

# EASA

## **TERMS OF REFERENCE**

**TOR Nr:** CS-25.041

**Issue:** 1

**Date:** 21 February 2006

**Regulatory reference:** CS-25 Book 1, paragraph CS 25.855 and CS 25.857

**Reference documents:** draft FAA NPRM and AC, FAA AD 93-07-15, JAA Combi Working Group document entitled "*Standards for training of crew members assigned to fight cargo fires on board aircraft with a main deck class 'B' compartment as required by the relevant Airworthiness Directive*"

**1. Subject:** CLASS B/F CARGO COMPARTMENTS

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

A JAA/FAA Harmonisation working group has developed proposal (a draft NPRM) for new airworthiness standards, supported by related guidance material (AC), revising the standards for Class B Cargo Compartments (significant limitation of size) and adopting new standards for Class F Cargo Compartments (similar to class C but without a built in fire extinguisher) for Transport Category Airplanes.

This action was prompted by an accident involving a Boeing Model 747 "combi" aeroplane, and subsequent testing conducted by the FAA Technical Center. In response to the accident, several aviation authorities issued Airworthiness Directives (AD) which required a number of radical changes in the standards for class B cargo compartments located on the main deck of certain large airplanes. The most recent AD is FAA AD 93-07-15. Similar requirements have been applied to new airplane certification programmes and major modifications. The airworthiness codes still need to be upgraded to reflect the current status.

**3. Objective:**

To assess the practicality of amending the certification specifications to ensure an acceptable level of safety for airplanes equipped with class B cargo compartments. To amend CS-25 and JAR-26 if deemed necessary.

**4. Specific tasks and interface issues (Deliverables):**

- To review the relevant documents (see the Reference documents above)
- To draft and present to the EASA Rulemaking Director and the JAA CSSG a draft Regulatory Impact Assessment (RIA) identifying all options available and proposing a preferred option for possible selection
- To expend draft RIA to include 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 Rulemaking Director 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 an agreement with the JAA the joint drafting group will be used to first draft RIA and, when rulemaking justified, to draft NPAs for CS-25 and JAR-26.

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

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

**6. Time scale, milestones:**

- RIA to be presented 2<sup>nd</sup> quarter 2006
- EASA NPA for CS-25 to be issued 3<sup>rd</sup> quarter 2006
- EASA Decision on CS-25 to be issued 3<sup>rd</sup> quarter 2007