European Aviation Safety Agency — Rulemaking Directorate

Comment-Response Document 2014-06

Regular update of CS-25

CRD TO NPA 2014-06 — RMT.0606 — 22.7.2014
Related Decision 2014/026/R

EXECUTIVE SUMMARY

This Comment-Response Document (CRD) contains the comments received on NPA 2014-06 (published on 27 March 2014) and the responses provided thereto by the Agency.

Based on the comments and responses, Decision 2014/026/R was developed.

For information, the Agency publishes the draft CS/AMC in this CRD.

Eight comments were received. Globally, the commentators agreed with the proposal, although two comments suggested minor changes to the proposed new AMC 25.1043 dealing with powerplant cooling tests.

Applicability	
Affected regulations and decisions:	ED Decision 2003/02/RM, as last amended by ED Decision 2013/033/R 'Certification specifications and acceptable means of compliance for large aeroplanes (CS-25)'
Affected stakeholders:	Large aeroplane manufacturers
Driver/origin:	Safety; EASA Rulemaking Procedure (EASA MB Decision No 01/2012), Article 3.5 on 'systematic tasks'
Reference:	N/A

Process map	
Terms of Reference	27.1.2014
Concept Paper:	No
Rulemaking group:	No
RIA type:	None
Technical consultation during NPA drafting:	No
Publication date of the NPA:	2014/Q1
Duration of NPA consultation:	2 months
Review group:	No
Focussed consultation:	No
Publication date of the Opinion:	N/A
Publication date of the Decision:	2014/Q3

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1. Procedural information

1.1. The rule development procedure

The European Aviation Safety Agency (hereinafter referred to as the 'Agency') developed this Comment-Response Document (CRD) in line with Regulation (EC) No 216/2008[1] (hereinafter referred to as the 'Basic Regulation') and the Rulemaking Procedure[2].

This rulemaking activity is included in the Agency's 4-year Rulemaking Programme under RMT.0606. The scope and timescale of the task were defined in the related Terms of Reference (see process map on the title page).

The draft CS/AMC has been developed by the Agency. All interested parties were consulted through NPA 2014-06[3], which was published on 27 March 2014.

Eight comments were received from interested parties, including industry and national aviation authorities.

The text of this CRD has been developed by the Agency.

The process map on the title page contains the major milestones of this rulemaking activity.

1.2. The structure of this CRD and related documents

This CRD provides a summary of comments and responses as well as the full set of individual comments and responses thereto received to NPA 2014-06.

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[1] Regulation (EC) No 216/2008 of the European Parliament and the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1), as last amended by Commission Regulation (EU) No 6/2013 of 8 January 2013 (OJ L 4, 9.1.2013, p. 34).

[2] The Agency is bound to follow a structured rulemaking process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'. See Management Board Decision concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material (Rulemaking Procedure), EASA MB Decision No 01-2012 of 13 March 2012.

[3] https://www.easa.europa.eu/document-library/notices-of-proposed-amendment

2. Summary of comments and responses

Eight comments were received. Globally, the commentators agreed with the proposal, although two comments suggested minor changes to the proposed new AMC 25.1043 dealing with powerplant cooling tests.

3. Individual comments and responses

In responding to comments, a standard terminology has been applied to attest the Agency's position. This terminology is as follows:

(a) **Accepted** — The Agency agrees with the comment and any proposed amendment is wholly transferred to the revised text.

(b) **Partially accepted** — The Agency either agrees partially with the comment, or agrees with it but the proposed amendment is only partially transferred to the revised text.

(c) **Noted** — The Agency acknowledges the comment but no change to the existing text is considered necessary.

(d) **Not accepted** — The comment or proposed amendment is not shared by the Agency.

(General Comments)	-

comment	*1* comment by: *EUROCONTROL* The EUROCONTROL Agency does not have any comments on NPA 2014 - 06.
response	Noted.

comment	*2* comment by: *Luftfahrt-Bundesamt* The LBA has no comments on NPA 2014-06.
response	Noted.

comment	*4* comment by: *Swiss International Airlines / Bruno Pfister* Swiss Intnl Air Lines takes note of the NPA 2014-06 without further comments.
response	Noted.

comment	*5* comment by: *DGAC France* DGAC France has no specific comment on this NPA
response	Noted.

comment	*7* comment by: *UK CAA* Thank you for the opportunity to comment on NPA 2014-06, Regular update of CS-25. Please be advised there are no comments from the UK CAA.
response	Noted.

comment	*8* comment by: *Rolls-Royce plc (ZM)* Rolls-Royce has no objection to (NPA-2014-06. Regular update of CS-25).
response	Noted.

3. Proposed amendments - 3.1. Draft Certification Specifications and Acceptable Means of Compliance - Create a new AMC 25.1043 as follows p. 7

comment

3 comment by: *AIRBUS*

In the second paragraph, the first sentence reads:

"*CS 25.1043(b) establishes 37.8 °C (100 °F) at sea level as the lowest maximum ambient*

temperature for cooling tests, except for winterisation installations."

PROPOSED TEXT / COMMENT:

Airbus suggests to delete "*for cooling tests*", so sentence will read:

CS 25.1043(b) establishes 37.8 °C (100 °F) at sea level as the lowest maximum ambient temperature, except for winterisation installations.

RATIONALE / REASON / JUSTIFICATION:

CS 25.1043(b) does not establish any temperatures at which the cooling tests should be carried out. The wording proposed in the NPA, in determining a temperature for the tests, is in contradiction with the third paragraph which recognises that tests at lower temperatures than the declared maximum are acceptable. The proposed wording would also severely limit the required flexibility in planning where and when the cooling tests can take place.

response

Accepted.

comment

6 comment by: *Embraer - Indústria Brasileira de Aeronáutica - S.A.*

Regarding the proposal of this NPA, in order to reflect testing practice and provide harmonization with FAA regulations, Embraer would like to offer the following comments:

On AMC 25.1043, 2nd paragraph, EASA establishes the following:

"CS 25.1043(b) establishes 37.8°C (100°F) at sea level as the lowest maximum ambient temperature for cooling tests, except for winterisation installations. Applicants may establish a higher temperature limit if desired."

The requirement on CS 25.1043(b) establishes the maximum ambient atmospheric temperature of at least 37.8°C (100°F) as the aircraft envelope, not as the temperature for the flight test according to the paragraph above. Embraer proposes revising the paragraph as written on the requirement:

"(b) Maximum ambient atmospheric temperature. A maximum ambient atmospheric temperature corresponding to sea level conditions of at least 37.8ºC (100ºF) must be established. The assumed temperature lapse rate is 6.6ºC per thousand meter (3·6ºF per thousand feet) of altitude above sea level until a temperature of -56.5ºC (–69·7ºF) is reached, above which altitude the temperature is considered at -56.5ºC (–69·7ºF). However, for winterization installations, the applicant may select a maximum ambient atmospheric

	temperature corresponding to sea-level conditions of less than 37.8ºC (100ºF).” Embraer also believes that EASA should not specify the maximum temperature deviation in 13.9°C (25°F), regarding the difficulty to keep this temperature deviation during demonstration test. Embraer also indicates the higher the temperature deviation, the more conservative the result of cooling test is. Therefore, Embraer requests to delete the following paragraph: *“the maximum temperature deviation should not normally exceed 13.9°C (25°F).”*, since this deviation is not mentioned on the requirement CS 25.1043(b).
response	Partially accepted. In the second paragraph of the proposed AMC 25.1043, the phrase ‘for cooling tests’ is deleted. Concerning the 13.9°C maximum temperature deviation provided in the third paragraph, this provision is unchanged and was already present in AMC 25.1041 (proposed for deletion). As presented in AMC 25.1043, this is an objective to be considered as far as possible, and not necessarily a reason to reject a test.