

## EASA

### **TERMS OF REFERENCE**

**TOR Nr:** Part 21/003

**Issue:** 1

**Date:** 12 August 2004

**Regulatory reference:** Part-21

**Reference documents:** Part –21 initial issue consultation CRD

<b>1.Subject:</b> Cleaning up of Part 21 and AMC/GM
<b>2.Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):</b> Consolidation of various ‘minor’ amendments and correction of errors coming from Comment Response Document and implementation experience to improve the quality of the rule and facilitate correct implementation
<b>3.Objective:</b> Improve the quality of Part 21.
<b>4. Specific tasks and interface issues (Deliverables):</b> See attachment This activity will be combined with task / TOR number 21.002
<b>5. Working Methods</b> (in addition to the applicable EASA procedures): Drafting of the NPA carried out by Rulemaking Directorate.
<b>6. Time scale, milestones:</b> NPA to be published September 2004

**Miscellaneous” issues to be included in the rulemaking task 21.003 “Cleaning up of Part 21 and AMC/GM**

Title	Description	Source
Environmental protection	Replace term by “noise, fuel venting and exhaust emissions” or use “environmental protection” consistently.	CRD
Editorial review for language and consistency	Paragraph numbering, consistency of headings, etc e.g. Suffix B in case of same number but no A (e.g. 21A.125)	CRD
21A.4 Coordination between design and production	- add coordination with maintenance organisations	CRD
21A.14(b)(5)	With current text, TC holder of a variable pitch propeller would not currently be required to have a subpart J DOA.	Error
21A.35(b) Endurance flight tests	Remove hot-air airships, hot-air balloons, free gasballoons and tethered gasballoons from applicability of 150 hour functional and reliability flying.	CRD
21A.139(b)(2), Quality assurance	Add inspection frequency	CRD
21A.183	Correct sub numbering	CRD
21A.183 and 21A.184	Bring structure of two paragraphs in line	CRD
21A.239(a)(3) Design assurance	Add inspection frequency	CRD
21A.243(a)&(c) & 21A.265(a)	Change “handbook” to “exposition”	CRD
Subparts F, G and J, and Section B	Findings and consequences should be consistent	CRD
21A.263(b)	3. Add “or” after semi-colon 4. Delete semi-colon at the end	error
21A.263(c)(4)	Add “AFM supplement” to the statement	CRD
21A.307(a)	Make text consistent with Form 1	CRD
21A.606(c)	Consider reference to 21A.609	CRD
21A.609(f)	Refer to 21A.3 in stead of 21A.3(b), (c)	CRD
21A.801(d)	Amend text for balloons: delete “free” and add “load frame assembly” or “burner frame of load ring”	CRD
EASA Forms	Review content, layout, format consistency	CRD
EASA Form 15a	- replace “a member of the European Aviation Safety Agency” by “a member of the European Union” - delete “Aircraft Type” to be consistent with Part M	
EASA Form 24	Delete reference to EASA logo	

Title	Description	Source
EASA Form 25	- Delete reference to EASA logo - Change reference in Block to Article 5(2)(c) in stead of 5(3)(c)	error
EASA Form 52	Instructions first three paragraphs are misplaced (transferred from AMC 21A.130(a) –related to privileges-)	error
EASA Form 52	Block 1 should also cover EASA	CRD
EASA Form 52	Block 17 should read “... condition for safe operation ...”	error
EASA Form 55	Add Regulation number (1702)	CRD
GM No 1 and 2 to 21B.50	GM No 1 and 2 to 21B.50 should both be deleted since there is no 21B.50 in Part 21	error
AMC 3 to 21A.129(c) / GM 3 to 21A.165(c)	Define the term “significant components”	CRD
AMC 2 to 21A.130(b)	Implement latest version of TGM 11	CRD
AMC 2 to 21A.130(b) Form 1 for Subpart F	Reconsider the wording in paragraph 3 Block 4 with respect to responsibilities	CRD
GM 21A.145(c)(2)	Use of EASA Form Four: is only available in AMC to maintenance rules: correct cross-reference or include form in GM	error
GM 21A.151	Minor misspellings in scope B1 and B3	error
GM No 3 to 21A.165(c)	Numbering slip after item 16 was deleted.	error
GM No 2 to 21B.220(c)	Form 56 contains copied text from regulation 1702. However in some cases the text in the Form 56 originates from Reg. 1702/2003 before the consultation so this needs to be corrected.	error
AMC 21B.235(c)	to AMC 21B.235(c) is added that after each continued surveillance cycle (2 years period for POA) the EASA Form 56 as completed by the POATL is countersigned by the person responsible within the Competent Authority's for his acceptance	Recommendation from PSCST