European Aviation Safety Agency

Terms of Reference

for a rulemaking task

Certification Specifications for standard aircraft changes and repairs (PHASE 1)

RMT.0245 (MDM.048) — ISSUE 2[1] — 16.12.2014

[1] *The urgency of this rulemaking task RMT.0245 (MDM.048) led to the NPA publication earlier than the revised ToR (Issue 2). The NPA corresponding to Issue 2 of the ToR (this document) was published on the Agency website on 6.10.2014.*

Applicability		Process map	
Affected regulations and decisions:	Commission Regulation (EU) No 748/2012; Commission Regulation (EC) No 2042/2003.	Concept Paper:	No
		ToR Issue 1:	28.7.2011
Affected stakeholders:	Design organisations; Maintenance organisations; Production organisations; Maintenance personnel.	Rulemaking group:	No
		RIA type:	Light
		Technical consultation during NPA drafting:	No
		Publication date of the NPA:	2014/Q4
		Duration of NPA consultation:	3 months
Driver/origin:	Industry request	Review group:	No
		Focussed consultation:	TBD
Reference:	Reactions to CRD for Opinion 02/2008 (NPA 2007-08); moreover, the task is necessary to complement the proposal set out in NPA 2008-07 to amend Part-21 by defining standard changes and repairs, in view of creating a system similar to the one set out in FAA AC-43-13.	Publication date of the Opinion:	N/A
		Publication date of the Decision:	2016/Q1

1. Subject: Certification Specifications for standard aircraft changes and repairs (PHASE 1)

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

Based on reactions to CRD to NPA 2007-08 on 'Revised Part-M requirements for aircraft not used in Commercial Air Transport and Pilot owner maintenance', a number of persons and organisations, mainly representing light aircraft owners or federations, requested to directly accept the use of the FAA Advisory Circulars AC 43.13-1 and 43.13-2 for changes and repairs.

FAA AC 43.13 Part 1 "Acceptable methods, techniques, and practices - Aircraft inspection and repair" and 43.13 Part 2 "Acceptable methods, techniques, and practices – aircraft alterations" encompass data and guidance on repair and changes of aircraft and constitute the basis under the FAA system for the acceptance of standard changes and repairs not requiring separate approval or a field approval.

Moreover, guidance and advisory material on standard changes and repairs is issued in some Member States at the level of national aero-clubs, academic institutions, providers of technical services or private persons, in particular in the area of sailplanes. In the context of rulemaking task MDM.032 (EASA Opinion 01/2011) on 'ELA process' and 'Standard Changes and Repairs', it was agreed to introduce the concept under the EASA system of standard changes and repairs equivalent to that established by FAA AC 43.13. EASA Opinion No 01/2011 contains a proposal to amend Regulations (EC) No 1702/2003 (Part-21) and No 2042/2003 (Part-M and Part-145) in order to introduce provisions for standard changes and repairs. These Regulations were amended accordingly by Regulations (EU) Nos 748/2012 and 593/2012. RMT.0245 (MDM.048) may also lead to amending the corresponding AMC and GM to Regulations (EC) No 1702/2003 (Part-21) and No 2042/2003 (Part-M and Part-145) to reflect the changes for standard changes and repairs introduced at implementing rule level.

The prime objective of introducing provisions for standard repairs and changes is to create alleviations to owners/operators of those aircraft to which the new provisions on standard changes and repairs would apply; as such changes and repairs would no longer be requested to be approved by the Agency or by an appropriately approved Design Organisation.

These alleviations are expected to encourage the implementation of certain changes for the benefit of safety.

Finally, manufacturers of aircraft to which these new provisions would apply may indirectly benefit from the alleviations provided for standard changes and repairs; as such provisions would contribute to reducing maintenance and operating costs and, therefore, will promote general aviation.

3. Objective:

Create Certification Specifications defining detailed acceptable methods, techniques and practices, including requirements for parts marking and instructions for continued airworthiness to serve as maintenance data for implementing standard changes and repairs applicable within the scope of:

— aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less;
— rotorcraft of 3 175 kg MTOM or less;
— sailplanes, powered sailplanes, balloons and airships as defined in ELA1 or ELA2[2];
— engines and propellers installed on the above aircraft.

The Certification Specifications will contain precise aircraft, engine and propeller applicability for each

[2] As defined in Opinion No 01/2011 of the European Aviation Safety Agency of 18 March 2011 for a Commission Regulation amending Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down Implementing Rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations and for a Commission Regulation amending Commission Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

type of standard repair or change.

4. Specific tasks and interface issues (Deliverables):

1. Create Certification Specifications, Acceptable Means of Compliance (AMC) and Guidance Material for Standard Repairs and Standard Changes, as considered necessary.
2. For this purpose, proceed in two or more phases:
   - PHASE 1: It will contain a first list of Standard Changes and Standard Repairs. The list will contain the Standard Changes and Standard Repairs that the Agency considers most beneficial for the GA community and for which the proposed methods, techniques and practices are available and have been proven safe by many users' experience.
   - PHASE 2 and other phases if needed: Considering the results of Phase 1 and the assessment of other methods, techniques and practices, more Standard Changes and/or Standard Repairs would be added to the list published in Phase 1. Also, Phase 2 can be used to improve the Decision resulting from Phase 1, as identified necessary.

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

Agency, with the support of NAAs and industry associations in the field of aircraft types under consideration.

6. Time scale, milestones:

PHASE 1		**PHASE 2**	
Start:	2011/Q3	Start:	TBD
NPA:	2014/Q4	NPA:	TBD
CRD:	2016/Q1	CRD:	TBD
Decision:	2016/Q1	Decision:	TBD