

| Number | Question | Answer |
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| 1 | Could AMOC related to STC Holder docs (not to operator docs) be considered as "Transferable with aircraft" as the AMOC data does not change between operators? | That depends on the nature of the AMOC and on whether the applicant asked for that option. |
| 2 | Is an AMOC related to repair/modification of a component transferable with the component? | No AMOC is applicable to component ADs unless the applicant is the TSO or ETSO approval holder. |
| 3 | In the new Adoption of Foreign AD Decision the target has been changed from product to design, does this mean that STC were not included in repealed ED 2/2003? | See the presentation "Adoption of foreign ADs" [see slide 16]. |
| 4 | Is an AMOC related to repair/modification of a component transferable with the component between operators? | See answer to question 2. |
| 5 | Retroactivity of the EASA-FAA TIP: If, for example, an AMOC was accepted as per TIP R3 and in R6 it cannot be, what happens to aircraft already in EASA? | Question can only be answered on a case-by-case basis. |
| 6 | Are there EASA ADs planned against RPAS (UAV, drones, etc.) in future? | Yes. EASA AD will be issued for all UAS for which EASA have issued a TC or RTC according to Part 21. EASA will not issue AD for UAS covered by CE Class mark (operated in open category or in standard scenarios). In this last case market regulation processes will be applicable, giving to market surveillance authorities the possibility to recall products, when needed. |
| 7 | Ref to AMC.M.A.305(d), what status statements can be used in the AD status? (Besides OPEN/CLOSED/Not Applicable). | Accomplishment and control of ADs, including AD status management, shall be expressed in the CAME (Continuing Airworthiness Management Organisation Exposition) approved by the Competent Authority. Therefore, the accepted status statement needs to be agreed with that approving Competent Authority. |
| 8 | In the case of change to P/N in an AD, what would be the correct process concerning modification approval (perhaps major due to change to AD) and AMOC? | If an AD requires a mod (P/N change) that mod must be approved prior to AD issuance. Any alternative action (if DOA approved) can be acceptable if approved by AMOC. |
| 9 | If the AD has been superseded, is the related AMOC still valid? | The supersedure of an AD always and automatically invalidates any AMOC related to that AD. Even though the technical solution as specified in an AMOC may still be acceptable for compliance with the new AD, this acceptability must be confirmed. |
| 10 | MCAI subscription: Would it be possible to customize the subscription to selected types? This way you don't have to receive all ADs for all types. | Yes, please refer to the user guide available on the Safety Publications Tool. Instructions are available in the part "How to work with filters". |
| 11 | For AD with in-shop BSI as a substitute for on-wing BSI, can the shop claim the AD by performing visual inspection at piece part level? (e.g. AD 2019-0282) | If the AD allows in-shop action in lieu of on-wing BSI that could be acceptable; in all other cases, an AMOC application may need to be made. |
| 12 | Will EASA consider to take over the Global AMOC concept from the FAA? | EASA does not use the 'global AMOC' as such, but we do tend to revise an AD when the TC holder develops and alternative method. Any other design approval holder's alternative would remain an AMOC approval (no AD revision). |
| 13 | Can we have a copy of the AMOC / STC presentation? | Yes, it is available on the event page. |

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| 14 | In case of SoD AD not "published " by EASA, can a CAMO apply for an EASA AMOC ? | Yes. |
| 15 | Do you consider automatic transferability of AMOC for transfereable structural components carrying RDAS approved repairs? FAA Position? | It depends on the AMOC applicability. For FAA position, please contact FAA. |
| 16 | Considering the processes mentioned regarding continuing airworthiness? What about stores/distributors i.e. in Terms of shelf life topics or GVI requ.? | Part suppliers/distributors are not regulated. |
| 17 | Is the State of Registry responsible for informing operators/owners about published AD's or is that the responsibility of the operator/owner to monitor? | Yes, refer to ICAO Annex 8, Chapter 4. |
| 18 | National Authorities are sometimes reluctant to accept delayed accomplishments of AD in stored/parked aircraft. What is EASA position? | Stored/parked aircraft usually do not have valid CofA. The purpose of the AD is to ensure the airworthiness of the aircraft. Any applicable AD needs to be complied with before return into service [valid CofA]. |
| 19 | Why does EASA not issue ADs related with all Alert SBs? Should operators perform Alert SBs that are not related with EASA ADs? | See AD FAQ. |
| 20 | Even still regarding the Appliances ADs and the statement "but not limited to", Operator/CAMO is obliged to record/track all of them in an AD status list? | Subject of agreement with the competent authority [likely to be recorded in the CAME]. |
| 21 | On TCH IPC they show pre and post AD components, even if the AD is already after due date. Can the TCH be mandated to remove pre-AD parts from the IPC? | EASA cannot require a TC holder to update an IPC immediately to match with AD requirements. IPC is not EASA approved. TC holder usually updates IPC within a few months after AD issuance, as appropriate to cases of parts installation prohibition. |
| 22 | Are there different meanings between "superseded" and "replaced" wording written in EASA ADs? | The wording 'this AD supersedes.....' has been in use for many years and its meaning is well understood. EASA has no plans to use the word 'replaces'. |
| 23 | Regarding superseding ADs that "restarts" the clock, could "replacing" be used instead of "superseding" for this cases. | See answer to question 22 above. |
| 24 | During a phase-in process can the HT/OCCM status list from previous operator be acceptable in terms of historical record (PNs installed)? | This is subject to agreement with the competent authority. |
| 25 | When/why the agency decides to take an existent SIB and becoming it an AD? 2019-0235 of ELTs is an exemple. If I impacted prev the SIB, is the AD accomplished? | An SIB action can be taken, pending a decision to issue an AD. If an SIB recommends (e.g.) the accomplishment of SB action(s) and the subsequent AD requires the action(s) of that same SB, credit can be taken. |
| 26 | Is there any criteria to determine if the new information included in a new Revision of a SB needs or not a new AD? | See AD FAQ. |
| 27 | How should a large operator deal with "ancient ADs"? Do we have to assess a 1985 FAA AD with compliance time of 30Days on a newly delivered a/c? | See the presentation "Adoption of foreign ADs". |

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| 28 | Airbus has deleted from its MPDs SIL/SB related tasks. Does the EASA support operators in deleting these tasks (not mandated by any EASA ADs) from the AMP? | The maintenance programme and any subsequent amendments shall be approved by the competent authority and it should normally be based on maintenance board review report or maintenance planning document or any relevant maintenance data containing information on scheduling. However, it is not required by the regulation that the AMP shall "mirror" those documents. |
| 29 | AD applicable to all MSN but mandatory SB with less restrictive range of applicability. Affected parts (MFLIs) shall also be tracked in A/C (example: 2012-0119)? | See part 3 of the AD Reading Exercise. |
| 30 | Manufacturer provides airframe and engine AD compliance status in logbooks. They don't provide Appliance AD status. Must operators evaluate all Appliance ADs? | Yes. |
| 31 | What is the exact scope of an AD, can it relate to potential unsafe conditions caused by repetitive production/maintenance errors that affect the a/c config? | Yes. |
| 32 | Does EASA also review/accept the corrective action of an AD (Design Holder SB), or is that fully the responsibility of the Design Holder? | Yes. EASA approves the corrective action(s), refer to Part 21.A.3B |
| 33 | Why is the related documentation not generally attached to the AD? (e.g. affected PN and SNs are only shown in the related SB which is not easily available) | See AD FAQ. |
| 34 | Would it be possible to attach related SB to AD in order to ease evaluation process of ADs? | See AD FAQ. |
| 35 | What if EASA AD requires inspection iaw procedure (eg. SB) that is not effective for my MSN? Does the AD take precedence and does procedure become applicable? | See part 3 of the AD Reading Exercise. |
| 36 | Cumulative Effects - when issuing new ADs how does EASA take into account the cumulative effects of past AD actions, AMOCs and MODs? | Internal EASA procedures and close cooperation with the TC holder are usually sufficient to identify related any AD(s) affecting the same system/area of the aircraft. |
| 37 | Could be possible in very complex ADs to add a flowchart in order to easily know if the AD is applicable and which actions should be taken? | Noted, subject of future evaluation. |
| 38 | Using "PRE" and "POST" wording (e.g. PRE 12345 POST 45678 (SB 12-34, etc) would make applicability paragraphs shorter. Has EASA envisaged such change? | Noted, subject of future evaluation. |
| 39 | AD applicable by calendar date to aircraft that is grounded for storage / under preservation, need to be carried out? | Stored/parked aircraft usually do not have valid CofA. The purpose of the AD is to ensure the airworthiness of the aircraft which is vital when the aircraft is operated. Any applicable AD need to be complied with before return into service [valid CofA] |
| 40 | Is there a standard time between PAD and AD publication? It has been found some cases of PAD with a long publication time (i.e PAD 19-102 opened since June) | No. |

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| 41 | Could you provide some information about monitored retrofit campaigns for a reduced number of affected a/c? Where is the frontier between a campaign and an AD? | No formalised procedure is publicly available. Decided on a case by case basis. |
| 42 | Shall operator monitor SoD issued ADs against Appliances - for SoD of each part installed on a/c ? | This is one of the commonly accepted methods to monitor the applicable ADs. |
| 43 | What will be the "end" of the few PADs that will not result in an AD issuance? EASA will inform operators about its follow-up/cancellation? | PAD will be withdrawn and explanation published. |
| 44 | In which conditions does EASA proceeds to an AD cancellation? | Refer to AD FAQ. |
| 45 | Does EASA have plans to revise their search Engine ? Limit search to ATR72-212A gives you the same AD's as ATR72, even though there are differences | This is an IT subject. "Advanced Search" function is recommended to be used. |
| 46 | in FAA "Historical AD search" you are able to type an EASA AD, and get the corresponding FAA AD, will EASA implement similar features. | Not foreseen. Compliance with an FAA AD that corresponds with (i.e. was prompted by) an EASA AD is generally not accepted as equal to compliance with that EASA AD. |
| 47 | AD 2019-0146: no PAD, not an EAD, effective in 7DY, no grace period. CFM was aware of affected ESN in operation. Result: A/Cs grounded in 7DY. Why this process? | Compliance time for on-engine actions did not support an emergency AD. The affected SB had been published in December 2018 and January 2019, respectively, therefore operators were aware of this issue. In addition, CFM International had informed EASA that operators potentially affected by de-pairing requirements had been contacted before AD issuance. |
| 48 | Why can EASA ADs not be translated, at least for the General Aviation. | The EASA Legal Service considered that ADs have to be published and disseminated in one of any of the official languages of the Community. English was chosen since it is the language universally used in the aviation sector. |
| 49 | If we have an AD issued on Friday night and affects a specific aircraft, but the CAMO engines dose't work in weekend till Monday. What should CAMO do? | The operator shall ensure that the a/c is airworthy, which implies, among others and not limited to, that all the applicable ADs shall be complied with before next flight. The conditions for making this possible are regulated by the agreements with the competent NAA (as State of Registry). |