

Continuing Airworthiness

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Your safety is our mission.

Airworthiness Directives



A **regulatory document** which **identifies** aeronautical products in **which** an **unsafe** condition **exists** or where the **condition** is **likely** to **exist** or **develop** in **other products** of the same type design. It **prescribes** corrective **actions** to be taken **or** the **conditions** or **limitations** under which the products **may continue** to be **operated**.
(ICAO-Doc 9760)

What is 'Continuing Airworthiness'?

Continuing Airworthiness?

Continued Airworthiness?

- The Operators' processes?
- The Type Design Holders' processes?
- Maintenance processes?
- The aircraft engineers' processes?
- The Aviation Authorities' processes?

Continuous Airworthiness?

Continued Operational Safety?

ICAO Airworthiness Manual (Doc 9760)



Continuing airworthiness covers **all of the processes** ensuring that

- **All aircraft** comply with the airworthiness requirements in force
- Are in a condition for **safe operation**, at any time in their operating life

(EU) No 1321/2014 on Continuing Airworthiness



‘Continuing airworthiness’ means **all of the processes** ensuring that, at any time in its operating life, **the aircraft** complies with the airworthiness requirements in force and is in a condition for **safe operation**

Continuing Airworthiness processes

Operators – manage the CAW of their fleet

- Ensure their aircraft maintained in an airworthy condition
 - Pre-flight inspections
 - Weight and balance
 - Ensure the airworthiness certificates remain valid
 - Rectification of defects / damage
 - Manage the approval of modifications and repairs
 - Use of a Maintenance Programme / **reliability programme**
 - Accomplish any applicable **AD** and mandatory requirement
- Use of Approved Maintenance Organisation
- **Report occurrences**

Continuing Airworthiness processes

TCH – manage the CAW of the complete fleet

- Have a system for collection, investigation and analysis of **data** for failures, malfunctions and defects
- Report unsafe conditions – **occurrence reporting**
- Investigate unsafe conditions and report results to Aviation Authority
- Assist the Aviation Authority in determining unsafe condition and required actions
- Provide the necessary ICA to operators

Continuing Airworthiness processes

Aviation Authorities – manage the CAW of the aircraft types it has certified

- Receive and analyse **occurrences**
- Receive and analyse reported **unsafe conditions**
- Determine the need for ADs
- Issue ADs
- Inform the States of Registry

The CAW cycle



All relies on full and thorough Operator reporting

CAW iceberg

Accidents – what we see
from a distance. Not
proactive

Occurrences – what we
see from close-up. Not
enough to be proactive

In-service data – without
this, we do not have the
full CAW picture



Vital to report in-service data

- The foundation of a robust CAW system is the full reporting of in-service data by Operators to the TCH (such as: failures, malfunctions and defects; reliability information; modification status; similar unsafe conditions from other aircraft)
- Without this information, potential CAW issues may be missed

Please support the system

Thank you for your attention!

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