

DRAFTING GROUP TASKING FORM

EASA

TERMS OF REFERENCE

TOR Nr: CS-25/003

Issue: 1

Date: 5 July 2004.

Regulatory reference: CS-25, paragraph CS 25.301 and associated AMCs

Reference documents: JAA NPA 25C-343

1.Subject: FLIGHT LOAD VALIDATION

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

The determination of load intensities and distributions is fundamental to the structural substantiation of any aeroplane. Validation of the methods to determine these load intensities and distribution therefore plays an important role in the assessment of the proposed means of compliance to the loads requirements of FAR 25 and JAR-25.

In the past recent years, the JAA has raised several Certification Review Items (CRI's), when validating US products, on the subject of flight load validation. This highlighted a difference in interpretation between FAA and JAA on this subject. Historically the FAA has been more focused on the methods used to determine load intensities and distributions, whereas the JAA has been more focused on the flight load measurements. In addition, the FAA focused more on flight load measurements related to horizontal tail buffeting and high lift devices (ref. AC 25-22), whereas the JAA CRI's addressed the whole airplane.

The Harmonisation activity resulted, on the JAA side, in the publication of NPA 25C-343.

3.Objective:

The aim is to address the difference in interpretation on paragraphs addressing Flight Load Validation.

4. Specific tasks and interface issues (Deliverables):

To consider comments on JAA NPA 25G-343, prepare a Comment Response Document and deliver a draft EASA NPA to amend CS-25, accompanied with proper justification (Explanatory Note).

5. Working Methods (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.

6. Time scale, milestones:

The draft EASA NPA should be delivered **before 31 October 2004**.

7. Composition:

Proposed Chairman: Mr Doeland (CAA-NL)
Proposed Secretary: Mr Hockenhull, BAe
Members: Mr Beaufils (Airbus)
Mr Besch or Squelia (Airbus)
Mr Gilletta (Dassault)
Mr Walgemoed (SAAB)
Mr Hoffmann (LBA)
Mr Howes (CAA-UK)
Mr Lundstrom (LFV)
Mr Pinsard (DGAC-F)