European Union Aviation Safety Agency

Alternative Method of Compliance (AMOC) to an Airworthiness Directive (AD)

Should you have any further questions , please send your queries to AMOC [at] easa.europa.eu (AMOC[at]easa[dot]europa[dot]eu)

What if an AMOC application is linked to a Minor or Major Design Change or STC application?

Answer

The AMOC will be approved after approval of the related Minor or Major Design Change or STC approval.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19405

Under which conditions are Federal Aviation Administration (FAA) AMOCs approved?

Answer

Please refer to Technical Implementation Procedures for Airworthiness and Environmental Certification (the "TIP procedure" - §4.4 with TIP Rev.6) authorized by Article 5 and Annex 1 of the Agreement between the Government of the United States of America (U.S.) and the European Union (EU) on Cooperation in the Regulation of Civil Aviation Safety.

Last updated:
16/12/2019

Link:
https://www.easa.europa.eu/en/faq/19408

When will EASA issue the AMOC approval?

Answer

Once the technical investigation is completed and the AMOC request thereby approved, EASA will immediately issue the approval, in electronic format and by email, to the applicant.
The original document will follow by (regular) post, sent together with EASA's invoice for the actual number of hours spent on the technical investigation, and addressed to the 'Financial Contact' person designated by the applicant on Form 42.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19411

Can an application be submitted for an AMOC to a proposed AD (PAD)?

Answer

No. AMOC applications to PADs are not accepted. PADs that are published to EASA's website remain open for consultation and comments prior to publication as an (eventual) AD.
Every AMOC application request should relate to one AD only.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19415

The AD has been superseded: Is the related AMOC still valid?

Answer

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. To achieve this, the AMOC approval holder (if that organisation wishes to remain the responsible approval holder) would need to apply for an AMOC to EASA, using FO.CAP.00042.
There is no (other) process in existence to 'transfer' an AMOC approval from one AD to another.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19413

The AD has been revised: Is the related AMOC still valid?

Answer

The AMOC is still valid, as a revision of an AD cannot introduce more stringent requirements.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19414

What is an Alternative Method of Compliance (AMOC) to an Airworthiness Directive (AD)?

Answer

An Alternative Method of Compliance (AMOC) is an EASA approved deviation to an AD.
It is a different way, other than the one specified in an AD, to address an unsafe condition on products, parts and appliances. An AMOC must provide a level of safety equivalent to the level of safety to be restored by compliance with the original AD.
AMOCs may be issued in respect of, but are not necessarily limited to, the following:

- Alternative modifications,
- Alternative inspection procedures,
- Alternative maintenance intervals and/or procedures,
- Specific operating procedures or limitations, etc.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19400

What is not an Alternative Method of Compliance (AMOC) to an Airworthiness Directive (AD)?

Answer

Requests for extension of compliance time without other alternative compliance methods or compensative factors are in general not eligible for an AMOC application. The operator may wish to contact the responsible national authority and apply for a temporary exemption in accordance with Article 71 of the Basic Regulation. A justification document from the type certificate holder may be suitable to support such a time limited exemption on a case by case basis.

Last updated:
12/10/2018

Link:
https://www.easa.europa.eu/en/faq/19401

Why have provisions for the approval of an AMOC with AD?

Answer

Provisions for an 'Alternative Method of Compliance with an AD' are desirable from an aircraft operator's and a TC Holder's point of view when acceptable methods are developed for AD compliance if a limited number of aircraft are eligible to these acceptable methods (and no change to the AD is planned) or while awaiting a planned revision or supersedure of an AD.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19402

For which ADs can an AMOC be approved by EASA?

Answer

EASA can accept AMOC applications for any AD that has been issued or adopted by EASA, i.e:

- ADs that EASA has issued and published online in its AD Tool
- ADs that EASA has approved and published in its AD Tool (i.e. an AD previously published in the period 2003-2006 by the EU MS NAAs)
- ADs that EASA has grandfathered, as per Regulation (EC) No 1702/2003, and,
- ADs that EASA has adopted i.e. Foreign State of Design ADs on non-EU products.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19403

How is an AMOC application request made to EASA?

Answer

All applications for 'Request for acceptance of Alternative Methods of Compliance (AMOC) with Airworthiness Directive (AD)' must be submitted to EASA using FO.CAP.00042 duly completed and signed.
Unsigned applications cannot be accepted. It should also be noted that every AMOC application request should relate to one AD only.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19404

For EU registered aircraft being non-EU products, does EASA automatically accept AMOCs approved by the State of Design authority?

Answer

- If the State of Design (SoD) is the USA, Canada or Brazil: The Technical Implementation Procedures for Airworthiness and Environmental Certification (TIP) between EASA and FAA (resp. TCCA for Canada and ANAC for Brazil) contain provisions for the EASA acceptance of some SoD approved AMOCs. In such cases, no further application to EASA is necessary for European registered aircraft. See the relevant TIP for conditions.
- For all other State of Design countries, or if the AMOC approval is not held by the TC / STC Holder of the product to which the AD applies: An AMOC application must be submitted to EASA using FO.CAP.00042. The prior issuance of an equivalent AMOC approval by the State of Design authority is recommended and likely to facilitate the EASA AMOC approval process. Only after EASA approval could such an AMOC be applied to aircraft registered in EU Member States or associated countries (the latter as per Article 129 of the Basic Regulation).

Last updated:
18/09/2023

Link:

https://www.easa.europa.eu/en/faq/19407

Under which conditions are Transport Canada (TCCA) AMOCs approved?

Answer

Please refer to Technical Implementation Procedures for Airworthiness and Environmental Certification under the Agreement on Civil Aviation Safety between the Government of Canada and the European Union ('EASA-TCCA TIP' - §3.5 with TIP Rev.4) .

Last updated:
15/09/2023

Link:
https://www.easa.europa.eu/en/faq/19409

Under which conditions are DAC/CTA AMOCs approved?

Answer

Please refer to article 4 of EASA Decision 2004/03/CF of The Executive Director of The Agency of 10 December 2004 on the acceptance of certification findings made by the 'Departamento de Aviação Civil,' Centro Tecnico Aeroespacial (DAC/CTA) for products designed in Brazil.

Last updated:
03/12/2013

Link:
https://www.easa.europa.eu/en/faq/19410

Are AMOCs published to EASA's web site?

Answer

No, EASA provides the AMOC approval only to the applicant (the AMOC approval holder) that has applied for it and, if relevant, to the authority of state of registry (in case of an application coming directly from an operator).
Therefore EASA does not publish AMOCs to its web site, or add the AMOCs to the AD tool - as it does for PADs and ADs.
Where an AMOC to an EASA AD is of generic nature e.g. not limited to a few aircraft, this should lead to a revision of the affected AD. The AD would then be posted to EASA's website

and the alternative method of compliance in that way then made public.

Last updated:

03/12/2013

Link:

https://www.easa.europa.eu/en/faq/19412

Does EASA accept AMOC applications concerning aircraft registered in a non-EU Member State?

Answer

EASA cannot accept applications for AMOCs referring to aircraft that are not registered in an EASA Member State, as this is outside of EASA's jurisdiction. In these situations EASA advises operators to either:

- Contact their local National Aviation Authority (NAA) for a national AMOC or similar approval. The European TC holder of the product to which the AD applies may provide technical assistance for the NAA's decision. Or
- If the AMOC is of general applicability and thus could also be used by aircraft that are registered in an EASA Member State, contact the European TC holder for them to apply for an EASA AMOC.

Note: the NAA of the non-EASA State of Registry is responsible for the decision on whether an AMOC can be used or not for aircraft on its register. This applies in both cases: issuing national AMOCs; or accepting EASA AMOCs.

Last updated:

21/12/2021

Link:

https://www.easa.europa.eu/en/faq/19406