



TERMS OF REFERENCE

- Task Nr:** MDM.056
- Issue:** 2
- Date:** 12 November 2010
- Regulatory reference:**
- CS-22, CS-23, CS-25, CS-27, CS-29, CS-31, CS-APU, CS-E, CS-ETSO, CS-P, CS-VLA, CS-VLR: CS-XXX.1529 + appendices, CS-APU 30, CS-E 25 + AMC, CS-P 40
 - Regulation (EC) No 1702/2003; Part-21: 21A.61, -107, -120, -263, -449, and-609;
 - Regulation (EC) No 2042/2003; Part-M.A.302, -303, -304, and -401 and Part-145.A.40 and -45
- Reference documents:** FAA Order 8110.54 Instructions for Continued Airworthiness
- Appendices** 1: List of questions associated with ToR MDM.056

1. Subject: Instructions for continued airworthiness

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

Instructions for Continued Airworthiness (ICA) have to be produced by design approval holders as part of the product/part certification which, if properly implemented, should ensure that the product/part remains airworthy during its intended life.

Regarding ICA there are many important questions that need to be addressed (see Appendix 1).

The answers to these enclosed questions are included in the relevant airworthiness codes (CSs, AMCs) in Part-21, in Part-M and in Part-145. However, experience has shown that there is too much room for interpretation in the current rules and standards, leading to differences and possible safety risks. It appears that different Type Certificate (TC) holders have different interpretations of what a complete set of ICA is and to what level they are required to control the data that constitutes the ICA. The consequence is that parts of this data may not be sufficiently controlled by design approval holders and that maintenance organisations may not have all the necessary data to perform the maintenance in the correct way, which can lead to using unapproved methods, unapproved or wrong parts or standard practices where not appropriate.

In addition, there was a specific request to emphasise and/or clarify the obligation for Supplemental Type Certificate (STC) holders/applicants and repair/change design approval holders/applicants to produce and make available ICA for the changed/repaired product.

A similar request was made to improve/clarify the ICA obligation for ETSO Authorisation holders/applicants.

3. Objective:

Improving the relevant provisions in the Certification Specifications (CSs), Implementing Rules Regulation (EC) No 1702/2003 and Regulation (EC) No 2042/2003 and AMC and GM in a consistent way in order to establish clear requirements and responsibilities for all parties involved in the production of ICA, their approval and their implementation.

4. Specific tasks and interface issues (Deliverables):

- Identify all the issues related to ICA not yet addressed in the questions (see Appendix 1 attached).
- Review all relevant rules/CS/AMC/GM and on-going main developments such as OSD (task 21.039) and propose improvements where necessary to provide clear answers to the questions in Appendix 1 enclosed and any additional issues identified, based on industry best practice.
- Clarify the responsibility of repair/change design, STC and ETSO-A holders/applicants to produce and maintain ICA.
- Clarify the responsibility of the DAH (repair/change design, STC and ETSO-A holders/applicants) for ensuring compatibility of "supplemental ICA" with TC holder's ICA.
- Clarify the responsibility for operator/owner/installer for integrating ICA from multiple sources.
- Ensure that a proper feedback loop exists for in-service experience with ICA.
- Ensure that ICA take into account Human Factors such as the identification of 'sensitive/critical' maintenance tasks and possible standardisation of job cards.
- Harmonise as far as possible with relevant FAA and TCCA rules, orders and guidance.
- Assess the impact of any possible rule changes on existing fleets. Case of the Orphan aircraft is to be considered.
- Ensure rules are proportionate depending on type of aircraft and type of operations (General Aviation/Commercial Air Transport and large/small).
- Assess the impact on Fees and Charges Regulation.

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

Drafting group

6. Time scale, milestones:

Start: 2009/Q3

Date of delivery: 2013/Q1