

## DRAFTING GROUP TASKING FORM

### EASA

#### **TERMS OF REFERENCE**

**TOR Nr:** CS-27/29/002

**Issue:** 1

**Date:** 5 July 2004.

**Regulatory reference:** CS-27/29, paragraphs 27/29.571 & 27.573 and related sections

**Reference documents:**

<b>1.Subject:</b> DAMAGE TOLERANCE & FATIGUE EVALUATION
<b>2.Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):</b> As a part of JAA/FAA harmonization programme the ARAC HWG has worked on a review/development of the design methodologies for damage tolerance and fatigue evaluation for metallic and composite components of the rotorcraft structure. The ARAC HWG was tasked to prepare amendments to FAR/JAR 27/29, in particular propose amendments to the paragraph FAR/JAR 27/29.571 (metallic components) and consider creation of a new 27/29.573 paragraph (for composite components), together with related advisory material (AC/ACJ). This work should be now considered by EASA for possible amendments to CS-27/29.
<b>3.Objective:</b> The aim is to consider necessary amendments to CS-27/29.571 (for metallic components) and creation of a new CS-27/29.573 ((for composite components), both supported by AMC material. The proposals should maintain harmonisation between FAR 27/29 and CS 27/29.
<b>4. Specific tasks and interface issues (Deliverables):</b> - To consider work of the ARAC HWG and its recommendations. Identify the information needed to conclude rulemaking and define acceptable means of compliance. Recommend appropriate changes to CS-29 regarding damage tolerance and fatigue evaluation of metallic structure, and to CS-27 that would allow damage tolerance as an option. Revise current CS 27 and 29 to add regulations for composite structure. Consider creating a new CS-27/29.573. Evaluate and revise, as appropriate, the regulations and advisory material to achieve the goal of improved tolerance to flaws and defects in composite structure with methodology and procedures which are practical and appropriate to rotorcraft. Where feasible and appropriate, provide consistency with CS 23/25. Prepare related AMC material for both CS 27 and 29. Any recommended changes should be practical and appropriate to the unique characteristics of rotorcraft - To draft and deliver a draft EASA NPA with a proposal to amend CS-27/29 as stated above, accompanied with proper justification (Explanatory Note)
<b>5. Working Methods</b> (in addition to the applicable EASA procedures): The initial meeting should be held early enough so as to allow to meet the task within the required timescale; Meetings shall be held at the Agency's head office or at the Central JAA depending where the Agency support to the group is provided.
<b>6. Time scale, milestones:</b> The draft EASA NPA should be delivered <b>before 31 October 2004.</b>

## **7. Composition:**

**Proposed Chairman:** Mr Moitre - ENAC, Italy  
**Proposed Secretary:** Mr Haddon - CAA, UK  
**Members:** Mr Revault - DGAC, France  
Mr Schönemann - LBA  
Mr Sparkes - CAA-UK  
Mr Kelly - FAA  
Mr Neksa - CAA, Norway