

Subject: BOMBARDIER - CL600 2B19 registered SE-DUX, on 07/01/2016, at Oajevágge, Norrbotten County, Sweden (position 6743N 01654E, 2 370 feet above mean sea level) - Sweden

Reply to Safety Recommendation SWED-2016-005 received on 12/12/2016

Safety Recommendation:	Ensure that the design criteria of PFD units are improved in such a way that pertinent cautions are not removed during unusual attitude or declutter modes. [RL 2016:11 R3]
Final response:	<p>The European Union Aviation Safety Agency (EASA) has published the Certification Specifications (CS) and Acceptable Means of Compliance (AMC) for Large Aeroplanes CS-25 - Amendment 26, amending AMC 25-11. Chapter 5 - ELECTRONIC DISPLAY INFORMATION ELEMENTS AND FEATURES, par. 31.2.4.b - Clutter and deClutter, states as follows:</p> <p>"Failure messages, flags, or comparative monitoring alerts related to the information required to be indicated by CS 25.1303 should not be removed from the main Primary Flight Display by decluttering the display, as long as the associated indication is maintained on the Primary Flight Display."</p> <p>In parallel, EASA has reviewed all European large aeroplanes certified designs and have concluded that there are only a few cases with similar design to the CL-600: the Dassault Aviation Falcon 2000, 2000EX and 50EX equipped with Rockwell Collins Proline IV EFD 4077 displays.</p> <p>For these cases, it has been concluded that it would be impractical to modify them considering the pending obsolescence of these displays and the associated costs related to the software change. Dassault Aviation will inform the operators affected by the issue as per the subject of this Safety Recommendation.</p>
EASA Status:	Closed – Agreement