

EASA

TERMS OF REFERENCE

TOR Nr: CS-25.040

Issue: 1

Date: 21 February 2006

Regulatory reference: CS-25 Book 1, paragraph CS 25.813 (c)

Reference documents: JAA NPA-25D-270A, CSHWG report

1. Subject: TYPE III EXITS (access and ease of operation)

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

Accidents (Manchester, 1985, Los Angeles, 1991) in which Type III exits equipped large aeroplanes were involved indicated a need to further improve the access to and operation of the Type III exits in order to increase the number of occupants that can evacuate successfully through these exits. As a result of harmonisation activity between the FAA and the JAA regulatory changes were proposed to JAR/FAR 25.813 (c) by the Cabin Safety Harmonisation Working Group (CSHWG). The CSHWG proposals were considered by the JAA Cabin Safety Steering Group (CSSG) and reflected in their draft NPA 25D-270A.

This work should be considered now by EASA for possible amendments in CS-25.

3. Objective:

To assess the practicality of amending the certification specifications to further improve the effectiveness of the evacuation and evacuation performance by improving access to and operation of Type III passenger emergency exits. To draft amendments to CS-25 and JAR-26 if deemed necessary.

4. Specific tasks and interface issues (Deliverables):

- To review the latest versions of relevant documents (NPA 25D-270A and CSHWG report) and opinions of various Industry interest groups
- To draft and present to the EASA Rulemaking Director (EASA RD) and the JAA CSSG a draft Regulatory Impact Assessment (RIA) identifying all options available and proposing a preferred option for possible selection
- To include in the draft RIA considerations on a need for additional airworthiness requirements for Operators in JAR-26 (JAA NPA to JAR-26 is envisaged)
- To draft and deliver to the EASA RD an NPA to CS-25, if rulemaking is justified by RIA
- To draft and deliver to the JAA CSSG an NPA to JAR-26, if rulemaking is justified by RIA

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

Based on the agreement with the JAA the joint drafting group will be used to first draft RIA and, if rulemaking is justified, to draft NPAs for CS-25 and JAR-26.

The drafting group will report to the EASA RD for the CS-25 issue, and to the JAA CSSG for the JAR-26 issue.

The issue was identified as of common interest with the FAA. An FAA Focal Point will be appointed as a means to assure proper cooperation with the FAA.

Meetings shall be held at the EASA head office in Cologne.

6. Time scale, milestones:

- RIA to be presented 2nd quarter 2006
- EASA NPA to CS-25 to be issued 4th quarter 2006
- EASA Decision on CS-25 to be issued 4th quarter 2007