

Airbus Comments

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You will find attached a proposal of classification tree to support our discussions.

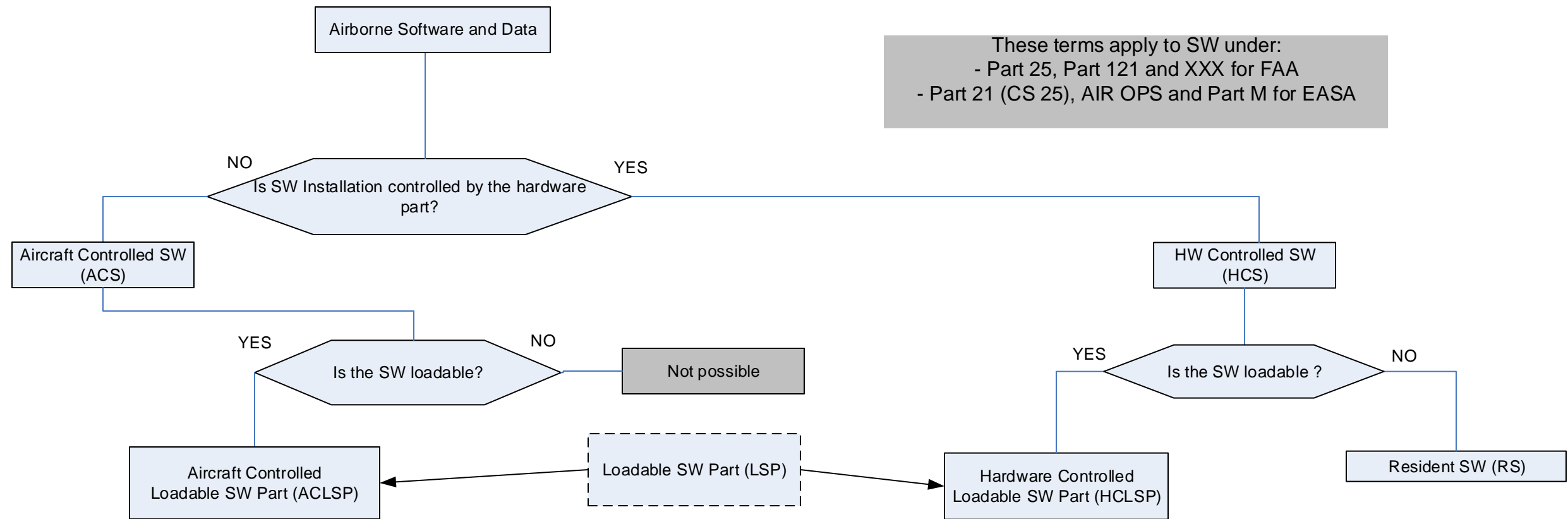
We also think in Airbus that the current tree needs to be simplified, because too much complex as it is. Our approach is similar, but we have tried to keep the regulations as drivers for the classification. In that way, we have proposed

- A tree determining software loadability and configuration management
- A tree that enable the Airframe Manufacturer Designers to determine the FLS classification at initial certification
- A tree with FLS classification made by the Airframe manufacturer as an input, and that enable the Air Operator Certificate holder to manage the FLS in line with applicable regulations.

We have also tried to cover all Aircraft systems and architectures.

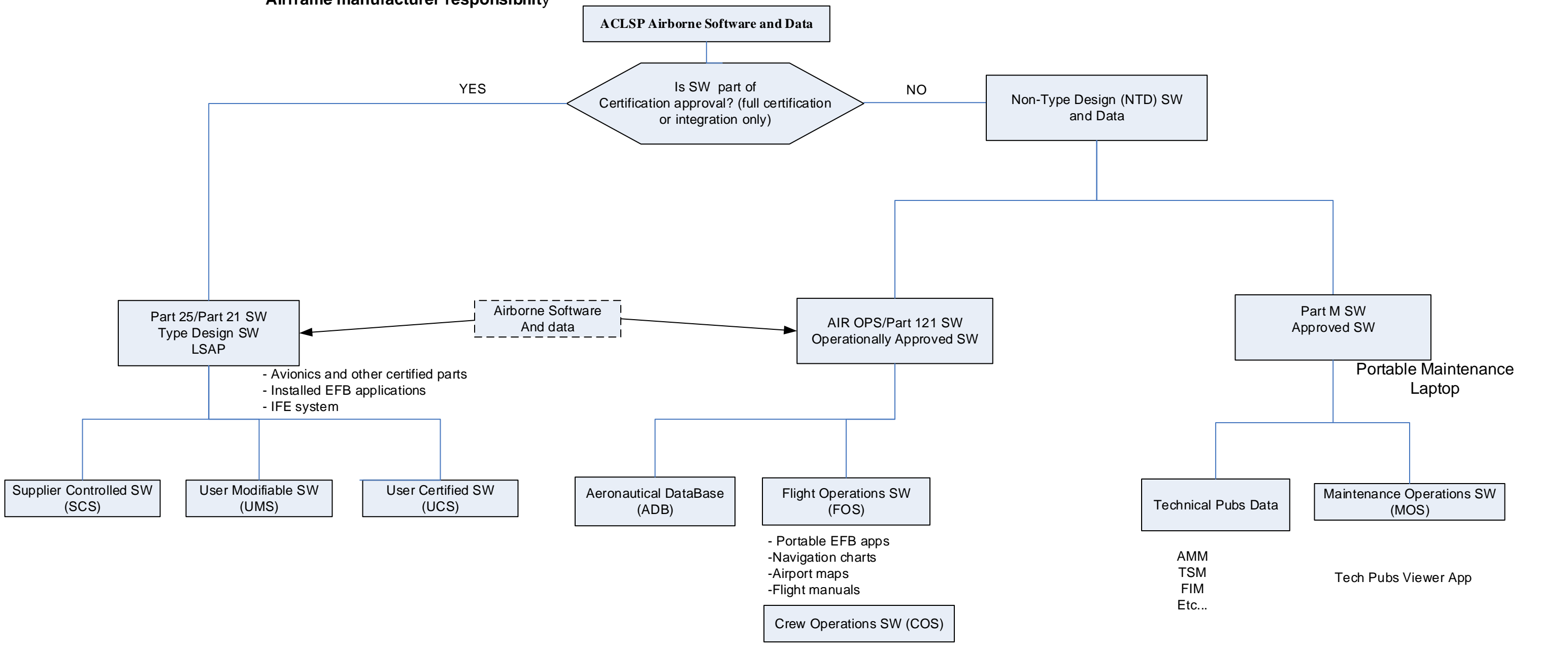
Based on these proposals, we think that one topic to be discussed will be what has to remain in FLS WG, and what has to be treated by ASDM WG.

Determining SW Loadability and Configuration Management



These terms apply to SW under:
- Part 25, Part 121 and XXX for FAA
- Part 21 (CS 25), AIR OPS and Part M for EASA

Determining the Software Classification
at initial systems certification
Airframe manufacturer responsibility



AOC (Air Operator Certificate) holder Software management approval

