



FAQs

**EAPAS/AASR EASA/FAA/DAH
Familiarization meeting
EASA Cologne
14.12.2007**



FAQs (1)

- Will EASA exactly follow the FAA rulemaking?
 - ★ EAPAS: see EASA presentation.
 - ★ AASR provides for damage tolerant based inspections and procedures for aircraft in certain categories of operation. This is being considered under MDM.028; noting that it is already a requirement for all aircraft certificated to FAR 25.571 amendment 45 or JAR 25.571 Change 7 or later European requirement.



FAQs (2)

- When we have shown compliance with the FAA rules, will that automatically constitute compliance with the (to be issued) EASA rules?
 - ★ Too soon to say.
 - ★ For EASA rules that emerge to clearly have the same objective as AASR, the technical aspects of compliance should be achievable through the same substantiation.
 - ★ Compliance statements would be needed that reference EASA rules and supporting documents.
 - ★ In the interim, reference to AMC 20-20 would be appropriate.



FAQs (3)

- To what extent will EASA manage the TCH's compliance activities?
 - ✦ EASA will manage the majority of the TCH's activities through agreed processes for each phase of compliance as described in the approved compliance plan.
 - ✦ Procedures such as repair approval will follow Part 21 rules and associated DOA privileges as agreed with EASA.



FAQs (4)

- Will our NAA be tasked to do this as is the current standard for all other continuing airworthiness activities regarding our state of design aircraft?
 - ★ It is expected that for the few projects seconded to NAAs, such NAAs will be tasked to support EAPAS/AASR except where limited by accreditation or current technical capability.
 - ★ Training supplied by EASA.
 - ★ Oversight by EASA for standardisation purposes.



FAQs (5)

- How will requests for exemptions be co-ordinated between FAA and EASA?
 - ★ No EASA rules yet.
 - ★ Requests should be made according to the normal FAA administrative process for handling exemptions with copy to EASA.
 - ★ Criteria are being developed to evaluate requests.



FAQs (6)

- To what extent can existing certification documentation and existing approved aircraft publications be used to show compliance without going through new, detailed reviews of such documentation?
 - ★ RAPs can be referenced or used as **part** of the REG.
 - ★ SRMs must be verified DT rated.
 - ★ Note that FAA AASR DAH rule reflects fact that affected aircraft already have TCH SSIDs available to be used for FAA operating rule compliance.
 - ★ Depending on the age, reference points and original objectives of other documentation put forward, the general principles may need review to check they align with AASR expectations.
 - ★ WFD is not addressed here, although TCHs may have considered it under existing 25.571 requirements.



FAQs (7)

➤ How do I apply and to whom? (1)

- ✦ An application has to be sent to EASA Plans and Programs, using form 41.
- ✦ [EASA | European Aviation Safety Agency | Certification | EASA Application Forms](#)
- ✦ The applicant should tick the box: “Support related to “other compliance finding activities”
- ✦ Title should read “compliance with FAR 26, Aging aeroplanes activities”
- ✦ The procedure is enclosed in the following document:
- ✦ http://www.easa.europa.eu/doc/Certification/Working_Procedures/E.P010-0%20Certification%20Support%20for%20Validation%20CSV.pdf:



FAQs (7)

- How do I apply and to whom? (2)
 - ✦ For TCHs, individual applications are required for validation support of each type certificate and each FAA rule
 - ✦ For STC applicants for EAPAS, apply for validation of each STC
 - ✦ For STC Holders affected by AASR. Apply once for validation support with a listing of all involved STCs
 - ✦ In all cases, apply to EASA programmes referencing the rule and the affected TC or STCs