European Union Aviation Safety Agency

FAQ n.127771

FAQs:

Additional Airworthiness specifications, Regulations

Question:

There are many structural repairs manual (SRM) repairs to fatigue critical structure (FCS) however the SRM does not define the classification of the repair per 21A91/21.435. How does an operator know the repair classification if it has not been specified per SRM?

Answer:

If the reinforcing repair and associated ICA is implemented in accordance with the SRM approved data at the time of the repair the CAMO should check whether that data is still valid according to the latest SRM and TCH REGs and if it is not clear as to what action to take then the CAMO should contact the TCH to establish whether new or revised DTI are required. All reinforcing repairs to FCS performed in accordance with the SRM should be reviewed for completeness and applicability of DTI as necessary in accordance with the TCH REGs, SRM or other applicable data.If the reinforcing repair and associated ICA is implemented in accordance with the SRM approved data at the time of the repair the CAMO should check whether that data is still valid according to the latest SRM and TCH REGs and if it is not clear as to what action to take then the CAMO should contact the TCH to establish whether new or revised DTI are required. All reinforcing repairs to FCS performed in accordance with the SRM should be reviewed for completeness and applicability of DTI as necessary in accordance with the TCH REGs, SRM or other applicable data.

Last updated:

21/05/2021

Link:

https://www.easa.europa.eu/en/faq/127771