



## TERMS OF REFERENCE

**Task Nr:** 25.057  
**Issue:** 1  
**Date:** 02 April 2009  
**Regulatory reference:** CS-25, paragraph 25.795<sup>1</sup>;  
**Reference documents:** FAA final rule Docket N° FAA-2006-26722 Amendments N° 25-127 and 121-341; Annex 8 of Chicago Convention; AC 25.795-3; AC 25.795-4A; AC 25.795-5; AC 25.795-6; AC 25.795-7; AC 25.795-8; AC 25-9A;

### 1. Subject:

Security related design standards

### 2. Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):

On 12 March 1997, new standards were adopted by ICAO as amendment 97 to Annex 8 of Chicago Convention in order to incorporate security safeguards into the design of new aeroplanes. The areas of improvement of security standards were the following:

- System survivability;
- Cargo Compartment fire suppression;
- Smoke and fumes protection in the cabin and in the flight deck;
- Least risk Bomb location and design;
- Protection of the Flight Crew Compartment from intrusion and from penetration by small arms fire or shrapnel;
- Interior design to deter hiding of dangerous articles and improve searching.

Further to these new ICAO standards, FAA has issued NPRM FAA-2006-26722 Security Related Considerations in the Design and Operation of Transport Category Airplanes. The amendment 25-127 was adopted on 5 January 2007 and amendment 121-341 on 28 October 2008. Concurrent with those amendments, the FAA published eight Advisory Circulars (ACs) related to FAR 25.795.

### 3. Objective:

The aim is to improve the resistance to illicit acts by applying new security design standards, and to harmonise CS-25 with FAR 25 as well as with ICAO standards as stated in Annex 8 of Chicago convention.

<sup>1</sup> See Decision 2003/02/RM of the Executive Director of the Agency of 17 October 2003 on Certification Specifications, including airworthiness codes and acceptable means of compliance, for large aeroplanes (« CS-25 »). Decision as last amended by Decision 2008/006/R of 29 August 2008.

**4. Specific tasks and interface issues (Deliverables):**

4-1. To review amendment 97 to Annex 8 of Chicago Convention, FAR 25 amendment 127 and relevant ACs and to deliver an EASA NPA in order to amend CS 25.795 and related AMC, accompanied with proper justification (Explanatory Note). Then, to issue a decision to amend CS-25 accordingly.

4-2. To review FAR 121 amendment 341 and to consider the need for additional airworthiness requirements for operations CS-26 (former JAR-26); then, to publish an A-NPA on additional airworthiness requirements for operations and conclude on the need to open a task in order to amend CS-26. Note that if, as a result of the A-NPA a task CS-26 is deemed to be necessary, it will be covered by a separate task (26.007) and Working Method would be Drafting Group.

The activities concerning improved design standards related to security were initiated prior to the creation of the Agency in 1999 and then a task was assigned to the Aviation Rulemaking Advisory Committee (ARAC) Design for Security Harmonization Working Group (DSHWG) with members from the aviation Industry and the Governments of Europe, the United States, Brazil and Canada.

The Agency intends to take full advantage of FAR 25 amendment 127 and progress made in the ARAC Working Group in developing the NPA to amend CS-25.

**5. Working Methods** (in addition to the applicable Agency procedures):

Production of the NPA is an Agency task.

**6. Time scale, milestones:**

NPA for CS-25 part is planned to be delivered before **June 2009**.

Decision for CS-25 part is planned to be issued beginning of 2011.

A-NPA for CS-26 part is planned to be issued **in 2010**.