

## AIR Newsletter

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In this issue of the *AIR Newsletter*, we review FAA Aircraft Certification Service (AIR) recent rulemaking activity and draft policy and guidance documents published for comment. The draft documents could potentially impact holders of and applicants for type certificates (TC), TC validation, supplemental type certificates (STC), technical standard order approvals (TSOA), parts manufacturer approvals (PMA) and other design and production approvals, as well as type certification engineers and their designees.

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### **Requirements for Chemical Oxygen Generators Installed on Transport Category Airplanes**

In this [Notice of Proposed Rulemaking \(NPRM\)](#), FAA discusses amending type certification requirements for chemical oxygen generators (COG) installed on transport category airplanes so the generators are secure and not subject to misuse in order to increase the level of security for future transport category airplane designs. This proposal does not directly affect the existing fleet. The proposed rule would adopt new standards, based on Lavatory Oxygen Aviation Rulemaking Committee recommendations, for COGs installed in transport category airplanes. The proposed standards would apply to future applications for type certificates, address potential security vulnerabilities with those devices, and provide performance-based options for acceptable COG installations. (See also, Final Rule: [Lavatory Oxygen Systems](#), which is effective March 29, 2013.)

Comments on this NPRM are **due on or before March 11, 2013**.

### **Harmonization of Airworthiness Standards—Miscellaneous Structures Requirements**

In this [NPRM](#), FAA proposes to amend certain airworthiness regulations for transport category airplanes based on recommendations from the Aviation Rulemaking Advisory Committee (ARAC). The proposed rule would eliminate regulatory differences between FAA and European Aviation Safety Agency (EASA) airworthiness standards, but it would not add new requirements beyond what manufacturers currently meet for EASA certification, nor affect current industry design practices. The proposed rule would revise the structural test requirements necessary when analysis has not been found reliable; clarify quality control, inspection, and testing requirements for critical and noncritical castings; add control system requirements that consider structural deflection and vibration loads; expand fuel tank structural and system requirements regarding emergency landing conditions and landing gear failure conditions; add a requirement that engine mount failure due to overload must not cause hazardous fuel spillage; and revise the inertial forces requirements for cargo compartments by removing the exclusion of compartments located below or forward of all occupants in the airplane.

Comments on this NPRM are **due on or before May 30, 2013**.

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In addition to the proposed rules discussed above, AIR published the following Request for Comment in the *Federal Register*:

### **Interest in Restructure of Rotorcraft Airworthiness Standards**

FAA is [requesting comments](#) and information on restructuring the rotorcraft airworthiness standards of normal category rotorcraft and transport category rotorcraft. FAA is soliciting public input because of rotorcraft community interest in increasing the 7,000 pound maximum weight limit for the modern normal category rotorcraft and because there may be recommendations for new approaches to make the rotorcraft airworthiness standards more efficient and adaptable to future technology. This request for comment is part of an effort to develop recommendations for possible FAA rulemaking action.

The comment period **closes on May 23, 2013**.

AIR has also published several draft Advisory Circulars (AC) and Policy Statements for comment, including the following documents:

### **Draft AC 33-2C, General Type Certification Guidelines for Turbine Engines**

[Draft AC 33-2C, General Type Certification Guidelines for Turbine Engines](#), provides guidance for engine manufacturers, modifiers, foreign regulatory authorities, and FAA engine type certification designees concerning type certification projects for aircraft turbine engines. This AC applies to certain sections of Title 14 of the Code of Federal Regulations (14 CFR) parts 21, 33, and 45, and describes or references methods of compliance (MoC) that may be acceptable for engine type certification work. Upon issuance, AC 33-2B would cancel AC 33-2B, Aircraft Engine Type Certification Handbook (June 30, 1993).

Comments on Draft AC 33-2C are due **on or before March 8, 2013**.

### **Draft AC 25.795-X, Chemical Oxygen Generator Security Standards**

New [AC25.795-X, Chemical Oxygen Generator Security Standards](#), provides guidance for design approval holders (such as airplane manufacturers and modifiers), civil aviation authorities, and FAA airplane type certification engineers, their designees, and inspectors on an acceptable means of showing compliance with the requirements of 14 CFR 25.795(d), Chemical oxygen generators. (See also, Proposed Rule: [Requirements for Chemical Oxygen Generators Installed on Transport Category Airplanes](#), discussed above.)

Comments on Draft AC 25.795-X are **due on or before March 18, 2013**.

### **Draft AC 120-70 CHG 1, Integrated Modular Avionics Development, Verification, Integration, and Approval Using RTCA/DO-297 and Technical Standard Order-C153**

[Draft AC 120-70 CHG 1, Integrated Modular Avionics Development, Verification, Integration, and Approval Using RTCA/DO-297 and Technical Standard Order-C153](#), sets forth an acceptable means of compliance for aircraft and engines that utilize Integrated Modular Avionics (IMA) systems. This AC calls out and supplements the guidance material of RTCA/DO-297, Integrated Modular Avionics (IMA) Development Guidance and Certification Considerations, dated November 8, 2005. CHG 1 incorporates pertinent guidance material and information from AC 20-145, Guidance for Integrated Modular Avionics (IMA) that Implement TSO-C153 Authorized Hardware Elements, which would be cancelled upon issuance of CHG 1.

Comments on Draft AC120-70 CHG 1 are **due on or before March 22, 2013**.

### **Draft AC 20-115C, Airborne Software Assurance**

[Draft AC 20-115C, Airborne Software Assurance](#), describes an acceptable means, but not the only means, for showing compliance with the applicable airworthiness regulations for the software aspects only of airborne systems and equipment certification. This AC provides guidance for applicants, design approval holders, and developers of airborne systems and equipment containing software for type certificated aircraft, engines, and propellers and recognizes a number of RTCA, Inc. documents (RTCA DO). FAA recommends that developers of TSO articles use this AC for software assurance. Upon issuance, AC 20-115C would cancel AC 20-115B, RTCA, Inc., Document RTCA/DO-178B (January 11, 1993).

Comments on Draft AC 20-115C are **due on or before March 31, 2013**.

**Draft Policy Statement: Guidance for Power or Thrust Response Testing for Turbine Engines, § 33.73**

[Draft Policy Statement, Guidance for Power or Thrust Response Testing for Turbine Engines, § 33.73](#) (Policy No. PS-ANE-33.73-01) provides guidance to aircraft and engine manufacturers and engine and aircraft certification offices when evaluating compliance with the power or thrust response standards of 14 CFR part 33. The policy statement clarifies FAA policy regarding methods of compliance to the standards for turbine engine acceleration as specified in 14 CFR 33.73, Power or thrust response. This policy also assures that manufacturer proposals for compliance demonstration to 14 CFR 33.73 include a complete assessment of the engine control system schedule impact on acceleration characteristics. (Reference: 14 CFR part 33.73.)

Comments on Draft Policy No. PS-ANE-33.73-01 are **due on or before March 8, 2013**.

**Draft Policy Statement Concerning Non-Required Safety Enhancing Equipment (NORSEE) in Rotorcraft**

[Draft Policy Statement Concerning Non-Required Safety Enhancing Equipment \(NORSEE\) in Rotorcraft](#) (Policy No. PS-ASW-27.29-10) provides certification installation guidance for applications to incorporate Non-Required Safety Enhancing Equipment (NORSEE) into rotorcraft. NORSEE is equipment, not required by 14 CFR, installed in rotorcraft with the intent to measurably increase rotorcraft safety. (Reference: 14 CFR Parts 27 & 29.)

Comments on Draft Policy No. PS-ASW-27.29-10 are **due on or before March 25, 2013**.

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On [February 11, 2013](#), FAA announced that the agency signed a Declaration of Cooperation with the Spanish Aviation Safety and Security Agency (AESA) to promote the development and use of sustainable alternative aviation fuels in the United States and Spain. The Declaration calls for the U.S. and Spain to exchange ideas, information, skills and techniques, and to collaborate on problems and projects of mutual interest in the development and use of sustainable alternative aviation fuels.

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If you have any questions about the recent rulemaking activity or guidance documents published by AIR, or would like assistance in the preparation or submission of comments on any of the documents discussed in this issue of the *AIR Newsletter*, please contact our office.

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