



EASA

European Aviation Safety Agency

6th EASA AD Workshop

Mark Kieft

Manager, Safety Information Section

20 and 21 November 2018

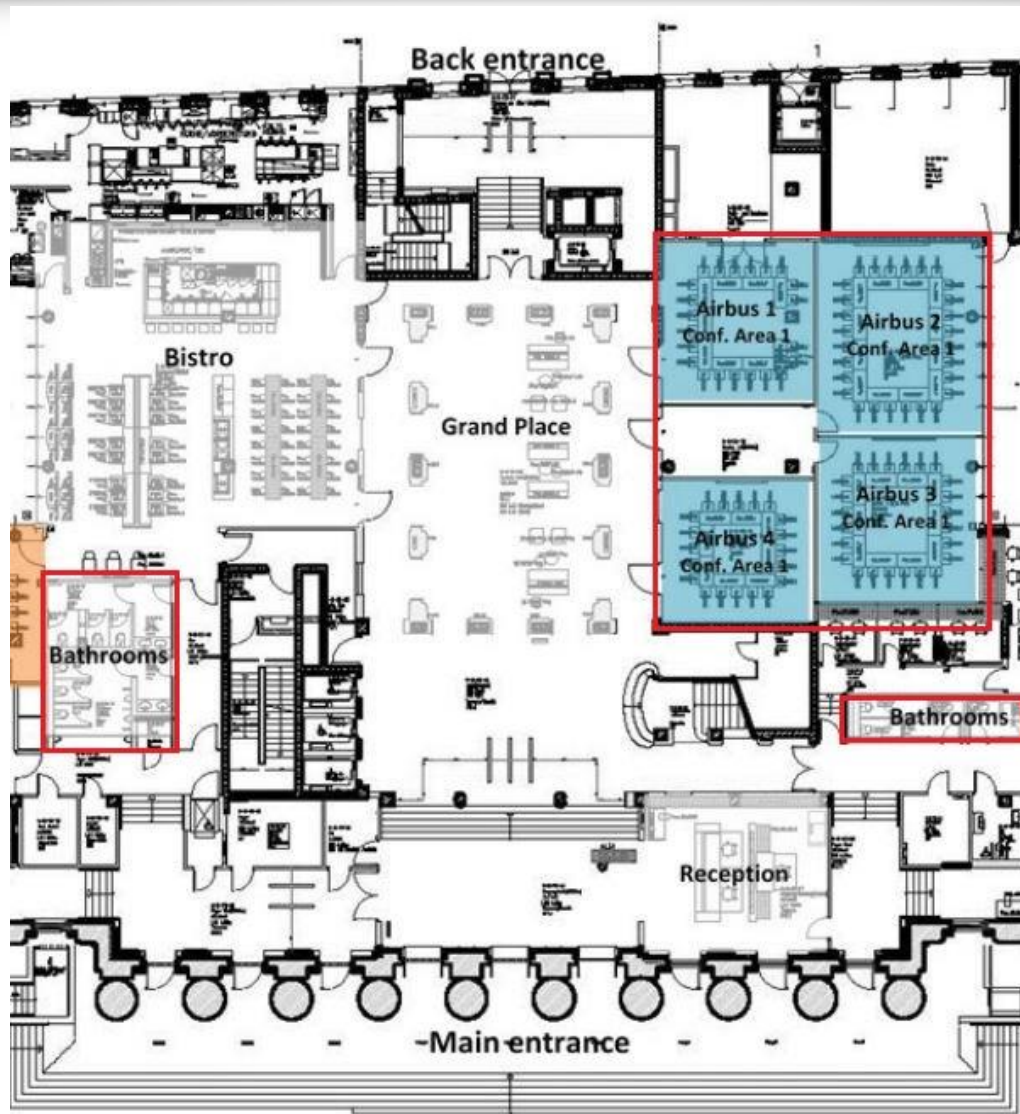
Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



Conference Area set-up

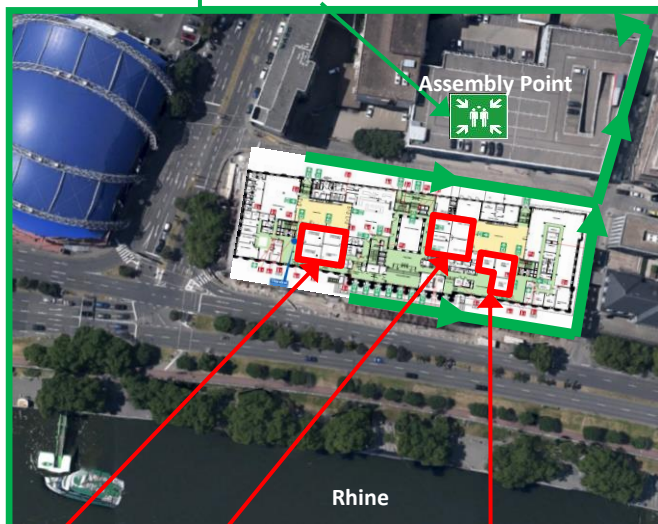




Evacuation instructions: conference rooms

Escape route

Assembly Point: EASA Parking: Parkhaus Rhein Triadem, 3rd & 4th floor



Boeing

Airbus

Caravelle, Comet, Constellation

EASA Emergency Number: 1111

In case of emergency call: **1111**

The desk phones have a emergency speed dial button.



1. when to Evacuate



- a) Following acoustic signal
- b) Following instructions by emergency team

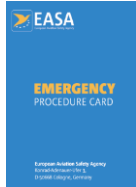
2. Evacuation signal and route



- Signal: Continuous siren and/or voice message over loudspeaker
- Routes: Nearest fire exit

3. Evacuation procedure

- a) Warn other people, help handicapped or injured persons
- b) Only use stairs and marked escape routes
- c) Do not use lifts
- d) Do not return to collect personal belongings
- e) Go directly to the assembly point
- f) Do not return to the building until instructed to do so



Find more information at your
EASA Emergency Procedure Card
on your visitor lanyard!



Agenda – day 1

08:30 H – 09:30 H	REGISTRATION
09:30 H – 09:45 H	OPENING AND WELCOME Alain Leroy, EASA, Deputy Certification Director
09:45 H – 10:45 H	WHAT IS NEW Mark Kieft, EASA, Safety Information Section Manager
10:45 H – 11:30 H	Coffee / Tea Break
11:30 H – 12:30 H	NEW BASIC REGULATION (EU) 2018/1139 Micaela Verissimo, EASA, Agreements & External Representation Section Manager
12:30 H – 13:30 H	Lunch offered by EASA
13:30 H – 14:30 H	MCAI FAA – LATEST DEVELOPMENTS David Lee, FAA, Program Manager
14:30 H – 16:00 H	AD READING EXERCISE 1 OF 4 Paul van Eenige, EASA, Senior Safety Information Officer
16:00 H – 16:30 H	Coffee / Tea Break
16:00 H – 17:30 H	AD READING EXERCISE 2 of 4 Paul van Eenige, EASA, Senior Safety Information Officer



Agenda – day 2

09:00 H – 10:30 H	AD READING EXERCISE 3 of 4 Paul van Eenige, EASA, Senior Safety Information Officer

10:30 H – 11:00 H	Coffee / Tea Break

11:00 H – 11:30 H	CT Road Map Javier Castillo, EASA, Propulsion Section Manager

11:30 H – 12:30 H	AD READING EXERCISE 4 of 4 Paul van Eenige, EASA, Senior Safety Information Officer

12:30 H – 13:00 H	CLOSING SESSION: QUESTIONS AND ANSWERS Nicolas Miton, EASA, Safety Information Officer

13:00 H – 14:00 H	Lunch offered by EASA



Questions are always welcome during the workshop!

Connect to Slido and ask us!

<https://www.sli.do/>

*Code: **ADW***



Feedback from last year's AD workshop

- 160 participants; 84 responses
- 79% satisfaction rate (good/very good)
- Suggestions:
 - AD reading exercise to be sent in advance
 - Keep the AD reading exercise and SLIDO, and everyone should participate
 - Explain the AD process and changes
 - 2 days are better
 - More CAMO activities



IMPORTANT: Ongoing queries

- Note that EASA provides replies to queries in good faith. The answer is based solely on the provided information, and therefore may not always accurately address the situation which initiated the question.
- An EASA response/comment, apart from factual information, can contain interpretation of the regulations, which may not be the only interpretation.
- EASA cannot arbitrate in disputes between parties; this is the role of the appeal process and the national courts of the State where the dispute originates.



- EASA publishes FAQs on:
 - ADs
 - AMOCs
 - The Safety Publication tool

- Please consult these for all your general questions



AD writing manual published

- To improve industry's understanding how ADs are developed, EASA has published the EASA AD writing instructions WI.CAP.00002-003 on our website
- <https://www.easa.europa.eu/document-library/certification-procedures> > go to [WI.CAP.00002](#) 'EASA AD writing instructions'



The Safety Publication Tool

- Is a service to industry - should not be considered as definitive and depends on the notification preferences (formal notification of ADs is from SoD to SoR, and SoR to Operator)
- Contains all EASA issued ADs
- Contains most pre-EASA European ADs
- Contains adopted / non-adopted SoD ADs for EASA certified products
- SIBs / CZIBs / Safety Directives
- No longer contains EASA issued UPN/SUP (all EASA and foreign UPN/SUP now located [here](#))



Information on AD record-keeping / demonstrating AD compliance

Regulation (EU) [1321/2014](#), Part M.A.714, contains requirements concerning continued airworthiness record keeping. When EASA receives questions on how this applies to AD recording, we reply as follows:

AMC M.A.714 specifies that the intent is to keep “continuing airworthiness records **in a form acceptable to the competent authority**”.

Thus the content and format of an AD compliance statement shall be acceptable to the State of Registry or Operator of the aircraft.



Reminders of aspects of EASA AD system

- Types of ADs
 - Proposed AD – commenting before issued
 - Final AD – commenting after issued
 - Emergency AD – no formal comment period
- Revised / superseded
 - Revised only if ‘not more restrictive’
 - Superseded if ‘more restrictive’
- ADs for ALS revision, if ‘more restrictive’
 - Requiring ALS task completion
 - Requiring Maintenance Programme revision



EASA process changes

- No notification letters to DAH when AD issued
- Concept of communication to public stakeholders on ADs which will or could attract some media/public interest
- Provisions to help decide when Emergency, or Final AD with request for comments, or PAD is appropriate (based on MB 12/2007)
- Formalised comment period for Final ADs



EASA process changes

- AD templates updated. Introducing:
 - A new paragraph '**Definitions**' located between the Applicability and Reasons paragraphs. The aim is to use this section to define terms, service instructions etc. by introducing for them short exhaustive descriptions. The defined short descriptions are afterwards used in the wording of the AD.
 - A new paragraph in the Remark section asking the public to **report similar malfunctions**, as addressed in the AD, but which might have occurred on other aircraft, engine, propellers, parts.



FAA process changes

- Trial referring to Airbus ADs instead of Airbus service information – 1st NPRM published 14 Sept 2018 ([docket FAA-2018-0791](#)). Makes a link between EASA SoD AD number and FAA AD number.
- [FAA reauthorisation act 2018](#) section 242 gives the FAA the legal ability to ‘Accept’ SoD ADs and AMOCs under the stated provisions



Feedback is important

- We will change the format of this meeting based on your feedback
- Please ensure you complete the survey to allow us to make this meeting as useful as possible for you

<https://ec.europa.eu/eusurvey/runner/6thEASAdWorkshop>



EASA
European Aviation Safety Agency

Thank you for your attention

Any Questions?

E-mail ads@easa.europa.eu

Your safety is our mission.

An agency of the European Union 