

Risk identified within the
CAA
Risk identified by AAIB

Critical Parts Future Rule

Mandate
Describes Task
Estimate of
Resource req'd

Issue
ICAO
EASA
Other Driver

**ALP
Board
sign off**
Task can
commence

Task Scoping
Initial contact
between SARG
Policy & OGC

**Policy Working
Documents**
Explanation of
what is to be
achieved

Commence Task
Options
Impact Assessment
Consultations

Updates
Prototype
Updates

Advertising
Advertising
Campaign

**Opinion &
Instructions
Document**
SARG Policy
OGC
Rulemaking Team

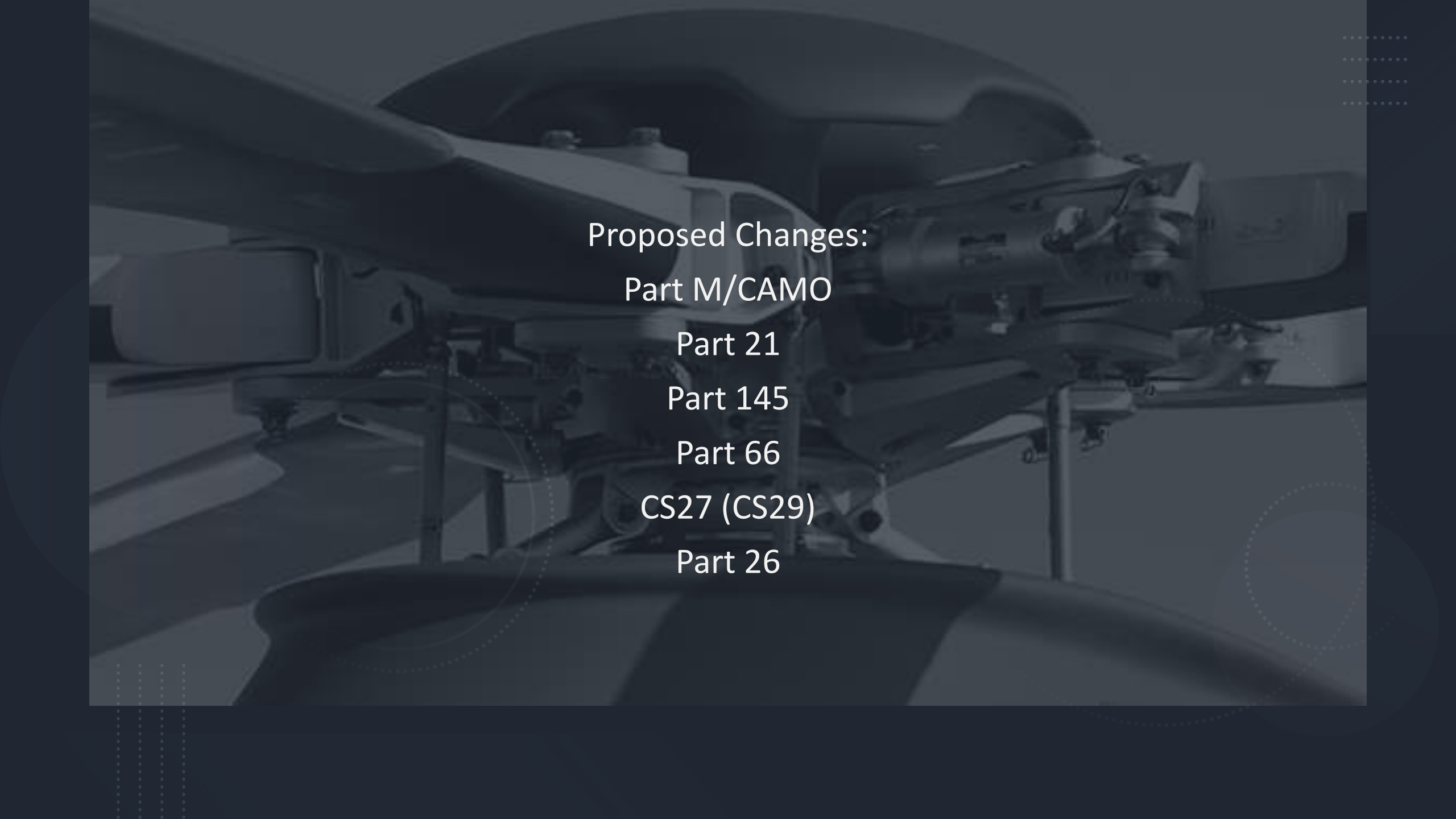
DfT process
Various
Committees
Checking lawyers

**Instruction
Drafting**
negotiations on
instructions

4-6 months

4 weeks

SI



Proposed Changes:

Part M/CAMO

Part 21

Part 145

Part 66

CS27 (CS29)

Part 26



Part M/CAMO

- Part-M Aircraft Maintenance Programme (M.A.302)
- Part-M Records (M.A.305(d))
- Part –CAMO Competence Assessment (CAMO.A.305(g))
- Part-CAMO Procedure (CAMO.A.300)



Part 21

- Part-CAMO Procedures (CAMO.A.300):

Organisations should update their CAME procedures to ensure it includes Critical Parts training, competence assessment, airworthiness management, including the application of Penalty Factors (if applicable).



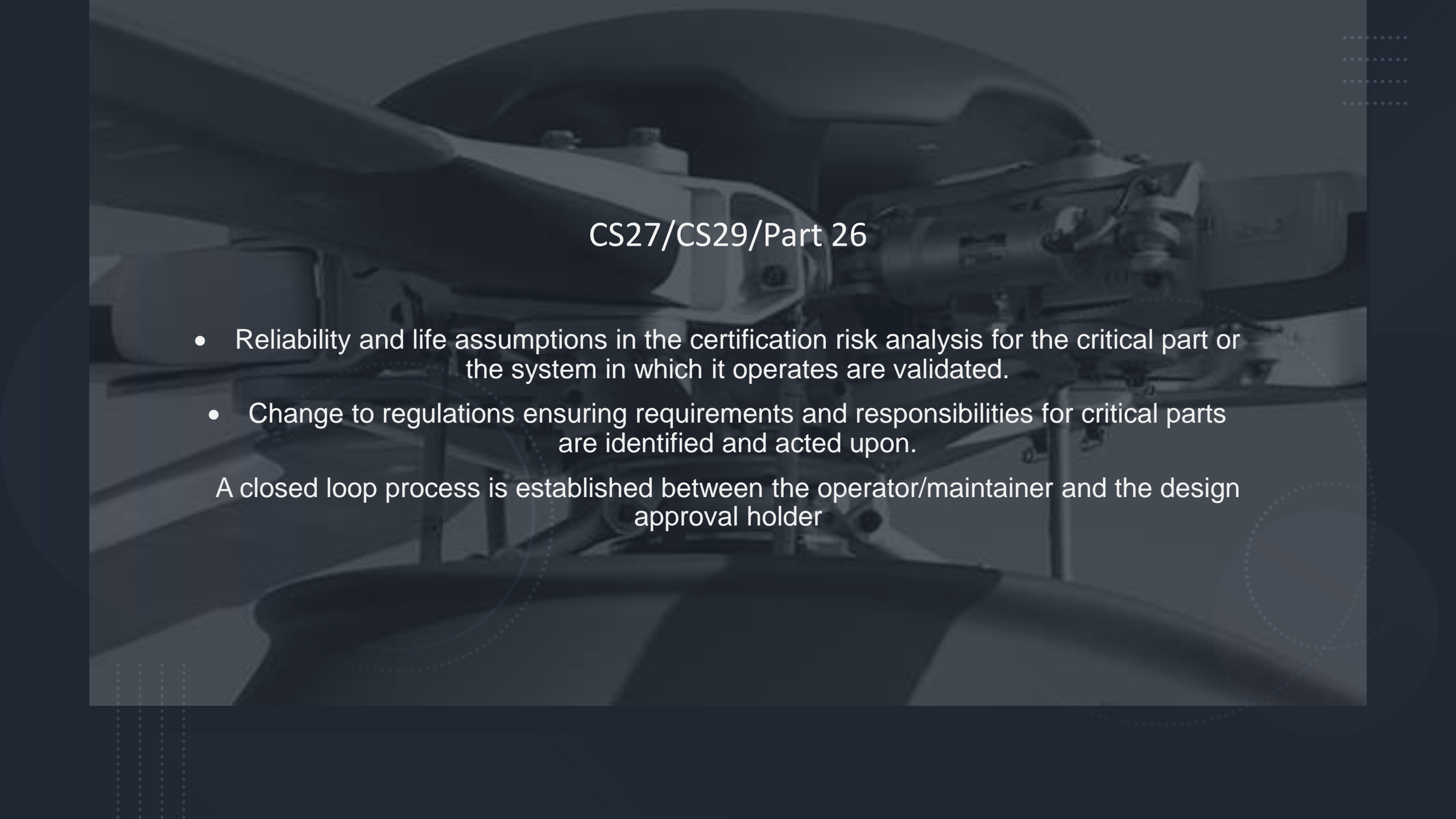
Part 145

- Part-145 Storage of Parts (145.A.25(d))
- Part-145 Competence Assessment (145.A.30(e))
- Part-145 Initial & Continuation Training (145.A.35(a)&(d))
- Part-145 MOE (145.A.70(a))



Part 66

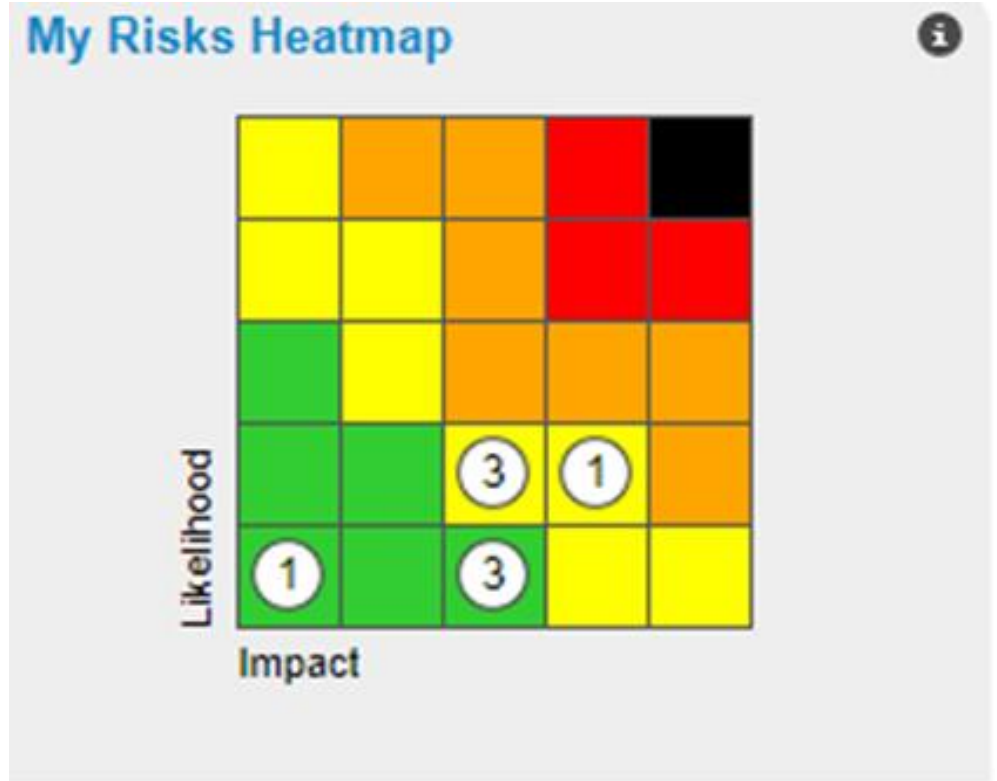
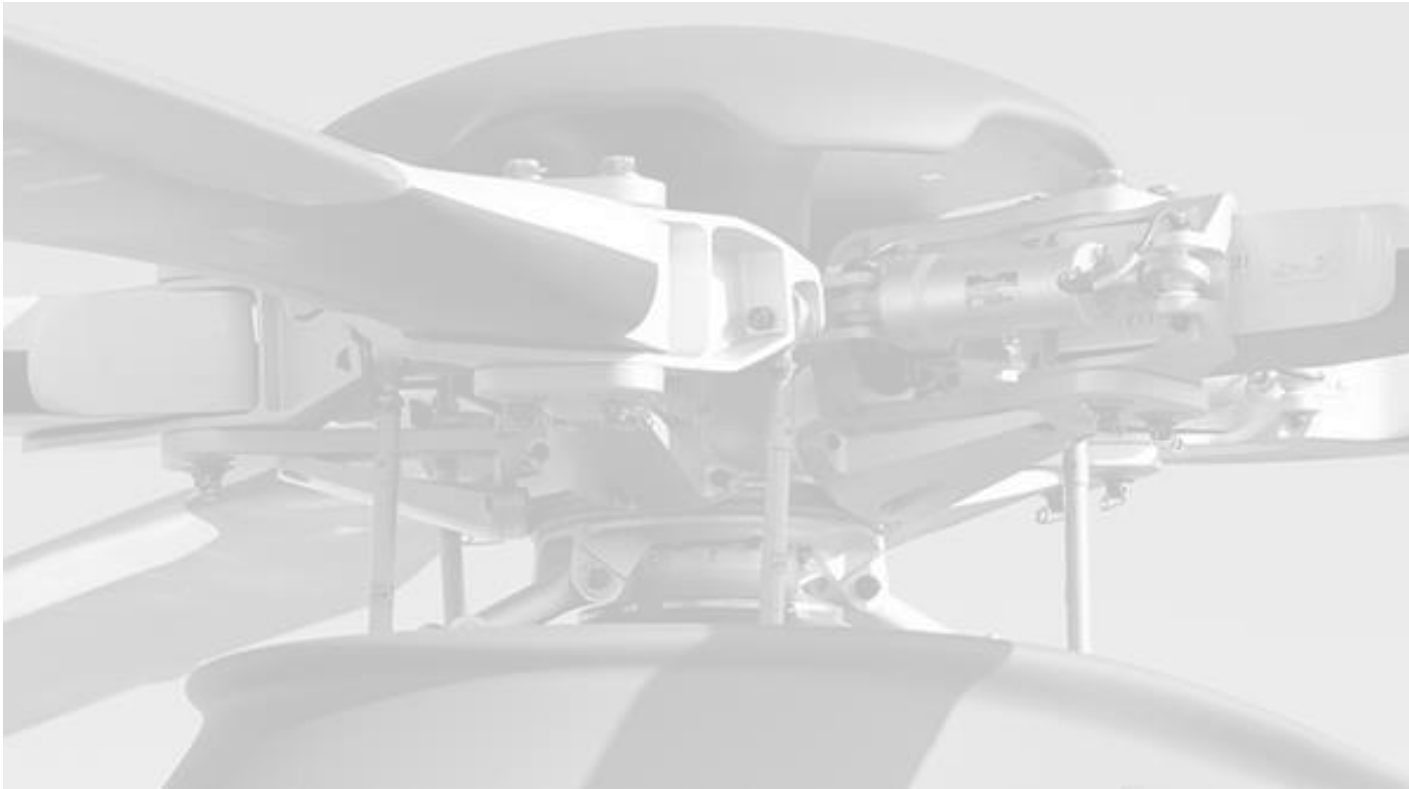
- Part-66 Aircraft Type Training (66.A.25)



CS27/CS29/Part 26

- Reliability and life assumptions in the certification risk analysis for the critical part or the system in which it operates are validated.
- Change to regulations ensuring requirements and responsibilities for critical parts are identified and acted upon.

A closed loop process is established between the operator/maintainer and the design approval holder



Risk identified within the FAA
Recognised around the world

Crash Resistant Fuel Tanks

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Proposed Changes:
CS27 (CS29)
Part 26



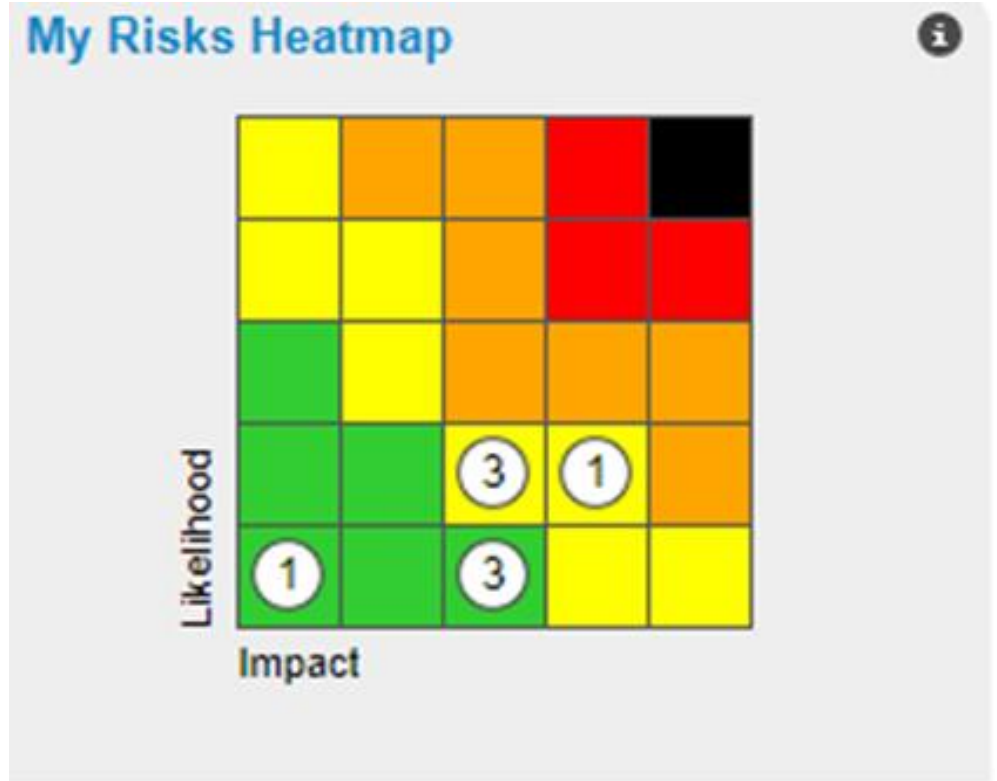
CS27/CS29

- CS27.952/CS29.952
- CS27.963/CS29.963
- CS27.975/CS29.975



Part 26

- Rotorcraft which are designed for five or more occupants will need to comply with either CS27/29 or Part 26
- &
- Rotorcraft which are designed for four or less occupants will need to comply with CS27/29 or Part 26



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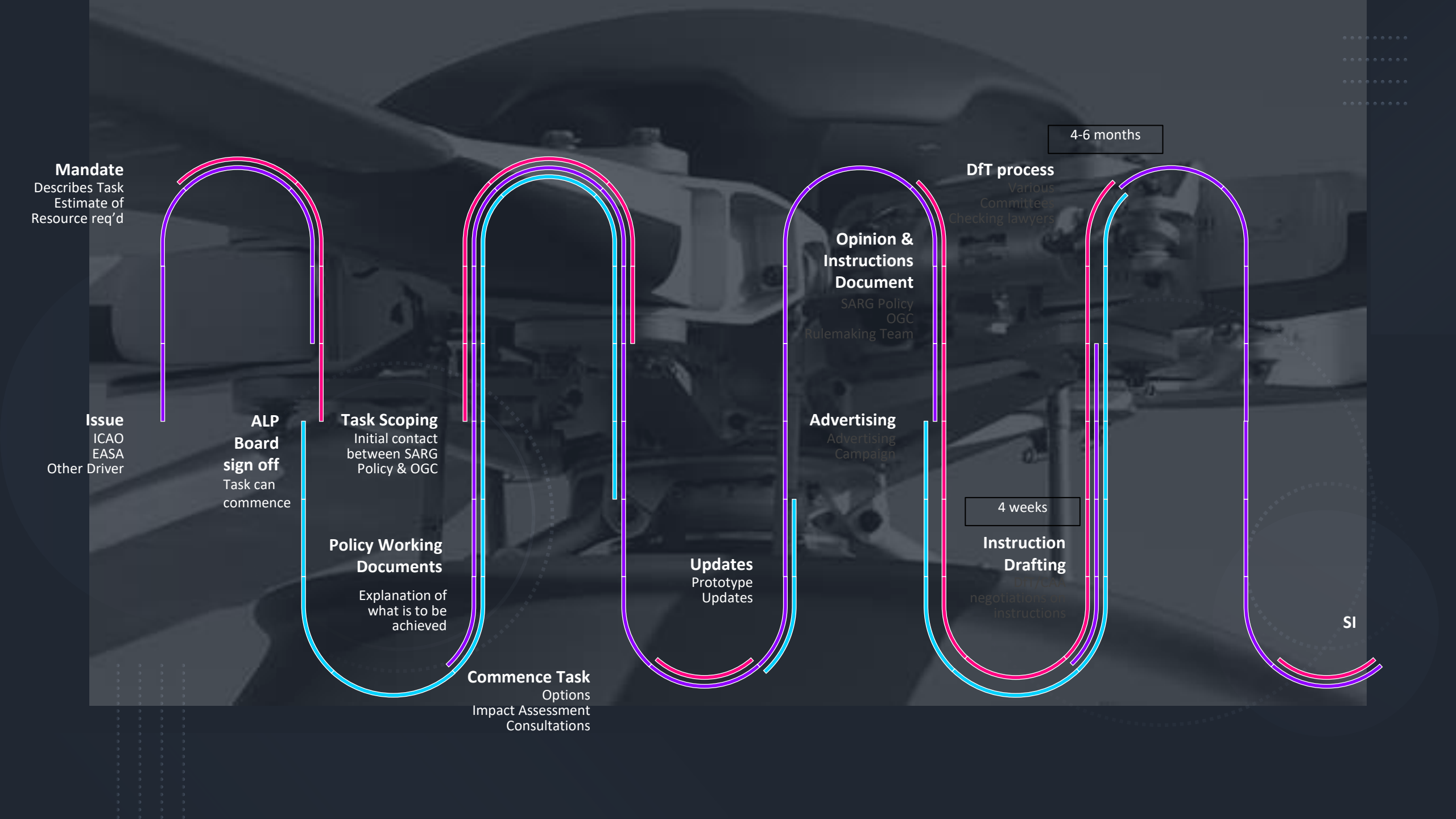
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