

EASA

TERMS OF REFERENCE

TOR Nr: CS-25.045

Issue: 1

Date: 21 February 2006

Regulatory reference: CS-25 Book 1, paragraphs CS 25.813 and CS 25.815

Reference documents: JAA ANPA 25D-224 + draft CRD; Preliminary RIA for task 25.045

1. Subject: ACCESS THROUGH BULKHEADS

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

As a result of AAIB recommendations in the accident report of the B737-200 accident in Manchester, August 1985, the CAA-UK commissioned Cranfield University to conduct competitive type passenger evacuation trials to establish if the accident findings were valid and what, if any, changes to the current regulations were necessary. The conclusions of the research trials were that the width of aisles between rigid structure monuments (toilets, galleys, stowage compartments etc.), as opposed to between seats, should be increased from the existing minimum of 20 inches to a minimum of 30 inches. Work has been going on for several years in the JAA Cabin Safety Steering Group (CSSG) and the ANPA 25D-224 proposed means how to address the issue in line with the above conclusions. This work should be considered now by EASA for possible amendments in CS-25.

3. Objective:

To assess the practicality of amending the certification specifications to improve passenger evacuation flow along aisles and cross-aisles where these pass through monuments, thus minimizing the risk of evacuation blockage and maximizing the chance of survival in life threatening post-crash cabin fire scenarios. To draft amendments to CS-25 and JAR-26 if deemed necessary.

4. Specific tasks and interface issues (Deliverables):

- To review ANPA 25D-224, including the comments received and the dispositions proposed in the draft CRD, and the preliminary RIA
- To develop and present to the EASA Rulemaking Director and the JAA CSSG a full Regulatory Impact Assessment (RIA), with a cost/safety benefit analysis for both in the preliminary RIA preferred options to determine whether rulemaking is justified
- To include in the draft RIA considerations on a need for additional airworthiness requirements for Operators in JAR-26 (JAA NPA to JAR-26 already envisaged)
- To draft and deliver to the EASA Rulemaking Director an NPA to CS-25, if rulemaking is justified by RIA
- To draft and deliver to the JAA an NPA to JAR-26, if rulemaking is justified by RIA

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

Based on the agreement with the JAA a joint drafting group will be used to first draft RIA and, if rulemaking is justified, to draft NPAs for CS-25 and JAR-26.

The drafting group will report to the EASA Rulemaking Director for the CS-25 issue, and to the JAA CSSG for the JAR-26 issue.

Meetings shall be held at the EASA head office in Cologne.

6. Time scale, milestones:

- RIA to be presented 2nd quarter 2006
- EASA NPA to CS-25 to be issued 4th quarter 2006
- EASA Decision on CS-25 to be issued 4th quarter 2007