European Union Aviation Safety Agency

FAQ n.136733

FAQs:

Instructions for Continued Airworthiness (ICA), Initial Airworthiness, Regulations

Question:

With reference to GM2 21.A.7(a) point (4), what does it mean "In such case the supplier data is not part of the ICA, since the aircraft ICA already contain all the required information"? Is that avoiding duplication and potential disagreement?

Answer:

The GM2 21.A.7(a) point (4) states:

'(4) If the ICA are defined at aircraft level, the following principles apply to the other supplier data that is not related to the ALS nor to scheduled maintenance:

If the supplier data includes a maintenance instruction for an action identified in the aircraft-level ICA, including an engine or propeller, this supplier data should be referenced in the aircraft-level ICA and should be made available like any other ICA. As an alternative to linking such supplier data to the aircraft-level ICA (e.g. with cross references), it is possible to include the relevant data directly into the aircraft ICA. In such a case, the supplier data is not part of the aircraft ICA since the aircraft ICA already contain all the required information.

[…]'

Indeed, the purpose is to have a better control on supplier data (avoiding duplication and potential disagreements).

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Link:

https://www.easa.europa.eu/en/faq/136733