**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:** HP rotor integrity and loss-of-load (due to shaft failure**)** | | | | | | | | |
| **New task?** No | | | | **Existing Task No.:** RMT.0686 | | | | |
| **Issue/Rationale** Using today’s technology industry has improved the robustness of engines and improved its understanding of the behavior of engines following shaft failure. This has highlighted issues with the current requirements relevant to this in CS-E (CS-E 850 and CS-E 840) in terms of interpretation, appropriateness and ability to be met. As a result, CRIs and ESFs have been raised on this topic. Similar issues have arisen in the USA. A propulsion industry working group has reviewed the requirements and guidance in both CS-E and FAR 33 on this topic, and recommended improvements that will clarify the requirements, help maintain safe products, support harmonization with bilateral partners, and allow more efficient certification. Given that a proposal for change is already available, from the industry pre-work, and that this task will result in an update to CS-E only, which can be completed under EASAs control (i.e. does not require EC involvement) and noting the significant benefits from the change identified above, it is proposed that this task should be brought forward by a year. | | | | | | | | |
| **What we want to achieve** Implement an improvement that will support efficient certification of safe engines, and harmonization with bilateral partners, earlier. | | | | | | | | |
| **Precise Change Proposed to EPAS**  Suggested section in EPAS:  *RMT.0686 HP rotor integrity and loss-of-load (due to shaft failure)*  *This task will review and amend CS-E 840 and CS-E 850 to address certification issues for new designs. An industry working group, involving EU, US and Canadian propulsion industry, has made recommendations to support the rulemaking on this issue.*  *Owner Affected stakeholders*  *EASA CT-7 DAHs*  *PIA Proc 3rdC ToR NPA Opinion Commission IR Decision*  *B- ST Tick 2020 Q1 2022 Q1 n/a n/a 2022 Q4* | | | | | | | | |
| **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) |