

EASA STATUS AGEING AIRCRAFT STRUCTURES



**AASR DAH Familiarisation Meeting
14 December 2007**



Purpose of This Presentation

- ★ The purpose of this presentation is:
 - ➔ To inform the TCHs and STC Holders about EASA's Ageing Aircraft Rulemaking Programme relating to Structures
 - ➔ To explain how we expect to work with EU DAHs to find compliance with the FAA's Ageing Aircraft Safety Rule – **AASR** – rule
 - ➔ To answer questions already received from DAHs



EASA's Ageing Aircraft Structures Programme

MDM.028 Working Group has terms of reference with specific tasks for large aeroplanes:

- Review ageing aircraft structures issues (see below) and identify options for implementation to both the existing and future fleet. Consideration should be given to both mandatory and non-mandatory actions and to which aircraft and operations new actions would be applicable.
- Select options and justify proposed actions through development of a Regulatory Impact Assessment.



MDM.028 tasks continued

- For issues deemed to be mandatory, develop the following points, based on the technical work and recommendations previously established:
 - ★ Actions that need to be accomplished by the TC/STC holder and operators and the timescales necessary for compliance
 - ★ Rule and AMC material for incorporation into maintenance requirements
 - ★ New standards to be included in the CS as necessary.



EASA Rulemaking

- EASA MDM.028 WG will review applicability of all five Ageing Aircraft Programmes for all (out of production and current production) aeroplanes
 - ✧ – CPCP
 - ✧ – SSIP
 - ✧ – Repairs
 - ✧ – SB Mandatory Modifications
 - ✧ – WFD and LoV
- The rationale for FAA rule applicability
 - ✧ – 75000 lbs for WFD
 - ✧ – 30 pax or 7500 lbs payload for AASR



MDM.028 WG milestones

- 1st meeting Oct 30 2007
- Meetings scheduled for January, March, May 2008
- NPA to be developed by 2 quarter 2008
 - ✦ 3 months NPA public comment period
 - ✦ 3 months comment review and CRD development
 - ✦ 2 months CRD publication on web
 - ✦ 2 months final process for final rule publication
- Decision/opinion to be available by 2 quarter 2009



Part M M.A. 302 - current AMC for maintenance programmes

- 1.1.13 If applicable details of specific structural maintenance programmes where issued by the type certificate holder including but not limited to:
 - ✦ a. Maintenance of structural Integrity by damage Tolerance and Supplemental Structural Inspection Programmes (SSID).
 - ✦ b. Structural maintenance programmes resulting from the SB review performed by the TC holder.
 - ✦ c. Corrosion prevention and control.
 - ✦ d. Repair Assessment.
 - ✦ e. Widespread Fatigue Damage
- 1.1.14 If applicable a statement of the limit of validity in terms of total flight cycles/calendar date/flight hours for the structural programme in 1.1.13.



AMC 20-20 Ageing Aircraft Structures

AMC 20-20 will be published by year end:

- Supports TC & STC holder development of ageing aircraft structural programmes that are described in Part M MA 302
- Should be referenced in DAH ageing structures programme documentation
- Contains content related to repairs that is technically harmonised with the FAA AASR advisory material
- Supports operator compliance with Part M requirements for Maintenance Programmes
- May be updated following MDM.028 process.



Relationship to FAA rules.

- Objective for large aeroplanes affected by FAA AASR and proposed WFD rule is to respectively:
 - ✦ Provide damage tolerance and associated inspections and procedures to all fatigue critical structure
 - ✦ Limit the validity of the maintenance programme according to the engineering data available and preclude WFD
- These same objectives are within the scope of MDM.028 ToR and AMC 20-20



EASA support to AASR

- AASR Standardisation and Programme Management Team (EASA- Cologne)
 - ✧ Richard Minter - Structures Specialist - AASR focal
 - ✧ Carla Iorio - PCM - LAS coordinator AASR
 - ✧ Pascal Medal - Head of Experts Dept



EASA support to AASR (2)

- Project Teams for AASR implementation
 - ★ EASA/NAA existing CAW teams for Type.
 - ★ Working according to existing certification and validation support processes
 - ★ Structures Specialist for Type
 - ➔ Helps TCH establish acceptable compliance plan
 - ➔ Participates in STG where applicable
 - ➔ Reviews compliance data
 - ➔ Liases with EASA structures focal for AASR
 - ★ PCM for Type
 - ➔ Manages project according to FAA/EASA agreed process
 - ➔ Keeps EASA LAS coordinator informed of progress