



European Aviation Safety Agency

Pascal MEDAL • Head of Experts Department

To EU STC Holders

Cologne, 31 October 2007
EASA D (2007) CEXP/PME/54374

Subject: Ageing Aircraft - EAPAS/AASR EU DAH Familiarization Meeting

You should already be aware of FAA rulemaking activity in the field of ageing aircraft that is now in its final phase. For your information, please find below links to the relevant FAA NPRMs that affect some or all of your products. The AASR and EAPAS / FTS are expected to be published before the end of October, albeit in slightly different form. However, general intent of the NPRMs are expected to be maintained in the final rules. The WFD rule is expected to follow in the next few months. According to US requirements the FAA will write to affected Design Approval Holders (DAHs) to inform them of the new rule when it is published.

Aging Airplane Safety Rule (AASR)

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgNPRM.nsf/0/FA09DF143748A18E8625715A0064354F?OpenDocument

Enhanced Airworthiness Programme for Airplane Systems / Fuel Tank Safety (EAPAS / FTS)

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgNPRM.nsf/0/CC9E3CF3E11E57EB8625709F00680A56?OpenDocument

Widespread Fatigue Damage (WFD)

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgNPRM.nsf/0/1F577D909A6A26D6862571570057FA02?OpenDocument

EASA will be supporting FAA in finding compliance with these requirements.

A conference aimed at developing understanding of the EAPAS and AASR rules and their implementation will be held by EASA, with FAA support, on 14th December 2007, at EASA headquarters, Köln, Germany.

This conference will start at 0900 and end at 1700 and is free of charge.

We invite you to contact Ms. Charlier (Myriam.charlier@easa.europa.eu) for registration. Due to the limited number of seats in the conference room (#70 seats), we invite you to restrict your participation to the minimum necessary.

EASA is also planning rulemaking that will require similar actions to be performed. Many TC holders are progressing with ageing aircraft programmes addressing these rules or elements of them with participation of EASA and NAA specialists.

We would like to draw your attention to the very tight schedule for this rule; particularly the need to provide compliance plans within 90 days for EAPAS, or 90 days for AASR TC holders and 180 days for AASR STC holders, after the effective date of the rule.

Tel: +49 221 89 990 4008 • Fax: +49 221 89 990 4508 • pascal.medal@easa.europa.eu

Postal address: Postfach 10 12 53 • D-50452 Cologne, Germany – Visiting address: Ottoplatz, 1 • D-50679 Cologne, Germany
Tel.: +49 (0)221 8999 0000 • Fax: +49 (0)221 8999 0999 • E-mail: info@easa.europa.eu • www.easa.europa.eu

The effective date of the rule is 30 days after publication. We anticipate the effective dates for the EAPAS and AASR rules to be around the end of November 2007.

To help EASA coordinate these activities and check their status, please provide the following information as soon as possible:

EAPAS

1. Indication from TC/STC holders if they have voluntarily developed EWIS (Electrical Wiring Interconnection Systems) ICA developed using an EZAP (Enhanced Zonal analysis Procedure).
2. Status of this development for each type; version of MSG3 and/or EZAP AC used, use of MRB process or not.

Structures Programmes (AASR & WFD)

For each product type please provide:

1. The Design Service Goal.
2. The current Limit of Validity of the Maintenance Programme and state whether WFD has been addressed in this programme.
3. The target of any Life Extension Programme proposed or in work and whether WFD is being addressed.
4. Supplemental Structural Inspection Document or Damage Tolerance based ALI (Status, Document Title, Reference and associated AD if any)
5. Corrosion Control Programme (Status, Document Title, Reference and associated AD if any)
6. Service Bulletin Review and Mandatory Modification Programme (Status, Document Title, Reference and associated AD if any)
7. A summary of the status of all programmes relating to repairs (e.g. Repair Assessment Programmes, Repair Evaluation Guidelines) and the structure affected by the programme. (Status, Document Title, Reference and associated AD if any).
8. For aircraft certificated to JAR 25 Change 7 or FAR 25 Amdt 45 or later amendment:
 - 8.1 A status of the compliance of the data in the Structures Repair Manual with damage tolerance requirements of 25.571 and the associated instructions for continued airworthiness therein. (If it has been updated since initial publication to become compliant, please provide the relevant issue numbers and dates).
 - 8.2 A status on repairs issued to operators. (i.e. assurance or otherwise as to whether damage tolerance evaluations and appropriate inspections have been provided on all repairs)

EASA intends to accommodate the FAA request for assistance in finding compliance with their regulations and will act in accordance with Bilateral agreements in force with the US.

EASA's intent is therefore to minimise duplication of effort and deal with these activities as per current certification and validation practice.

The conference will also aim to discuss the administrative arrangements between DAHs and EASA, which will be needed to carry out this activity.

Looking forward to a fruitful discussion with you,

Best regards,

Pascal Medal

po. 