**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

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Title**  Use of Aerospace Recommended Practice (ARP) ARP4754A (Guidelines For Development Of Civil Aircraft and Systems) for Engines to support engine and aircraft certification | | | | | | | | |
| **New task?**  Yes | | | | **Existing Task No.:**  NA | | | | |
| **Issue/Rationale**  The Engine Aircraft Certification Working Group (EACWG) highlighted a problem whereby engine manufacturers were being asked by airframe manufacturers to comply with ARP4754A/ED-79A at engine level, although the engine certification programme did not require this. This problem resulted in EACWG Recommendation R2.10 as follows: *‘Clarify the requirements at engine level – expected to be associated with the scope of engine control system – when an aircraft certification program is using a process from a non-regulatory document, such as ARP4754A/ED-79A, to show compliance with an aircraft regulation, such as §25.1309. Engine and aircraft policies should be coordinated to allow the normal sequence of certification execution, so that the engine certification (before aircraft certification) is not revisited later and does not impose additional requirements on the engine control system via the aircraft certification basis.’*  Under this action EASA have been developing guidance on use of ARP4754A. This task is to update CS-E and CS-25 with that guidance so that engine requirements are appropriate, and no additional requirements are needed at engine level for the aircraft to be certified to CS-25. | | | | | | | | |
| **What we want to achieve**  A common understanding and interpretation of ARP4754A and its applicability at engine level, laid out in regulation allowing efficient certification of engines and airframes. | | | | | | | | |
| **Precise Change Proposed to EPAS**   * Title: Use of Aerospace Recommended Practice (ARP) ARP4754A (Guidelines For Development Of Civil Aircraft and Systems) for Engines to support engine and aircraft certification * Description: In line with Issue/Rationale above * Owner: ? * ToR: Q1 2021 * NPA: Q3 2021 * Decision: Q2 2022 | | | | | | | | |
| **Category (X)**  *(Cross all that apply and highlight one that should appear in EPAS*) | **Safety** | | **Environment** | | **Efficiency** | | **Level Playing Field** | |
| Rulemaking |  | |  | | **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) |