

Note 1

Consultation process

1. On 6 June 2003, the Agency submitted, for consultation by all interested parties, its draft Opinion for a Commission Regulation on the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations, asking for comments within six weeks as provided by Article 15 (transitional arrangements) of the Management Board decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (“rulemaking procedure”), MB/7/03:

For the issuing of decisions in respect of rules directly derived from the adaptation of existing JAA regulatory material, the rulemaking procedure shall be amended as follows:

- i. The provisions of article 4, 5, 7 and 8.1 shall not apply.*
 - ii. The length of the consultation period described in article 6.4 shall be of six weeks’ duration. In justified circumstances the Management Board may decide to extend this period on a case-by-case basis to allow for further consultation.*
 - iii. Consultees shall be provided with a reasoned acknowledgement of their comments.*
2. Comments recognised that the draft Opinion was based upon existing JAA material (mainly JAR-21) but called into question the length of the consultation period. Article 15 of the rulemaking process remains, however, applicable.
 3. Some 60 different comment providers participated in this consultation process. To concentrate attention on the substance of comments, a separate list identifies the origin of comments by reference to the comment number (please refer to the left column of the CRDs).
 4. To give a rapid overview of the CRDs, the following keywords were used in responding to comments:
 - “Carried”: The proposed amendment is wholly transferred to the revised rules. *Some 114 amendments are carried (13%).*
 - “Noted”: The comment is acknowledged. The issue (and/or proposed amendment) is reflected in the revised rules. *Some 346 comments are noted (37%).*
 - “Deferred”: The comment requires further assessment by the Agency or appears to be irrelevant. *Some 176 comments are deferred (19%).*
 - “Disagreed”: The comment is not shared by the Agency. *Some 298 comments are disagreed with (31%).*

EASA Comments on the draft Regulation and Part 21
Providers List

<i>Cmt nr</i>	<i>Comment providers</i>	<i>Regulation</i>	<i>Part(s)</i>
001	Raytheon Aircraft Company	21	21
007	ITP, Spain	21	21
014	Lufthansa Technik, Germany	21	21
019	Rolls Royce	21	21
023	CS-E/P/APU review lawyers	21	21
024	EASA CG-10 focal point	21	21
029	FOCA, Switzerland	M, 21	ALL
030	A. Kalshoven, Central JAA	M	M, 21
032	SAAB Nyge Aero, Sweden	21	21
035	Zeppelin Luftschifftechnik GmbH, Germany	21	21
038	Honeywell, USA	21	21
042	Goodrich Hella Aerospace Lighting Systems, Germany	21	21
043	KLM, The Netherlands	21	21
044	GE Aircraft Engines, USA	21	21
050	Netherlands Aerospace Industries	21	21
052	LBA, Germany	21, M	21, DR, M
054	LBA, Germany	21	21
060	GEFA Flug, Germany	21	21
063	ESW-EXTEL Systems, Germany	21	21
068	Dr. Wallwitz, Germany	21	21
069	Ballonbau Worner GmbH, Germany	21	21
073	Europe Airports	M, 21	ALL, 21
075a	MTU Aero Engines, Germany	21	21
076	CAA, Latvia	M	ALL
077	de Havilland, UK	21	21
078	Austro Control, Austria	21	21
080	ENAC, Italy	21	21
082	HTS, Switzerland	21	21
083	FAA, USA	21	21
090	Rolls Royce, Germany	21	DR
091	Rolls Royce, Germany	21	21
093	EAD Aerospace, France	21	21
094	BDLI, Germany	21	21
095	BDLI, Germany	21	21
098	Aerophile, France	21	21

099	IVW, The Netherlands	M, 21	ALL, 21
103	DG Flugzeugbau GmbH, Germany	21	21
104	W. Franken (IVW The Netherlands)	21	21
108	SLV, Sweden	21	21
110	Rolls Royce, Germany	21	21
112	CAA, Latvia	21, M	21, M
113	CAA, Czech Republic	21, M	21, DR
119	ENAC, Italy	21, M	21, M
120	Stemme GmbH, Germany	21	21
121	CAA, Denmark	M, 21	M, 21
122	Schroeder fire balloons	21	21
124	Alexander Schleicher, Germany	21	21
125	SNECMA	21	21
128	Virgin Atlantic Airways	21	21
133	CAA, UK	21	21
136	Rolls Royce, Germany	21	21
139	Deutscher Freiballonsport Verband e.V	M, 21	DR, 21
140	Deutscher Freiballonsport Verband e.V	21	21
146	AECMA	21	21
147	AECMA	21	21
155	SNECMA	21	21
157	CAA, Finland	21, M	21, ALL
159	Popular Flying Association	M, 21	ALL, 21
160	DGAC, France	M, 21	ALL, 21
161	DGAC, France	21	21
163	Schempp Hirth Flugzeugbau	21	21
164	DGAC, Spain	21	21
165	DGAC, Spain	21	21
166	Francis Fagegaltier	21	21
167	Aerospace Industries Association	21	21
168	Liebherr Aerospace Lindenberg	21	21
172	GAMA	21	21
175	FAA, USA	21	21
177	Rolls Royce Engineering, UK	21	21
178	Virgin Atlantic Airways	21	21

Total : 60

GM = General Memo
DR = Draft Regulation
M = Maintenance
21 = Certification