

PMA Parts and Approved Repairs Issues in Europe

Pieter Ruitenbergh
San Diego, CA, USA



- **EASA;**
 - Changes in the regulations
 - EASA changes to PMA approvals
- **EASA / FAA**
 - Order 8100-14A
 - the new Executive Agreement
- **Questions**

Changes to the regulations

A
S
A
E

Changes to the regulations

- **216 / 2008** **New Basic Regulation**
(replaces EC reg. 1592 / 2002)
- **287 / 2008** **IR Certification update**
(EC reg. 1702 / 2003)
- **1057 / 2008** **IR Certification update**
(EC reg. 1702 / 2003)
- **1056 / 2008** **IR Continuing Airworthiness update**
(EC reg. 2042 / 2003)

EASA regulations How to read amendments?

- Amendments to Essential Requirements and Implementing Rules are not published as **consolidated versions**
 - Due to EU Regulation publication procedures
- Amendments are “cumulative”:
 - Original issue of regulation
 - All subsequent amendments of that regulation +
 - Current version of a regulations
- Example: IR “Certification” (Part 21):

EC 1702/2003
EC 381/2005
EC 706/2006
EC 335/2007
EC 375/2007
EC 287/2008
EC 1057/2008 +

In this order to account for
“amendments to amendments”

Current version of IR “Certification” (Part 21)

Changes to the regulations

- **2008 / 003 / R** **AMC Part 66**
- **2008 / 004 / R** **AMC 20** Amendment 3 (Annex I & IV)
- **2008 / 006 / R** **CS 25** Amendment 5
- **2008 / 007 / R** **AMC 20** Amendment 4 (Annex I, II, III, IV)
- **2008 / 008 / R** **CS 22** Amendment 1
- **2008 / 012 / R** **CS ETSO** Amendment 3 (Annex I & II)
- **2008 / 013 / R** **AMC Part M**
- **2008 / 014 / R** **CS 25** Access through bulkheads

Changes to the regulations (continued)

- **2008 / 09 / RM** **CS 27** Amendment 2
- **2008 / 10 / RM** **CS 29** Amendment 2
- **2008 / 11 / RM** **CS VLR** Amendment 1
- **2009 / 001 / R** **CS 23** Amendment 1

Changes to the scope

A
S
A
E

EASA is to extend the scope based on the new basic regulation 216 / 2008

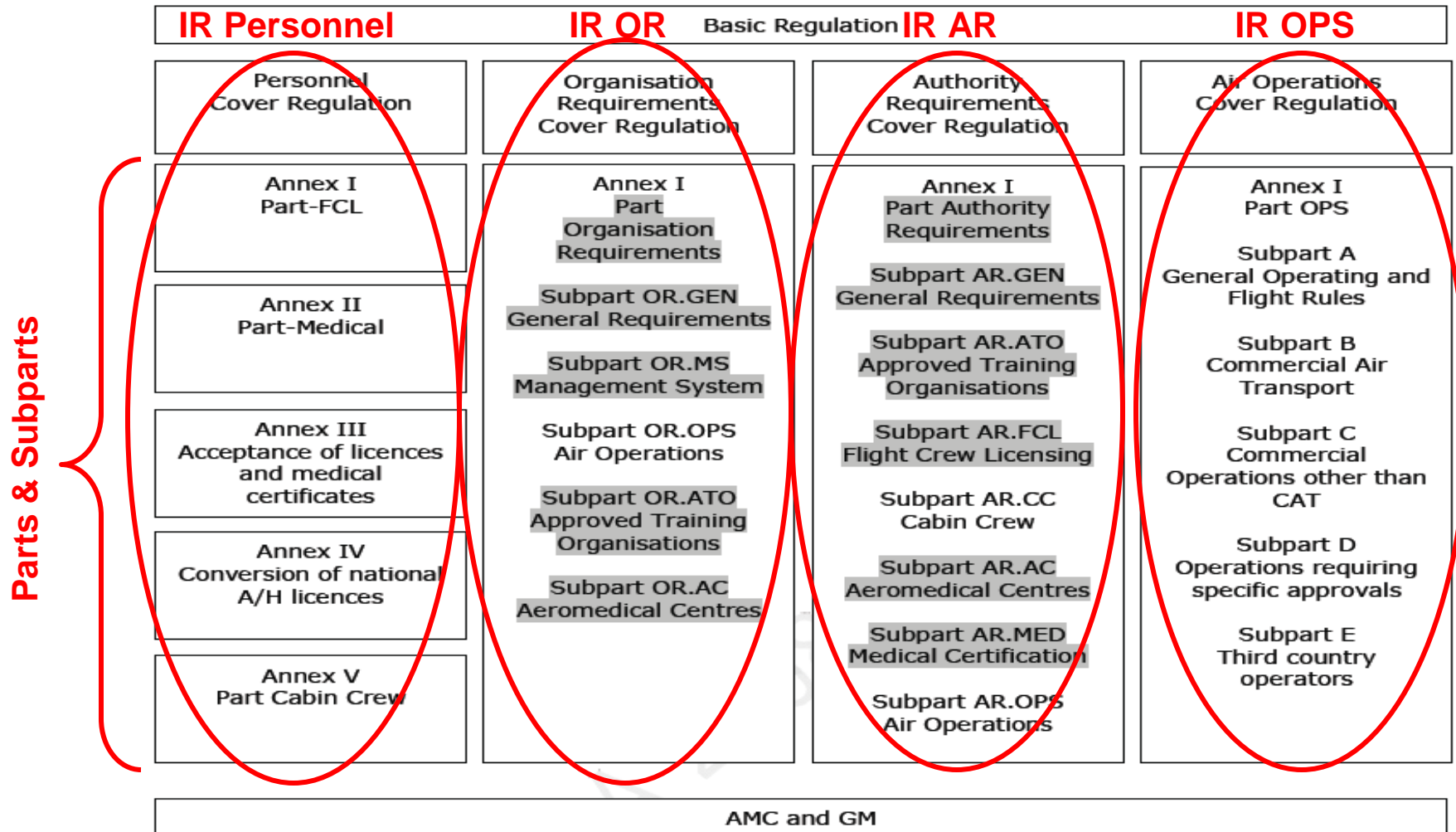
- **Personnel Cover regulation**
 - Annex I Part FCL
 - Annex II Part Medical
 - Annex V Part Cabin Crew

- **Organisation Requirements Cover regulation**
 - Annex I Part Organisation Requirements

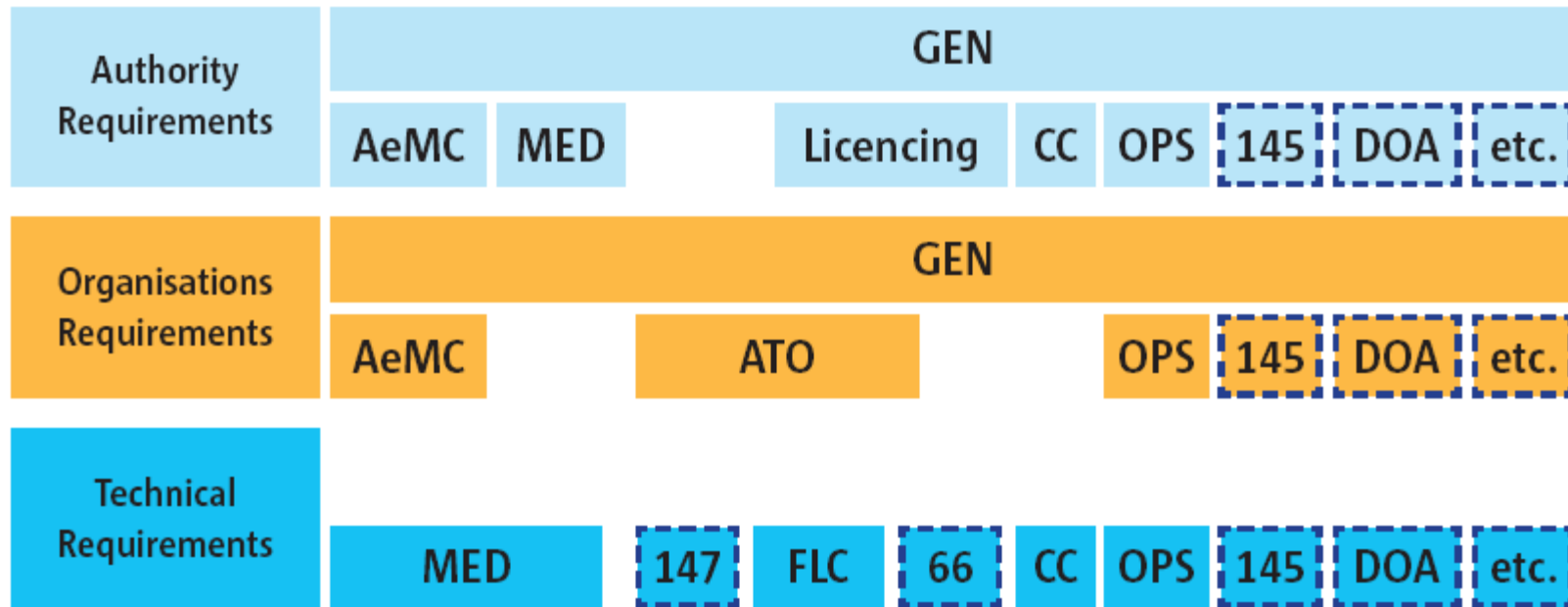
- **Authority requirements Cover regulation**
 - Annex I Part Authority Requirements

- **Air Operations Cover regulation**
 - Annex I Part OPS

Changes to the scope (continued)



Changes to the scope (continued)



New EASA rule structure: horizontal approach



Order 8100-14A

EASA - FAA

Order 8100-14A Change 2

Effective since September 07 2008 with changes in:

- **Chapter 2:**

- provide information regarding status of EASA participating countries that are not EU Member States
- Remove requirement for early notification of Designee in-country activities.

- **Chapter 3:**

- incorporate information on FAA validation of EASA STCs
- FAA acceptance/approval of EASA approved design data for major or minor repairs
- information regarding submission of significant changes to approved manuals
- NAA responsibility for personal recreational parachutes
- acceptance of new Airbus aircraft from the EASA single POA.

- **Chapter 4:**
 - changes reflect EASA acceptance of FAA approved / accepted repair design data.
- **Chapter 5:**
 - changes reflect new EASA competencies.
- **Appendix 1:**
 - EU Regulation references
 - EASA contact information and website links have been updated

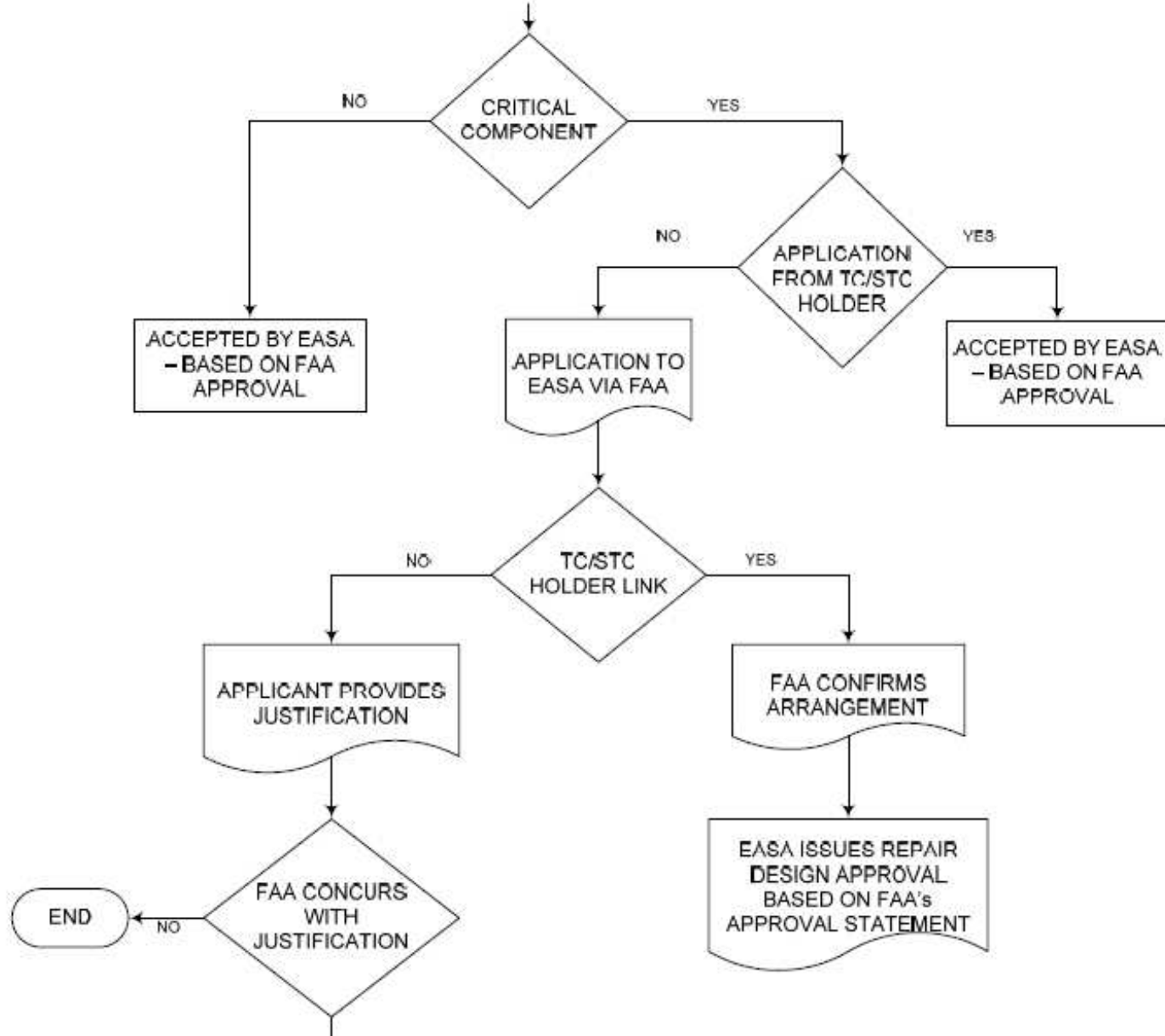
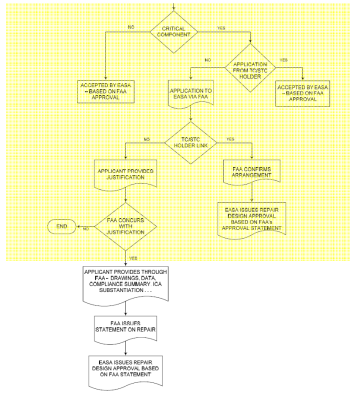
Extract:

(d) For *minor* repairs, either

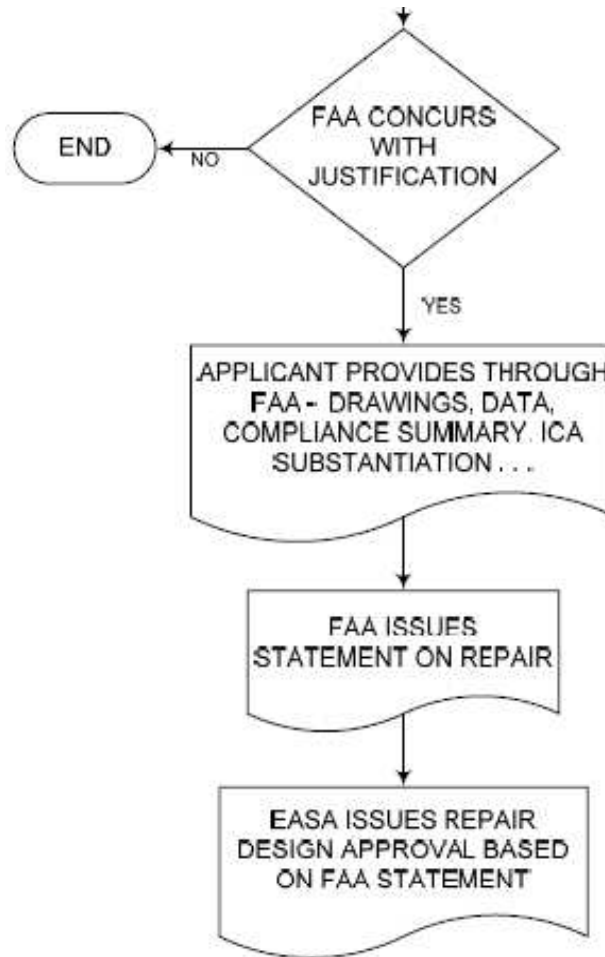
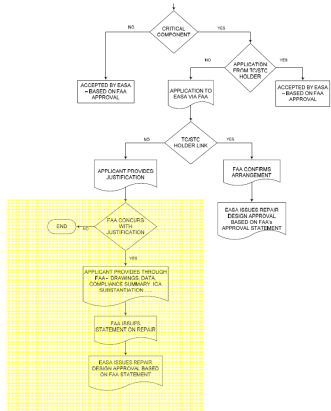
- i. The repair design data has been provided by a U.S. design approval holder, *or*
- ii. If not provided by a U.S. design approval holder, the determination that data are acceptable has been made by a U.S. maintenance organization under FAA's authorized system (e.g. 14 CFR parts 43, 65, 121, 125, 135, 145 or 129.14).

Note: An EU company must use EASA Part 21 for the approval of repair data for use on an EU-registered aircraft. Unless the minor repair data has been previously used on an N-registered aircraft, an EU company cannot determine any data to be acceptable data under 14 CFR 43 for use on an EU-registered aircraft.

Order 8100-14A (continued)



EASA - FAA Order 8100-14A (continued)



The new Executive Agreement

EASA - FAA

On June 30:

Robert A. Sturgell (FAA) and Antonio Tajani, European Commission (EC) signed a safety agreement to further enhance safety cooperation between the world's two largest aviation markets across the Atlantic.

- **Reflects confidence in single European Safety System covering 27 member states**
- **The agreement will take effect upon an exchange of diplomatic notes, after each party to the agreement has completed ratification procedures and final arrangements regarding EASA fees and the settlement of charges.**

Specifics of the agreement:

- **Provides for reciprocal acceptance of safety findings in aircraft design and manufacturing, continued airworthiness, and repair station oversight;**
- **Broadens the scope of potential future United States acceptance of European aeronautical products from all member states of the European Union, beyond the current 14 that have individual agreements with the United States;**
- **Promotes safety and harmonization by providing for regulatory cooperation, particularly in rulemaking, and safety data exchange; and**
- **Establishes a bilateral oversight board to manage implementation of the agreement, consult on urgent matters, and provide a forum for discussion of approaches to safety issues.**

Interim agreement FAA order 8100.14A still in place

Questions?

Information:
Info@adse.nl
or
www.adse.nl



Flying into the future.



Thank you for your attention

This document and all information contained herein is the sole property of ADSE B.V. No intellectual property rights are granted by the delivery of this document or the disclosure of its content. This document shall not be reproduced or disclosed to a third party without the express written consent of ADSE B.V. This document and its content shall not be used for any purpose other than that for which it is supplied.

The statements made herein do not constitute an offer. They are based on the mentioned assumptions and are expressed in good faith. Where the supporting grounds for these statements are not shown, ADSE B.V. will be pleased to explain the basis thereof.

ADSE consulting and engineering

Scorpius 90, Hoofddorp
P.O. Box 3083, 2130 KB Hoofddorp, The Netherlands
Tel. +31-(0)23-554 22 55 – Fax +31-(0)23- 557 10 69
E-mail: info@adse.nl; Website: www.adse.nl