



**EASA**  
European Aviation Safety Agency

# Questions & Answers AD's

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# Question 1

## **Header:**

Foreign state of design ADs, which have compliance actions entering into force on the AD effective date

## **Examples:**

FAA AD 2016-17-10

FAA AD 2016-18-02

FAA AD 2016-11-20

## **Description:**

Based on ED 02/2003 a foreign state of design AD enters into force automatically on its effective date. If such AD is not posted by EASA before its effective date, these compliance actions enter into force at the same time as the AD.

As a result these compliance actions enter into force with no grace period with constitutes a situation which is possibly more challenging than an Emergency AD.

If a foreign state of design AD states that - as of the effective date specific parts are not allowed to be installed on any airplane - it is not expected that EASA will allow the installation of these parts.



# Question 1

Based on this assumption and in order to disburden such situation within the CAMO organisation, it could be the case, that such AD will be adopted earlier within the organisation, with the objective not to deviate from such ADs when they enter into force. This allows e.g. the CAMO to advise MROs in a timely manner.

**Request:**

Operator kindly requests that such ADs will be adopted approximately 14 days before the effective date.



# Question 1

- Specific situation with this kind of ADs
- AD related to part
  - For part installed, compliance time is long
  - But AD requires not to install affected parts, from the effective date of this AD



# Question 1

- Problem is understood
- Reminder: EASA is not responsible for dissemination the Foreign State of Design ADs to operators
- National Aviation Authorities (State of Registry) have this duty
- Publication of ADs + Notification is a service that EASA provide to operators
- Bear in mind that nearly all foreign State of Design ADs are adopted unchanged by EASA



# Question 1

- However, EASA is ready to support and see improvement possibilities
- EASA will consider amending the process to decide on adoption (or not).
  - Change of ED decision???
  - Currently, a PCM reviews each foreign state of design AD; publication is only done after receiving PCM decision – different process?
  - Publication of NPRM (FAA, ANAC) on EASA Safety Information Tool?



# Question 1

## ➤ Suggestions:

- Contact State of Registry NAA to request (Emergency) AD notification upon publication
- Register to FAA website for automatic notification of AD and NPRM



## Question 2 – EASA AD 2016-0210

Question from operator:

This AD deals with equipment known to be installable on helicopter but not limited to.

As an Aircraft company do we need to make a status on this AD? or shall we consider it as not applicable?

In other word, is EASA expecting to find in 'operator name' AD Status a line for the AD 2016-0210 with the remark "not concerned because not equipped"?

Will it be consider as a deviation if there is no reference of AD 2016-0210?





## Question 2

- Reminder: AD enforcement: National Aviation Authority (State of Registry)
- However, EASA opinion is: in principle, this AD should be recorded as « not applicable » but...
- Even if the affected seat is known to be installed on helicopter but
- Extract AD 2016-0210: These seats are known to be installed on, but not limited to, Leonardo (formerly Finmeccanica, AgustaWestland, Agusta) A109, AW109SP and AW169 helicopters.



## Question 2

- AD is at seat level
- EASA opinion: All Appliances AD are to be recorded by operators (10 ADs per year) but common sense should apply



## Question 2

- New feature in EASA Safety Publication (SP) tool: Appliance can be selected as Filter
- EASA decision prepared
- Communicated to SP tool user in Sept 2016
- FAA Appliance



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# End slide

Questions ?

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