

# Aviation Group Client Update

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## **FAA HARMONIZES STANDARDS FOR TRANSPORT CATEGORY AIRPLANES**

The FAA amended airworthiness standards for transport category airplanes on landing gear retracting mechanisms and the pilot compartment view. The rule adopted the 1-g stall speed as a reference stall speed and requires landing gear and doors to be in the correct retracted position in flight. The rule also eliminated regulatory differences between the airworthiness standards of the U.S. and the European Aviation Safety Agency (EASA) with regard to pilot compartment view in precipitation conditions.

The changes were made in an effort to harmonize airworthiness standards between the FAA and the EASA. The more stringent EASA requirements ensure landing gear is in the appropriate configurations, landing gear and its supporting structure doors and mechanisms operate properly, the flight crew is aware of the landing gear position status, and critical equipment is protected from tire failure or excessive brake temperatures.

The FAA also accepted EASA's design requirements for flight deck rain removal systems to ensure no single failure of the system could lead to a loss of pilot view through both windshields. Manufacturers of newly certificated airplanes must provide a separate, mechanically and electronically independent method for clearing the windshield during precipitation. Options may include separate flight deck control switches for left and right windshield wipers. These changes should make it easier to obtain joint certification.

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