



EASA

European Aviation Safety Agency

EASA Certification Memorandum CM-21.A-J-001 Service Bulletins related to Airworthiness Directives

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02 December 2014

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



- EASA Certification Memoranda (CM)
 - Clarify the Agency's position on specific certification items
 - Provide complimentary information and guidance
 - Do not constitute any legal obligation
 - EASA → Document library → Product Certification → Public Consultation → Certification Memoranda
 - <http://easa.europa.eu/document-library/public-consultations/certification-memoranda>



- CM-21.A-J-001 issued on 21 June 2014
 - I. EASA Certification Policy
 - II EASA Recommended best practices for Design Approval Holders (DOA) for issuance of Service Bulletins (SB) related to Airworthiness Directives



- **Regulation (EC) No 216/2008 of the European Parliament and of the Council** on common rules in the field of civil aviation and establishing a European Aviation Safety Agency
- **Commission Regulation (EU) No 748/2012** laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production and production organisations
- **Commission Regulation (EC) No 2042/2003** on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Binding in their entirety and directly applicable in all Member States in accordance with Article 288 of the Treaty on Functioning of EU.



- Based on responsibilities and privileges assigned to EASA by Basic Regulation 216/2008.
 - Article 20(1) –EASA carries out on behalf of Member States the functions and tasks of the:
 - state of design,
 - manufacture,
 - registrywhen related to design approval
 - Article 20(1)(j) –EASA shall ensure the continuing airworthiness of products, parts and appliances which are under its oversight, including reacting without undue delay to a safety problem and **issuing** and **disseminating** the applicable mandatory information.



Service Bulletins

- DOA Holders issue SB's based on privileges granted by paragraph 21.A.263(c)(3) of Commission regulation 748/2012 (Part 21)



➤ 21.A.263(c)(3)

DOA Holder shall be entitled to issue information and instructions containing the following statement: The technical content of this document is approved under the authority of DOA ref. EASA.21J.[XXXX].

Information or instructions may be issued in a format of a SB as defined in ATA100 system, or in Structural Repair Manuals, Maintenance Manuals, Engine and Propeller Manuals etc.



- Annex I of Commission Regulation (EC) No 2042/2003→Part M:
- M.A.301 Continuing airworthiness tasks:
 - Accomplishment of any **AD**
 - Non-mandatory modification embodiment policy (large aircraft and commercial air transport)
- M.A. 303 – Airworthiness Directives – any applicable AD must be carried out within the requirements of that AD



➤ ONLY EASA may:

- Issue an AD (for EU products, parts and appliances)-exercising the role of State of Design
- Adopt a Foreign AD (Non-EU products, parts and appliance)-exercising the role of State of Registry, ED Decision 2/2003 dated 14 October 2003
- Issue an AD (exercising the role of State of Registry) for a Non-EU product



CONSEQUENCES:

- SB's issued by DOA Holders **do not** have legally mandatory character.
- SB's serve as information or instruction issued by DOA Holders.



EASA Recommendations to improve SB quality

1. Standardised format and content;
2. Safety Intent and Configuration Description;
3. Clear technical instructions;
4. Clear, detailed illustrations;
5. Allowing to use industry standards;
6. Streamlining of the SB development



1. SB Format and Content (ATA Spec 2200)

1. General
2. Planning Information
3. Material Information
4. Accomplishment Instructions
5. Appendix
6. Illustrations
7. Revision Transmittal Sheet



1. SB Format and Content (ATA Spec 2200)

➤ Planning Information

➤ Reason

➤ Compliance Recommendation

➤ Approval

➤ Interchangeability and Intermixability



Safety Intent and Configuration Description

- For SB's intended to correct an unsafe condition
- Safety Intent
 - What the SB is intended to do (prevent, resolve, remove an unsafe condition)
- Configuration Description
 - Description of the design change (high level)



Clear Technical Instructions

- Clear and unambiguous language

Clear, detailed illustrations

- To supplement the accomplishment instructions



Allowing to use industry standards

- mandatory instructions vs. flexible advisory instructions

Streamlining of the SB development

- Continuous improvement in:
 - Development of SB's
 - Revision of SB's
- Avoiding Overlapping and Conflicting Actions in SB's



Maintaining Airworthiness or AD Mandated Design Changes

- Prevent inadvertent/accidental de-modification of the mandated configuration
 - Update maintenance documentation to reflect AD mandated configuration and provide awareness to operators regarding availability of updated maintenance documentation
 - Refer in SB to standard practices as much is possible
 - Avoid duplicating entire procedures existing in other documents
 - Create SB+AD cross reference list



➤ Don't forget:

*COMMENT ON
EASA PADs !!!
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EASA
European Aviation Safety Agency

End slide

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