

DRAFTING GROUP TASKING FORM

EASA

TERMS OF REFERENCE

TOR Nr: MDM.007

Issue: 1

Date: 9 February 2006

Regulatory reference: Regulations 2042/2003 and 1702/2003, EASA Form 1

Reference documents: EASA: Part 21A.307, Part 21 Appendix 1, Part M Appendix II, Part 145 Appendix 1, and associated AMC/GM.
FAA: Order 8130.21E
TCCA: 561 Appendix A, 571 Appendix J
DIRECTIVE 1999/93/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 13 December 1999 on a Community framework for electronic signatures
ATA Chapter 16

1. Subject:

Authorised Release Certificate (EASA Form 1, FAA Form 8130-3, TCCA Form 24-0078, SEGVOO 003)

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

The formats of the Authorised Release Certificate, EASA Form 1, FAA Form 8130-3, the TCCA Form 24-0078 and the Brazilian SEGVOO 003, are currently harmonized. The work will address Authorised Release Certificate implementation problems and policy/guidance material revisions needed to implement the new "state of the art" electronic Authorised Release Certificate developed by industry. Harmonisation with non-EU authorities is considered essential for continued safety, free movement of parts and a cost-effective use of the Authorised Release Certificate.

3. Objective:

To determine with the FAA, Transport Canada, and other authorities changes to the Authorised Release Certificate, and associated documents, necessary to:

- improve mutual acceptance of the Form (harmonisation) globally;
- solve current implementation problems; and
- address electronic exchange of Authorised Release Certificates.

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4. Specific tasks and deliverables:

Propose the drafts of the changes to the Authorised Release Certificate, its instructions for completion and associated AMC/GM material, necessary to reach the aforementioned objectives. i.e.:

- A. The instructions for completion should be split and also the group should make proposals for making it more obvious what the use of the Form is (maintenance or production release). However, splitting of the Form in a manufacturing and a maintenance Form is not to be considered.
- B. Identify problem areas related to harmonisation of instructions for completion, e.g. with respect to definition of terms used in block 12, recognizing that some terms will only be used unilaterally. This should be coordinated with the bilateral negotiation teams. Make proposals for solving the identified problem areas.
- C. Consider possible changes to the rules, policies and guidance in order to facilitate the introduction of electronic exchange of Authorised Release Certificates.
- D. Identify the differences in the requirements stipulating for which categories of parts a Form is needed and make recommendations on how to harmonise these. This could include the extension of the definition of "standard part" and/or the introduction of the concept of "commercial parts" in the EU. Coordination with the EASA rulemaking task 21.026 is necessary.
- E. Identify problem areas and develop guidance for acceptance of Forms by end-users
- F. Develop conditions for issuance, acceptance and control of copies of the Form.
- G. Eligibility; block 9. It is agreed that the block 9 of the Form does not serve a useful purpose. The group should define how this agreement is best implemented.
- H. Block 14 versus 19: Examine why there is a specific reference to block 13 in the certifying statement of block 19 and not in block 14. Propose changes or clarification of the difference in the instructions for completion.

Note:

- The possibility to use the Form for "conformity" purposes is not to be questioned by the group.

5. Working Methods (in addition to the applicable EASA procedures see http://www.easa.eu.int/doc/Rulemaking/AGNA/easa_rule_procedure_rulemaking_groups.pdf):

- Drafting group
- Group should cooperate with the Global Manufacturing Initiative (team 6)
- Three meetings are estimated to identify the implementation problems and to draft the NPA, with correspondence via e-mail and/or telecons to progress work between meetings. Depending on the comments received on this NPA, additional meetings will be planned.
- Meetings will be held preferably at locations in Europe agreed between FAA, TCCA, CTA and EASA, including the Agency's office in Cologne.

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6. Time scale, milestones:

- First meeting 21-23 March 2006 in Munich, Germany
Second meeting coinciding with the Annual Conference in Portland (6-9 June 2006)
- Presentation to the September International Production & Airworthiness meeting
- Draft NPA to be ready ultimately by December 2006.
- Comment review 2nd quarter 2007
- Decision and/or opinion 4th quarter 2007

EASA DRAFTING GROUP

GROUP COMPOSITION

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Authorised Release Certificate (EASA Form 1, FAA Form 8130-3, TCCA Form 24-0078, SEGV00 003)

2. Group Composition:

Members:

Sean Parker	CAA-UK, European NAA (manufacturing)
Pietro Barbagallo	ENAC, European NAA (maintenance)
Ian Griffiths	Airbus, European industry (manufacturer)
Werner Luehmann	Lufthansa, European industry (maintenance)
Klaus Malone	Airbus,**
Boudewijn Deuss	EASA Rulemaking Initial Airworthiness (secretary)
Jean-Pierre Arnaud	EASA Rulemaking Continuing Airworthiness

** Mr. Malone will be separately invited or contacted to future meetings for specific electronic form issues.