

# **EASA**

## ***TERMS OF REFERENCE***

**TOR Nr:** MDM-013

**Issue:** Final

**Date:** 8 April 2005

**Regulatory reference:** Part-M paragraphs M.A.301 para 2, M.A.402(b), M.A.606(f), M.A.608(b)  
Part-145 paragraphs 145.A.30(f) and 145.A.40(b),  
Part-147 paragraph 147.A.105(f)

**Reference documents:**

**1.Subject:** Clarification of “officially recognised standard”

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

Paragraphs

- M.A.301 para 2 (rectification of defects),
- M.A.402(b) (performance of maintenance with controlled and calibrated of tools and equipment),
- M.A.606(f) (personnel carrying out specialised tasks),
- M.A.608(b) (control and calibration of tools and equipment),
- 145.A.30(f) (personnel carrying out specialised tasks),
- 145.A.40(b) (calibration of tools and equipment) and
- 147.A.105(f) (personnel requirements)

incorporate the term “officially recognised standard”. This term was designed to replace the expression “acceptable to the National Aviation Authority” widely used by the JAA. The need has been expressed by stakeholders to develop this concept that is new in the aviation community.

**3.Objective:**

Clarification of the expression “officially recognised standard”.

**4. Specific tasks and interface issues (Deliverables):**

Development of a decision to introduce AMC/GM material to paragraphs M.A.301 para 2, M.A.402(b), M.A.606(f), M.A.608(b), 145.A.30(f), 145.A.40(b) and 147.A.105(f).

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

Drafting carried out by the Agency.

**6. Time scale, milestones:**

NPA to be published by December 2005.

Decision to be issued by October 2006.