



## Explanatory Note to Decision 2013/025/R

### Recommended practice for TBO extension

RELATED NPA/CRD 2011-15 — RMT. 0239 (MDM.038) — 11/09/2013

#### EXECUTIVE SUMMARY

This Decision addresses harmonisation deficiencies related to different approaches followed in the European Member States with respect to the extension of time between overhauls (TBO) for certain components mainly installed in piston engine aircraft.

This Explanatory Note is published together with CRD 2011-15, which contains information on the NPA proposal, the comments received during the consultation period and the Agency responses.

The outcome of this rulemaking activity would allow a harmonised approach in all Member States with respect to the extension of the recommended time between overhauls for certain components. Before extending the TBO, a positive inspection of the component is required and different criteria will be applied based on the aircraft utilisation. The changes introduced with this Decision are expected to maintain safety as well as improving harmonisation in Europe.

Applicability		Process map	
Affected regulations and decisions:	AMC to Part-M, contained in ED Decision No 2003/19/RM	Concept Paper:	No
Affected stakeholders:	Operators / owners of piston engine aircraft. CAMO's. Maintenance organisations. Authorities/Regulatory Bodies.	Publication ToR:	24/06/2009
Driver/origin:	Level playing field.	Rulemaking group:	No
Reference:	N/A	RIA type:	N/A
		Technical consultation during NPA drafting:	Yes
		Publication date of the NPA:	15/SEP/2011
		Duration of NPA consultation:	3 months
		Review group:	No
		Focussed consultation:	No

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## **1. Procedural information**

### **1.1. The rule development procedure**

The rule development procedure applied for this rulemaking task is described in paragraph 1.1 of the CRD 2011-15, published jointly with this Decision.

### **1.2. Structure of the related documents**

Chapter 1 contains the procedural information related to this task. Chapter 2 explains the core technical content. The text of the AMC is annexed to the ED Decision. The comment-response document (CRD) 2011-15 is published together with this ED Decision. The CRD document contains relevant information with respect to the comments received during the NPA consultation and the Agency response/position to these comments.

## **2. Explanatory Note**

### **2.1. Overview of the issues to be addressed**

This Decision amends Acceptable Means of Compliance (AMC) to Part-M of Decision 2003/19/RM.

### **2.2. Objectives**

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2. The specific objective of this proposal is to harmonise in the Member States the approach followed for the extension of the time between overhauls of certain components.

### **2.3. Outcome of the consultation**

Refer to paragraphs 2 and 3 of CRD 2011-15, published jointly with this Decision.

### **2.4. Summary of the Regulatory Impact Assessment (RIA)**

The Agency published a Regulatory Impact Assessment (RIA) at the time of the publication of NPA 2011-15<sup>1</sup>. This assessment is considered current and can be accessed on the Agency webpage.

### **2.5. Overview of the amendments**

Refer to paragraph 2 of CRD 2011-15, published jointly with this Decision.

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<sup>1</sup> See: <http://easa.europa.eu/rulemaking/docs/npa/2011/NPA%202011-15.pdf>.

### **3. References**

#### **3.1. Related regulations**

Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

#### **3.2. Affected decisions**

Decision No 2003/19/RM of the Executive Director of the European Aviation Safety Agency of 28 November 2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

#### **3.3. Reference documents**

Comment Response Document CRD 2011-15.