



# Federal Aviation Administration

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## Memorandum

Date: January 4, 2012

To: Manager, Atlanta Aircraft Certification Office, ACE-115A

From: Manager, Transport Airplane Directorate, ANM-100

Prepared by: Gerald Avella, ACE-119A

Subject: INFORMATION: Equivalent Level of Safety (ELOS) Finding for Flight Control System Failure Criteria on the Gulfstream Model GVI Series Aircraft (FAA Project Number TC8700AT-T)

Memo No: TC8700AT-T-S-17

Reg. Ref: §§ 21.21(b); 25.671; 25.1309

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The purpose of this memorandum is to inform the certificate management aircraft certification office of an evaluation made by the Transport Airplane Directorate (TAD) on the establishment of an equivalent level of safety (ELOS) finding for the Gulfstream Model GVI series of aircraft.

### Background

The GVI model airplane must be shown capable of continued safe flight and landing, without requiring exceptional piloting skill or strength, for single failures and certain combinations of failures not shown to be extremely improbable. The requirements for the consideration of failure conditions in the flight control systems are covered specifically by Title 14, Code of Federal Regulations (14 CFR) 25.671 and in general by § 25.1309.

Gulfstream has proposed an ELOS with § 25.671 based on the proposal from the Flight Controls Harmonization Working Group (FCHWG) Aviation Rulemaking Advisory Committee (ARAC) and the draft harmonized Advisory Circular (AC)/AMJ 25.1309 (“ARSENAL” version) from the System Design and Analysis Harmonization Working Group (SDAHWG). The proposal provides guidelines on general control system design and functionality, as well as acceptable risk level after the occurrence of single failures in the flight control system, combinations of failures in the flight control system or adjacent systems, and after certain control jams.

## **Applicable regulation(s)**

§§ 21.21(b); 25.671; 25.1309

## **Regulation(s) requiring an ELOS finding**

§ 25.671

## **Description of compensating design features or alternative standards which allow the granting of the ELOS (including design changes, limitations or equipment need for equivalency)**

Gulfstream will use § 25.671(a), (b), (c)(1), and (d) as proposed by the FCHWG in their report to the Transport Airplane and Engine Issues Group (TAEIG), along with the use of the associated AC guidance proposed in that report, in lieu of § 25.671(a), (b), (c)(1), and (d) at Amendment Level 25-23. Further, they will use § 25.671(c)(3) and (c)(4) as proposed by the FCHWG, along with the use of the associated proposed AC guidance, in lieu of § 25.671(c)(3) at Amendment Level 25-23.

Regarding § 25.671(c)(2), the FCHWG report to the TAEIG proposed the following:

- I. The airplane must be shown to be capable of continued safe flight and landing after -  
“any combination of failures not shown to be extremely improbable. Furthermore, in the presence of any single failure in the flight control system, any additional failure states that could prevent continued safe flight and landing shall have a combined probability of less than 1 in 1000.”

The FAA proposes the following additional criterion:

- II. Failure conditions that are classified as catastrophic and that occur as a result of two failures, either of which is latent, must be highlighted in the system safety assessment, subject to review by the FAA. This review will ensure that any such failure conditions are, in fact, extremely improbable by assessing 1) the failure rates and service history of each component, 2) the inspection type and interval for any component whose failure would be latent, and 3) any possible common cause or cascading failure modes.

All latent failures involved in hazardous and catastrophic conditions will be identified and recorded in the system level safety analysis.

## **Explanation of how design features or alternative standards provide an equivalent level of safety to the level of safety intended by the regulation**

The FCHWG recommendations pertaining to § 25.671 are considered to be an improvement of the existing § 25.671 requirements. The ARAC report provides requirements on general control system design and functionality, as well as acceptable risk level after the occurrence of single failures in the flight control system, combinations of failures in the flight control system or

adjacent systems, and after certain control jams. Additionally, it contains two new requirements that address mode change awareness and control surface position awareness.

For the additional requirements for § 25.671(c)(2), by adopting a clear definition of acceptable risk level for subsequent failures, the proposed approach has the advantage of 1) addressing latency, and 2) eliminating possible dubious judgments in the determination of probable failures.

The FAA considers that the use of § 25.671(a), (b), (c)(1)(3)(4), and (d) proposed by the FCHWG in their report to the TAEIG (along with the use of the associated proposed AC guidance), plus the combined approach (paragraph I. and II. above) for § 25.671(c)(2), will provide an ELOS to the requirements of § 25.671.

### **FAA approval and documentation of the ELOS finding**

The FAA has approved the aforementioned ELOS finding in project Issue Paper S-17. This memorandum provides standardized documentation of the ELOS finding that is non-proprietary and can be made available to the public. The TAD has assigned a unique ELOS memorandum number (see front page) to facilitate archiving and retrieval of this ELOS. This ELOS memorandum number should be listed in the type certificate data sheet under the certification basis section. An example of an appropriate statement is provided below.

Equivalent Level of Safety Findings have been made for the following regulation(s):

§ 25.671, “Flight Control System Failure Criteria” (documented in TAD ELOS Memo TC8700AT-T-S-17).

Original Signed by

*Victor Wicklund*  
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Transport Airplane Directorate,  
Aircraft Certification Service

January 18, 2012  
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Date

ELOS Originated by ACO:	Gerald Avella, ACE-119A	
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