

# CRD –02-2005 – Draft Document 1

Comment	Response
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<b>Paragraph</b>	<p>1) 2) 3) NPA N° 02/2005 chapter B Proposals</p> <p>1) BOOK 2 CS25 Proposal 2 AMC n0.1 to CS 25.301(b)</p> <p>2) BOOK 2 CS25 Proposal 3 AMC n0.1 to CS 25.301(b) § 4.2</p> <p>3) BOOK 2 CS25 Proposal 3 AMC n0.1 to CS 25.301(b) § 5.2</p>
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<b>Cmt.</b>	01	Commentor:	Dassault
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<p><b>Comment:</b></p> <p>1) Instead of :  <i>"The engine and its ...for the aeroplane as a whole."</i>              it is proposed the following:  <i>" <u>All aircraft structure</u> are to be stressed to the loading cases for the aeroplane as a whole, in particular:</i>                  <i>- the engines and their mounting structures,</i>                  <i>- the control surfaces,</i>                  <i>- and the body-fairings."</i></p> <p>2) To complete in the proposed list of examples:  <i>"- First use of significant sweep;"</i>              by  <i>"- First use of significant sweep <u>or significant increase of sweep</u>;"</i></p> <p>3) To add in the list of examples of parameters:  <i>"Examples of these parameters ... ,altitude, <u>A/C</u> c.g., weight and <u>inertia</u>, power settings ..."</i></p> <p><b>Justification:</b></p> <p>1) No reason to limit this application to engines.</p>	<p><b>Response:</b></p> <p>1) Not agreed.              This part of the AMC is not affected by the envisaged amendment. Moreover the AMC text concerned is developed to provide acceptable means of compliance for CS 25.361(d) and its applicability should therefore not be extended to other areas than the engine and its mounting structure.              The cross reference to AMC 25.301(b) in the above paragraph needs to be updated to reflect the new numbering.              The load tests for control surfaces are already prescribed in CS 25.651 and body fairings fall under the general structures specifications.</p> <p>2) Not agreed.              The original text is provided as an example thus there is no need to be comprehensive.</p> <p>3) Agreed.              Text will be changed accordingly, except that "A/C" is replaced by "aircraft"</p>
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<b>Paragraph</b>	General
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<b>Cmt.</b>	02	<b>Commentor:</b>	ACG, Austria
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<b><u>Comment:</u></b> Supports NPA.  <b><u>Justification:</u></b>	<b><u>Response:</u></b> Noted
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<b>Paragraph</b>	General
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<b>Cmt.</b>	03	<b>Commentor:</b>	CAA, UK
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<b><u>Comment:</u></b> No comments.  <b><u>Justification:</u></b>	<b><u>Response:</u></b> Noted
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<b>Paragraph</b>	General
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<b>Cmt.</b>	04	Commentor:	FAA
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<b><u>Comment:</u></b> No comments.  <b><u>Justification:</u></b>	<b><u>Response:</u></b> Noted
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<b>Paragraph</b>	CS 25.301(b), Proposal 1
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<b>Cmt.</b>	05	Commentor:	F. Fagegaltier
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<b><u>Comment:</u></b> The proposal n°1, resulting from a comment on JAA NPA, should be cancelled : to our knowledge, this past JAA policy for cross referencing advisory material in rules is not the Agency's policy. At least this was the guidance given to groups in charge of drafting the various CS.  <b><u>Justification:</u></b> Self explanatory	<b><u>Response:</u></b> Noted. It is true that cross-references to AMCs in Commission Regulations such as Part 21 and Part 145 are not allowed, but there is no formal Agency policy not allowing such cross-references in Certification Specifications as suggested by the commentor. CS-25 Book 1 already contains cross-references to AMCs.
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