

# DEVELOPMENT ASSURANCE



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EASA Headquarters  
Cologne, Germany

#easabusinessjets

# What's new?

- ED-79B/ARP4754B was released in December 2023
- EASA CM on applicability of Development Assurance was released in December 2024

# CM objectives

- Clarify applicability criteria related to the the scope of applicability of Development Assurance
- Address the Lessons Learnt from the B737Max investigations

# Content of the CM

→ 2 main aspects:

- Applicability for all products\*
- Change management

→ Additional aspects:

- Integration of specific products/articles (Propulsion, (E)TSO)
- Applicant independent review
- Certification coordination

\* Some areas will be covered in a second version (some UAS aspects in particular, update of some GA aspects)

# Applicability and Applicable MoC

→ Differs depending on the category defined for the product:

→ Full DA

→ Some DA

→ No DA

Development Assurance applies (Note 3)		No Development Assurance (Note 1)
Full (see section 4.1)	Some (Note 5) (see section 4.2)	No (see section 4.3)
CS-25 CS-29 CS-E (turbine engines) CS-P (with complex propeller control system) SC light UAS High Risk Category SAIL V SC light UAS High Risk Category SAIL VI Certified Category UAS SC-VTOL (Enhanced and Basic 3 categories) SC-GAS (Large Airships) SC E-19 EHPS (installed on products in the "Full" Category) Tiltrotors CS-APU (Essential)	SC E-18 EPU (installed on CS-23 AL1) CS-APU (Non essential) <sup>3</sup> CS-E (Piston engines) SC-VTOL (Basic 1 and 2 categories) SC E-19 EHPS (installed on products of the "Some" Category) SC light UAS : SAIL IV	SC E-18 EPU (except those installed on CS-23 AL1) CS-22 CS-31x CS-VLA CS-VLR CS-LSA CS-P (without complex propeller control system) SC light UAS: SAIL I and II

# Different status between CS-25 and CS-23 products

→ CS-25 is:

- Fully covered
- Incorporate aspects related to change management
- Confirm the use of ED-79B as an Acceptable MoC\*

\* Previous versions can still be used on existing projects – major gaps between versions are given for information in the last section

# Different status between CS-25 and CS-23 products

→ CS-23:

- Limited to new TCs/Significant changes
- Several feedbacks received on the CM version published for consultation including:
  - Absence of currently recognised standard for the “some” category
  - Need for clarification of the applicability aspects
  - Need to confirm an harmonised position

# CS-23 Status

→ Number of actions taken:

→ CM was updated:

- Keep the cases for which there is harmonized position that DA is not applicable
- Do not detail the strategy for the other cases but identify the aspects that need to be considered to determine the applicability:

In order to define the category applicable to the product or some of its systems, different factors should be assessed:

- Safety objectives of the product
- Level of integration and complexity of the different systems
- Criticality of each system.

Applicants should perform this analysis and provide the results to EASA for review and agreement. Early coordination with EASA is necessary.



# CS-23 Status

- Number of actions taken (con't):
  - Group was set up with other Certification Authorities. Objective is twofold:
    - Provide a set of “High-level objectives” to enable standardization activities on the “Some” category
    - Definition of applicability criteria
- Expected result:
  - Launch a standardization activity to address:
    - Cases for which DA should apply\*
    - ED-79B/ARP4754B is deemed too demanding
  - Harmonized position on applicability

\*This corresponds to cases identified as in the category “Some” in the CM.

# Summary of other aspects

- Installation considerations
  - For propulsion systems
    - Emphasize on activities left at aircraft installation level
  - For (E)TSO'd articles
    - Emphasize on activities left at aircraft installation level
    - Define credit given to **ETSO** articles
- Certification Authority coordination
  - Clarify expectations in terms of documentation necessary to demonstrate compliance and to be delivered to EASA

# Summary of other aspects

- Applicant independent review
  - Necessity for the applicant to assess plans and processes (reviews) including suppliers' activities
- Use of previously recognized DA standard
  - Identify the main changes => encourage to take them into account even if this was not applicable in the applicable version of the standard of a project

# Next steps

→ CS-25:

→ Implementation of the CM

→ CS-23:

→ Implementation of the CM

→ Start standardization on DA “Some” Category

→ Not expected before April 2025

→ Harmonise applicability criteria among Certification Authorities

=> Would lead to a CM issue 2

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