**ASD Proposals for Introduction in the**

**European Plan for Aviation Safety 2020-2024**

Introduction

This document aims at providing inputs to the EASA very upstream in the definition process of the EPAS 2020-2024.

These inputs are categorized into the 4 main EPAS streams: Safety, Environment, Efficiency/Proportionality, Level Playing Field and list all the actions that should be included in the next EPAS revision.

The suggested actions are in the domains of Rulemaking, Safety Promotion or Research.

Proposals

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Title** Engine protection system aircraft interlocks | | | | | | | | |
| **New task?** Yes | | | | **Existing Task No.:** Not applicable | | | | |
| **Issue/Rationale** Engine certification sometimes depends on Engine Control System action, in particular engine power limitation or shutdown, in the event of an engine failure, to ensure there is no hazardous engine event. Aircraft are sometimes certified with the ability to inhibit these engine protection systems in certain scenarios. Change is needed, in both CS-E and the relevant aircraft specifications (CS-25, CS-27, CS-29) to ensure that the appropriate data must be exchanged on the engine/airframe interface and that overall safety is optimised. The proposed task incorporates recommendation R.4.5 from the report of the Engine/Aircraft Certification Working Group. This group has proposed that a cross industry working group is formed to provide pre-rulemaking input on this topic, which will report in time to input into this proposed rulemaking task. This task should be harmonized with the certification specifications from the bilateral partners. The principles for managing the engine/aircraft interface, see Section 5.3 of the EACWG report, should be considered when carrying out this task. | | | | | | | | |
| **What we want to achieve** A clear rule and guidance, ensuring safe flight and more efficient engine and airframe certification. | | | | | | | | |
| **Precise Change Proposed to EPAS**   * Add a new task in Section 5.2.4 * Title ‘Engine protection system inhibition’ * Description in line with Issue/Rationale above * Owner EASA CT.7 * Proc ST * 3rdC – yes * ToR – Q2 2021 * NPA – Q2 2022 * Opinion n/a, Commission IR n/a * Decision Q1 2023 | | | | | | | | |
| **Category (X)**  *(Cross all that apply and highlight one that should appear in EPAS*) | **Safety** | | **Environment** | | **Efficiency** | | **Level Playing Field** | |
| Rulemaking | **x** | |  | | x | | x | |
| Safety Promotion |  | |  | |  | |  | |
| Research |  | |  | |  | |  | |
| **Relevant SAB subcommittees (X)** *(Cross all that apply)* | CAS.COM | | GA.COM | | R.COM | | C.COM | |
| FS.TEC | DM.TEC  x | | EM.TEC | | ADR.TEC | | ATM/ANS.TEC | |
| **Relevant ASD working groups (X)** *(Cross all that apply)* | DOA-WG | POA-WG | | MRO-WG | | PWG  x | | Other (please specify) |