

DRAFTING GROUP TASKING FORM

EASA

TERMS OF REFERENCE

TOR Nr: CS-25/002

Issue: 1

Date: 5 July 2004.

Regulatory reference: CS-25, paragraphs CS 25.561, 25.721, 25.963, 25.994 and 25A.994 and associated AMCs as appropriate

Reference documents: JAA NPA 25G-304

1. Subject: FUEL TANK STRUCTURAL INTEGRITY/FUEL TANK ACCESS COVER

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

As resulting from a harmonisation activity, several changes to JAR and FAR 25 were proposed by NPA 25E-304, to address difference of interpretation between FAA and JAA and to solve issues raised during certification exercise. The harmonisation activity was successful on Fuel Tank Structural Integrity, less successful on Fuel Tank Access Cover, as the FAA has still a dissenting position on the end-result recommended by the working group.

3. Objective:

The aim is to address the difference in interpretation on paragraphs addressing Fuel Tank Structural Integrity and Fuel Tank Access cover

4. Specific tasks and interface issues (Deliverables):

To consider comments on JAA NPA 25G-304, 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 Hockenull, 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)