

Cologne, April 2007

To:

European Type Approval Holders, Aircraft Manufacturers,
Aircraft OEM's, Aircraft Operators, EASA Part 145
Maintenance Organisations.

Subject: AD Meeting with Industry and Operators

Dear Madame/Sir,

The need to improve the continuing airworthiness of civil aircraft has been continually emphasized since the European Aviation Safety Agency came into being, to the extent it can be legitimately considered as one of the main achievements of the Agency mission. It is worth being mentioned that the environment for continuing airworthiness has changed due to the new system (in particular the sharing of responsibilities between the Agency and the National Authorities) put in place by the Regulation 1592/2002.

The Agency has recently undertaken many initiatives in this field, especially with regards to mandatory continuing airworthiness information (ADs), such as the publication of all European airworthiness directives in a unified template, gathering them in a unique web based tool, the possibility to receive, upon registration to the EASA AD website, automatic notifications for the issuance of any new AD and other novelties, many of these still to come.

To explain such improvements and to enhance the coordination with all EU National Authorities (NAAs), the Agency has organised on January 24 a dedicated meeting on ADs that was attended by all of the NAAs. There is consequently now a need for a 2nd meeting involving the other key-players in the sector of Aviation Safety, i.e. Operators and Industry in order to maximize the overall efficiency of the AD system and the continued operational safety.

With respect to this, it is commonly agreed that the type approval holders play a primary role for the successful accomplishment of the continuing airworthiness tasks, and the fulfilment of the corrective actions is mandatory for operators. Another purpose of the AD meeting should be, therefore, to identify those areas where there is still room for improvement.

Furthermore the meeting is to implement a proactive process that takes into consideration the following key elements:

- Rulemaking and policy development (legal framework for EASA AD, latest draft of the Continuing Airworthiness of Type Design (CAP), EASA internal working procedure);
- Coordination between the EU NAAs (e.g. Safety Information Notices);
- AD issuance, publication and notification tool;

- ADs harmonized applicability and effectiveness;
- Foreign ADs applicability;
- EU NAAs ADs issued prior to 28 September 2003.

In view of the above, we would like to invite your organisation to participate in this meeting which is scheduled for 1st June 2007, here in Cologne. Furthermore we would appreciate whether your organization might spread this information to all its associate members (if any).

To keep the meeting to a manageable size, we kindly ask you to nominate only one representative for any company/organization attending the meeting.

We are of course interested in receiving your input for any topics you would like to discuss and wish to add to the agenda. Please send your proposed items for the agenda and all contact details (including name, surname and function) of the selected representative not later than 2nd May 2007 to the following address:

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We look forward to your participation in this event, and remain,

Yours Sincerely,

N. LOHL