

Industry Caucus

EASA / Industry Meeting
6th 7th Feb 2006

Maintenance

- AD comment timescales unrealistic
 - Comment on the NPA's issued by EASA
 - NPA 22 2005 March comment period closes in March and data is not available in these timescales, final rule will only be available at the end of 2006
- How do we record compliance with CDCCLs in practice ?
 - Especially if it is an unplanned tank entry
- Training needs to be harmonised, guidance required from the authorities
 - More details required from EASA
 - Are training records required ?
- How can operators deviate from CDCCLs ? And still show compliance ?
 - Deviations from intervals
 - Deviation from maintenance instruction

Flammability 1

- Industry urged to comment on the NPRM
- Letter to EASA high level (cc. EU commission)
 - Requesting EASA public comments to NPRM
- RIA to be re visited before the end of the comment period
 - Revise RIA Cost figures based on latest info
- Request FAA to extend comment period
 - Extend by 60 days
- Independent study in Europe into the effectiveness of SFAR 88
 - address with EU commission for funding
- Harmonization between Authorities is essential
- Industry testing possibly on Orphan STCs centre tanks
- Oppose production cut in of NGS (lobby EASA on this issue) and address this in the revised RIA

Flammability 2

- Comment on the 95% benefit which is unsubstantiated in the NPRM
- Docket DOT/FAA/AR-TN02/79 in the NPRM states that the 12% LOC level of oxy content needs further investigation.
- More time / work is required to work on issues which will have a real impact on fuel tank safety.
- Casualties during maintenance will occur and need to be addressed.
- Data is required from the manufactures to assist operators to comment on the NPRM
- Rule making should concentrate on providing safety targets and not specific design issues these should be published AC's