



EASA
European Aviation Safety Agency

International Aircraft Materials Fire Testing Working Group Meeting Atlantic City, 30-31 October 2017

EASA Materials-related Rulemaking Activity

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- Update of CM-CS-004

- New CMs



Update of CM-CS-004 (1/2)

- EASA CM-CS-004 (Flammability Testing of Interior Materials) was published on 16th October 2013:

EASA is in full agreement with the content of FAA PS-ANM-25.853-01- R2. Therefore, EASA strongly recommends that design organizations develop their compliance documentation (certification plans, test plans, test reports) following the guidelines provided by FAA PS-ANM-25.853-01-R2, wherever applicable.

- EASA and the FAA have received proposals from FSTG to update existing MOCs and introduced new items in FAA PS-ANM-25.853-01-R2.
- The review of the proposals is on-going. EASA intends to work with the FAA to finalize the review by the end of 2017 and provide to FSTG a final list of the items that are considered acceptable for use in certification projects.



Update of CM-CS-004 (2/2)

- The FAA plans to release an Advisory Circular that will supersede the FAA PS. The new AC will be part of the NPRM for the revision of 25.853 and 14 CFR 25 Appendix F. EASA plans to release a Notice of Proposed Amendment (NPA) to harmonize CS-25 requirements with the new FAA requirements. However, the finalization of the NPA may require some years.
- Using project-specific MOC Certification Review Items (CRIs) is not considered an efficient solution.
- EASA will update CM-CS-004 to include allowance to use only the items that will be in the final list provided by the AAs to the FSTG.
- The revised CM should undergo public comment in Q2 2018.



CM on Qualification of Flammability Test Organizations

- EASA Parte 21 requires Design Organization to qualify as subcontractors the test organizations that conduct certification testing on their behalf.
- EASA receives on a regular basis queries related to the qualification process of test houses. Most of the queries are related to topics such as: the protocol to be used for initial qualification of a test house, the introduction of test apparatus based on the use of the sonic burner, etc.
- The EASA DOA Department has launched an exercise in cooperation with the Aerospace and Defence Industries Association of Europe - Standardization (ASD STAN) to develop a standard (prEN 9251, still in draft) in order develop common criteria for supplier assessment and surveillance of organisations managing and/or performing **flammability tests** activities on behalf of the applicant for a design approval (TC, change to TC, STC, repair and/or ETSOA).
- EASA is considering the opportunity to issue a CM (Target for public consultation: Q2 2018) to provide official guidance on the qualification process of test houses, including the use of the sonic burner for certification testing.



CM on the Use of Magnesium Alloys

- EASA has released SC that if met could allow the installation of magnesium alloys on seat parts. The reference test method is Chapter 25 of the FAA Fire Test Handbook. EASA is ready to apply similar special conditions to allow the use of magnesium alloys installed on interior components other than seat parts.
- New Special Conditions will have to be developed in coordination with the FAA in order to allow the use of magnesium in inaccessible areas. The reference standard will be the modified radiant panel test method currently being developed at the FAA Tech Center. Additional installation limitations may apply.
- EASA is considering to release a Certification Memorandum (Target for public consultation: Q2 2018) to clarify the options available to applicants to achieve certification of installation of parts made of magnesium alloys. The content of the CM will be based on the guidance material extensively discussed in the past IAMFTWG Meetings.



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Any Questions?

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