragraph 3.

To this end, the group shall clearly identify the applicability of the proposed rule, as well as determine the best format for the final rule proposal.

This effort should also work to ensure consistency with existing rules and, as far as possible, harmonisation with comparable regulations from foreign civil aviation authorities.

5. Working Methods (in addition to the applicable Agency procedures):

Agency (using Stakeholders Group (ShG))

Industry-led rulemaking working group composed of large aeroplane manufacturers, GAMA and completion centres supported by EASA certification experts. For the purpose of seeking harmonisation with comparable regulations, involvement of foreign civil aviation authority expert(s) should be considered.

The working group is aiming at meeting monthly, either physically or using electronic meeting means. Information will be shared within the group using a web based secured information sharing system.

6. Time scale, milestones:

NPA: Q4/2012

CRD: Q2/2013

Decision: Q4/2013

ANNEX 1**STAKEHOLDERS GROUP COMPOSITION**

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Group Composition:**Members:**

BILLAUD, Jean-Marc	DASSAULT Aviation (Chairman)
BARRETT, David	Boeing Company
CHITTENDEN, Peter	EASA
KOTNJEK, John	Bombardier Aerospace
MARKUS, Michael	Austro Control GmbH
SHELDEN, John	FAA
SARRAZIN, Olivier	AIRBUS Corporate Jet Centre
SAVINO, Pierpaolo	JET AVIATION Basel
STAFFEL, Bernd	LUFTHANSA Technik AG
VINCENT, Henri	Eurocopter

Members-Secretaries:

PETERS, Tom	EMBRAER (Prime)
SAMBIASE, Joseph	GAMA (Deputy)