



Continuing airworthiness of type design (CAP)

PR.CAP.00001-008

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**DOCUMENT CONTROL SHEET****Reference documents****a) Contextual documents**

Agreement between the European Union and the Government of the Federative Republic of Brazil on civil aviation safety.

Agreement between the United States of America and the European Community - on cooperation in the regulation of civil aviation safety including its Technical Implementation Procedures for airworthiness and environmental certification between the Federal Aviation Administration of the United States of America and the EASA

Agreement on civil aviation safety between the European Community and Canada

Chicago Convention Annex 8 - Airworthiness of Aircraft (International Standards and Recommended Practices)

Commission Implementing Regulation (EU) 2015/1018 - laying down a list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No 376/2014

Commission Regulation (EU) 1321/2014 - Commission Regulation (EU) of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Commission Regulation (EU) 376/2014 - Regulation (EU) of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation.

Commission Regulation (EU) 748/2012 - Commission Regulation (EU) of 3 August 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 organisation

ED Decision 2009/019/R - Amending ED Decision No 2003/12/RM of 5 November 2003 on general acceptable means of compliance for airworthiness of products, parts and appliances (« AMC-20 »)

ED Decision 2012/020/R - On AMC and GM for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations

ED Decision 2015/154/ED - On the allocation criteria for certification tasks. - Annex I Criteria for the Allocation of Projects (including the project management function)

ED Decision 2015/168 - On the delegation of powers of the Executive Director to certain staff members of the Agency's Certification Directorate

ED Decision 2019/018/ED - on the implementation of airworthiness directives for products, parts and appliances designed in third countries and repealing decision of the executive director n° 2/2003.

MB Decision 01-2011 - Decision of the Management Board of 15 March 2011 on adopting the guidelines for the allocation of certification tasks to NAAs and QEs

MB Decision 12-2007 - Decision of 1 Oct 07 of the Management Board concerning the general principles related to the certification procedures to be applied by the Agency for the issuing of certificates for products parts and appliances (hereinafter referred to as PCP Decision)

PO.CAP.00016 - Airworthiness Directive Policy

Regulation (EU) 2018/1139 - Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency.

Regulation (EU) 996/2010 - Regulation of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC

UG.CERT.00002 - Certification Handbook



**b) Internal documents**

FO.CAP.00022 - Decision not to adopt a foreign (E)AD
 IC - PAD correction document
 PO.CAP.00016 - Airworthiness Directive Policy
 TE.CAP.00110 - Airworthiness Directive
 TE.CAP.00111 - Emergency Airworthiness Directive
 TE.CAP.00112 - Notification of a proposal to issue/cancel an airworthiness directive
 TE.CAP.00114 - Airworthiness Directive approval notification
 TE.CAP.00115 - PAD CRD Template
 TE.CAP.00116 - AD cancellation notice template
 TE.CAP.00118 - PAD withdrawal statement template
 TE.CAP.00119 - Emergency Conformity Information
 UG.CERT.00002 - Certification Handbook
 WI.CAP.00002 - EASA AD writing instructions
 WI.CAP.00012 - Adoption and uploading in the AD tool of foreign State of Design ADs
 WI.CERT.00005 - Decisions and signatures for certification
 WI.IMS.00064 - Records management within P&A section
 WI.IMS.00065 - Rotorcraft department records management
 WI.IMS.00066 - General aviation & RPAS department records management
 WI.IMS.00067 - Propulsion section records management
 WI.IMS.00068 - Filing plan large aeroplanes department
 WI.IMS.00069 - Safety information section records management

Abbreviations/Definitions

a) Abbreviations
 a/c: Aircraft
 AD: Airworthiness Directive
 ALS: Airworthiness Limitation Section
 AMC: Acceptable Means of Compliance
 AMOC: Alternative Method of Compliance
 CAA: Civil Airworthiness Authority (non-EU)
 CAP: Continuing Airworthiness of Type Design
 CARI: Continuing Airworthiness Review Item
 CH: Certificate Holder
 CRD: Comment Response Document
 CS: Certification Specifications
 EAD: Emergency AD
 EASA: European Union Aviation Safety Agency
 ECI: Emergency Conformity Information
 ETSOA: European Technical Standard Order Authorisation





ETSOAH: European Technical Standard Order Authorisation Holder

EU: European Union

FAD: Final AD with Request for Comments

FSAI: Foreign Safety Advisory Information

GM: Guidance Material

ICAO: International Civil Aviation Organisation

IORS: Internal Occurrence Reporting System

MCAI: Mandatory Continuing Airworthiness Information

MS: Member State

NAA: National Aviation Authority

P&A: Parts and Appliances

PAD: Proposed Airworthiness Directive

PCA: Primary Certifying Authority (State of Design; EASA for EU products)

PCM P&A: Project Certification Manager Parts and Appliances

PCM: Project Certification Manager (EASA staff or staff from NAA under contractual arrangements)

PCP: Product Certification Procedure

SIA: Safety Information Assistant

SIB: Safety Information Bulletin

SIO: Safety Information Officer

SoD: State of Design

SoR: State of Registry

STC: Supplemental Type Certificate

TC: Type Certificate

TO: Technical Owner

b) Definitions

Certificate holder

In accordance with Part 21A.3.A (a) and (b), the Certificate Holder is the holder of a TC, restricted TC, STC, ETSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under Part 21

EU applicant

Applicant from EU Member State, Norway, Iceland, Switzerland or Liechtenstein

PCM

Wherever the term PCM is used in this procedure, the term PCM means "the PCM in coordination with his/her team, as appropriate".

Log of issues

Issue	Issue date	Change description
001	10/09/2010	First issue, Migration of C.P006-01
002	23/04/2012	Issue 002. Simplification of existing workflows, insertion of a new workflow ("determination of required action"), deletion of two





		workflows ("Launch dissemination and publication AD Cancellation Notice" and "Publish PAD")
003	01/09/2014	Issue 003. Migration of PR.CAP.00001-002 in compliance with Convergence project.
004	17/11/2015	Issue 004. Revision taking into account adoption of Regulation 376/2014 and necessary changes for the implementation of the Agency's action plan in reaction to the IAS Audit on Continuing Airworthiness Oversight in EASA. Editorial changes and some updates reflecting Convergence
005	25/05/2018	Issue 005 to account for the Introduction of the use of EASA AD writing instructions WI.CAP.00002 in workflows of PAD, FAD, and EAD. Update of approval data package for PAD, FAD and EAD. Addition of conflict resolution provisions.
006	04/11/2019	Issue 006 removes procedure for sending notification letters, and introduces streamlined procedures to process ADs related to Airworthiness Limitations Items to reflect efficiency improvements implemented by EASA. Introduces provisions to determine when Emergency or Final AD with request for comments are appropriate in accordance with Decision of the EASA Management Board 12-2007, including its explanatory note. Issue 006 also introduces references to (EU) Basic regulation 2018/1139. Notification of CT Management/Communications Dept. and or Executive Director regarding the upcoming issuance of " High profile ADs".
007	04/06/2020	Issue 007 expands the explanation when the AD cancellation is appropriate, clarifies that the Section Manager approval is not required for final ADs consulted as PAD without comment received and introduces the proposed time between the issue and effective date for revised AD. This issue also introduces determination of the AD applicability, provisions applicable to retrofit campaigns and restriction to transmit Sensitive Aviation Security Information when MCAI are distributed.
008	10/02/2021	Issue 008 introduces new EPC applicable to processing foreign Proposed AD(s). The amendment of the procedure has been performed by Jan Mocsonoky.





INTRODUCTION

Purpose and scope

This procedure describes how the European Union Aviation Safety Agency (hereinafter referred to as “the Agency”) shall internally handle the continuing airworthiness functions related to type design pursuant to Article 20(1)(j) of Regulation (EC) No. 2018/1139 (“Basic Regulation”).

It has been defined to implement Article 15 of Decision No 12/2007 of 01 October 2007 of the Management Board concerning the general principles related to the certification procedures to be applied by the Agency for the issuing of certificates for products, parts and appliances (“PCP Decision”), mandating the Executive Director to “establish the necessary associated detailed procedures for the implementation of this Decision [...]”.

This procedure applies to the continuing airworthiness functions related to the type design of aeronautical products, parts and appliances under the Agency’s scope of competences pursuant to the Basic Regulation.

Legal framework

In accordance with Article 77 of the Basic Regulation, the Agency shall, where applicable and as specified in the Chicago Convention or its Annexes, carry out on behalf of EU Member States the functions and tasks of the State of Design (SoD), manufacture or registry when related to design approval. The issuance of Type Certificates (TC), European Technical Standard Order Authorisations (ETSOA) and approval of Changes and Repairs is a fundamental part of the materialisation of this principle.

According to Article 77(1)(h) of the Basic Regulation, the Agency shall ensure the continuing airworthiness functions associated with the products, parts and appliances it has certified, including reacting without undue delay to a safety problem and issuing the applicable mandatory information.

The continuing airworthiness functions under Article 77(1)(h) shall be performed in accordance with the provisions of Annex II to the Basic Regulation and Annex I Part 21 to Commission Regulation (EU) No. 748/2012 of 03 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, in particular its paragraphs, 21.A.3 and 21.A.3B, and the related Acceptable Means of Compliance (“AMC”) and Guidance Material (“GM”).

According to Articles 116 and 76 of the Basic Regulation, the EASA Management Board shall establish transparent procedures for taking individual decisions for airworthiness and environmental certification.

Under these provisions, the Management Board has adopted the PCP Decision.

The general principles applicable to the continuing airworthiness of the type designs approved or validated by the Agency are established in Article 12 of the PCP Decision.

Article 15 of the PCP Decision mandates the Executive Director to “establish the necessary associated detailed procedures for the implementation of this Decision [...]”.

This procedure has been adopted under this mandate by the Certification Director acting in accordance with appropriate delegations from the Executive Director.

EASA Airworthiness Directive Policy recalls the applicable legal framework under the Basic Regulation, the PCP Decision and Annex 8 to the Convention on International Civil Aviation as well as provides the newly established Agency policy within those legal boundaries.





Rights and obligations derived from applicable bilateral agreements as specified in Article 68 of the Basic Regulation shall not be affected.

Basic Principles

1. SOURCES OF INFORMATION FOR ASSESSING THE CONTINUING AIRWORTHINESS OF APPROVED TYPE DESIGNS

Data relevant for assessing the continuing airworthiness of an approved type design may derive from various sources, as required by mandatory reporting obligations, or on a voluntary basis.

1.1) Occurrence Reporting to the Agency in the context of the Basic Regulation

1.1.1) Occurrence Reporting from Certificate Holder

For products, parts and appliances covered by a certificate issued or deemed to be issued under the Basic Regulation, the Certificate Holder shall in accordance with 21.A.3A(a) have a system in place for the collection, investigation and analysis of reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of those products, parts and appliances.

The Certificate Holder shall report occurrences to the Agency in accordance with 21.A.3A(b). Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 and AMC 20-8 provides guidance on which occurrences should be reported to the Agency and on the timescale for the submission of such reports.

21.A.3A (a) and (b) shall equally apply for products, parts and appliances covered by a certificate issued or deemed to be issued under the Basic Regulation where EASA is not the Primary Certifying Authority (PCA), unless an appropriate Bilateral Agreement with the foreign State of Design (SoD) waives or amends the reporting obligations for the concerned Certificate Holder.

Furthermore, it is the obligation of the Certificate Holder to collect and review all available information related to the safety of the type design with a view to take or propose to the Agency appropriate and on time action to correct any unsafe condition.

In accordance with provision 21.A.3A(b)2, the Agency has developed the “Technical Occurrence Report Form” as the form and manner to be applied for the submission of these reports. Highly reporting Certificate Holders are alternatively making use of the possibility to submit their occurrence reports directly via data bridges.

All reports submitted by Certificate Holders are stored in the Agency’s Internal Occurrence Reporting System (IORS) for further processing.

Reference is made to EASA Procedure on Processing of occurrence reports.

Certificate Holders and the Agency typically hold airworthiness review meetings where results from the (different) safety analyses are shared and contrasting outcomes (if applicable) are discussed, to reach agreement on the level of risk and potential consequences. At these meetings it may be determined or confirmed whether an unsafe condition exists.

1.1.2) Occurrence reporting from other entities for which EASA is the Competent Authority

Reporting obligations to the Agency also exist for EASA approved maintenance organisations (Part 145.A.60, Part M.A.202), EASA approved CAMOs (Part M.A.202), EASA approved production organisations (Part 21.A.129(e) and (f), Part 21.A.165(e) and (f)), Air Training Organisations (Part ORA.GEN.160 of Regulation (EU) 290/2012), Pan-European and





Foreign Air Navigation Service providers (Annex II, point 3.1.2(g), and Annex V, chapter 2 of Regulation (EU) 1035/2011) and EASA-authorised Third Country Operators (Part TCO.200(e) of Regulation (EU) 452/2014).

Similarly to the occurrence reports received from Certificate Holders holders under Part 21 reporting obligations, these reports shall also be submitted to and be stored in the Agency's Internal Occurrence Reporting System (IORS) for further processing.

Reference is made to EASA Procedure on Processing of occurrence reports.

1.1.3) Competent authorities of EU Member States

The competent authorities of EU Member States (NAAs) shall provide the Agency with "safety-significant information" stemming from the occurrence reports they have received (ARO.GEN.125 of Regulation (EU) 290/2012 and ARA.GEN.125 of Regulation (EU) 965/2012).

1.2) Occurrence Reporting to the Agency in the context of Regulation (EU) No 376/2014

Article 4 of Regulation 376/2014 requires each organisation established in a Member State and being certified or approved by the Agency to establish a mandatory reporting system to collect occurrences in accordance with Regulation (EU) 2015/1018 and report to the Agency accordingly.

1.3) EASA involvement in Accident and Incident Investigations

According to Article 8 of Regulation (EU) No. 996/2010 of the European Parliament and of the Council on the investigation and prevention of accidents and incidents in civil aviation the Agency may, under certain conditions, participate as an adviser in safety investigations. Furthermore, Article 15(3) of Regulation (EC) No. 996/2010 defines the Agency's rights to receive factual information obtained during the safety investigation.

Reference is made to EASA Procedure on Safety investigation.

Accidents and incidents may be reported to EASA by the Certificate Holder in accordance with Part 21 occurrence reporting obligations (for EU type designs). They will consequently be stored in the Agency's Internal Occurrence Reporting System (IORS) for further processing in parallel to the possible involvement of EASA staff in accident/incident investigation.

1.4) Follow-up of Safety recommendations received from Accident Investigation Authorities

EASA maintains a tracking system to record the status of safety recommendations addressed to the Agency and their closing actions in a database.

The database should be the means by which feedback is provided to the Accident Investigation Organisations regarding the EASA status and closure of Safety Recommendations arising from reported Accidents and Serious Incidents.

Reference is made to EASA Procedure on Safety recommendation.





Each Department of the Certification Directorate nominated a focal point as member of the Agency's Internal Safety Investigation Response Committee (ISIRC) which is in charge of the dissemination of accident information and coordination of responses to Safety Recommendations.

Further details pertaining to the processing of safety recommendations within the Certification Directorate are provided in the EASA Certification Handbook.

1.5) Safety Analysis

The analysis of any available occurrence reporting databases, such as the IORS database (mainly containing information on EU products) or the European Central Repository (ECR) established on the basis of Regulation (EU) No. 376/2014, shall be considered to obtain additional information on the continuing airworthiness of products, parts and appliances.

Certification staff members may either actively request analysis from the Safety Analysis & Research Section or the Safety Investigation & Reporting Section, or they may be invited to participate in the peer review of such draft papers initiated by others.

Reference is made to EASA Procedure on Safety analysis.

1.6) Other sources of information

Irrespective of the above, occurrence information may be obtained from any European or non-European person or organisation/authority, also in the absence of any legal reporting obligation, i.e. on a voluntary basis. Article 5.3 of Regulation (EU) No 376/2014 requires EASA to establish a voluntary reporting system. This obligation is fulfilled by the established IORS, however, such voluntary reports may also be submitted in a different form and manner (e.g. by email, post, etc.). This information shall be assessed for its relevance for the Continuing Airworthiness of type designs and be followed-up accordingly.

Furthermore, recommendations by NAAs and actions by EU Member States under Article 14.1 of the Basic Regulation shall be considered to ensure the continuing airworthiness of products, parts and appliances.

2. EASA RESPONSIBILITIES

In accordance with the aforementioned legal framework, the Agency has an obligation to ensure the continuing airworthiness of the type designs it approves (either through direct approval or after validation). Within this context, the Agency shall react without undue delay to a safety problem by issuing the applicable Mandatory Continuing Airworthiness Information (MCAI) as defined in Article 77 of the Basic Regulation.

2.1) Products, parts and appliances for which EASA is the PCA

For the purposes of Article 77(h) of the Basic Regulation, where EASA is the PCA and consequently carries out on behalf of EU Member States the functions and tasks of the State of Design (SoD), when related to design approval, the PCM shall review occurrences as reported, and, based on analysis and investigations by the Certificate Holder or based on any other available information, define or agree on appropriate actions.

The subsequent action may range from, for example, recommendation for improvements by the Certificate Holder to corrective action (inspection, maintenance action or design change) that needs to be made mandatory by the issuance of an Airworthiness Directive (AD).





It is recommended that every effort should be made to define actions that terminate repetitive inspections, tests or limitations.

The issuance of an AD is governed by the provisions of 21.A.3B and associated AMCs, i.e. AMC 20-8, AMC 21.A.3B(b) and guidance material, i.e. GM 21.A.3B(d)(4), GM 21.A.3B(b). The EASA responsibilities in this regard are further described in Article 12 of the PCP Decision and the EASA Airworthiness Directives Policy.

EASA will notify by e-mail, the AD to its addressee, the Certificate Holder, in the English language or, when requested, in the language of the EU Member State which has jurisdiction over it.

All these EASA notification and information obligations shall be carried out according to the principles described in Article 12 of the PCP Decision.

As soon as EASA has issued and notified an AD, the latter becomes mandatory for the owners/operators of the aircraft covered by the AD pursuant to Regulation (EC) 2042/2003, in particular M.A.303. Moreover, it results from M.B.201, M.B.303 and M.B.304 that EU Member States must inform their owners/operators of the affected aircraft that they have to comply with the AD as it derives from their obligations under Part M and ensure that compliance.

Moreover EASA, its Member States and the European third countries that participate in the activities of EASA under Article 129 of the Basic Regulation, shall, to fulfill their obligations deriving from Annex 8 to the Chicago Convention, transmit the AD to all the Contracting States (including EU Member States) that have informed EASA that an aircraft subject to that AD has been entered on their registry, to allow those States to fulfill their obligations under the Chicago Convention as SoR. The AD will be transmitted by e-mail in the English language. The EASA responsibilities in this regard are further described in the EASA Airworthiness Directives Policy.

Further details pertaining to the level of involvement of the PCM together with the team for continuing airworthiness of EU products are provided in the EASA Certification Handbook.

2.2) Products, parts and appliances for which EASA is not the PCA

Notwithstanding provisions 21.A.3A and 21.A.3B of part 21, where EASA is not the PCA and consequently carries out on behalf of EU Member States the functions and tasks of the State of Registry (SoR) when related to design approval, the PCM shall, in accordance with the principles and procedures contained in article 12 of the PCP Decision and, where existing, the appropriate Working Arrangement/Bilateral Agreement, review occurrences as reported. Where a safety concern exists, the PCM shall contact the PCA to ensure their awareness of the potential for an unsafe condition and to establish their expected action. Based on the PCA response, the PCM shall decide whether further EASA action is necessary.

The PCM, if necessary in consultation with his/her team, should decide upon the acceptability of any proposed solution, and monitor that the corrective action is being developed and published by the Certificate Holder and approved by the PCA in a time frame acceptable to EASA.

EASA shall, upon receipt of information that an AD has been issued by the SoD of an aircraft that has entered the registry of one of the EU Member States, either adopt that AD without any changes or issue its own AD based on the SoD AD (Reference ED Decision 2019/018/ED). In the case of adoption of a foreign AD without any changes, a simplified process shall apply as detailed in the process description on Adoption of foreign State of Design AD.

When EASA, after consultation with the PCA, is not satisfied with the actions taken by the PCA or deems necessary to deviate from the AD issued by the PCA, an EASA AD may be issued. This AD may either (1) replace or modify an existing PCA AD or (2) be issued in the absence of a PCA AD, as necessary, to ensure that corrective actions are taken which address the issue in a manner consistent with the Basic Regulation and its implementing rules. The normal process as described in the Standard AD process should be followed, unless an urgent action is needed (see Article 12 of MB





Decision 12/2007 of 01 October 2007). When EASA issues its own AD, it will notify the AD by e-mail, followed by regular mail to its addressee, the foreign Certificate Holder, in the English language.

Moreover, EASA shall inform the SoD and the EU Member States on the content of the issued AD to allow them to fulfill their obligations as SoR under the Chicago Convention, enforcing the AD. The information will be transmitted by e-mail in the English language.

Further details pertaining to the level of involvement of the PCM together with the team for continuing airworthiness of non-EU products are provided in the EASA Certification Handbook.

2.3) Continuing Airworthiness of aircraft design approved under Specific Airworthiness Specifications (SAS)

In the absence of a (restricted) TC Holder, the SAS contains instructions for the Holder of the Restricted Certificate of Airworthiness to report to the State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation.

The PCM will consider any information received, e.g. from States of Registry, or from Accident Investigation Boards, to monitor the continuing airworthiness of the impacted fleet.

If determination is made of a potential unsafe condition that is likely to develop or exist on other aircraft, EASA will issue an AD, either to mandate actions required to restore an acceptable level of safety, or, in the case where insufficient information is available on how an acceptable level of safety can be restored, take required safety measures which could include to ground the fleet.

3. MONITORING AND INTERNAL OVERSIGHT

3.1) Review meetings with the Certificate Holder

The PCM, in conjunction with the Certificate Holder, may organise regular review meetings to monitor the continuing airworthiness of products, parts and appliances under his/her responsibility.

3.2) Continuing Airworthiness Review Item (CARI)

A CARI might be raised by a PCM or an Expert to document a continuing airworthiness issue, when there is a need to gather information, from PCMs, NAAs or Industry, about:

- whether the issue potentially affects more than one product type
- how the issue is/will be addressed on other product types

Further details on the CARI procedure are provided in the EASA Certification Handbook.

3.3) Reference is made to the applicable chapter of the EASA Certification Handbook for a general overview on the continuing airworthiness activities.

3.4) Internal monitoring

The Section Manager shall have an overview of current Continuing Airworthiness issues related to products under his/her responsibility and monitor related activities by the PCMs and Experts. For this purpose, the Section Manager shall make use of the available sources of information, such as reports from the IORS Workflow Tool, discussions with responsible staff members on specific Continuing Airworthiness issues during dedicated meetings or section meetings, etc.





Based on this information, the Section manager shall regularly report to the Head of Department on current Continuing Airworthiness issues and related activities, e.g. during bilateral meetings or by organising presentations at PCM Plenary meetings, Safety Board meeting, CT Management meetings, etc.

The Section Manager responsible for the product shall be involved by the PCM in the decision making process for selected occurrences in those cases where the PCM comes to the conclusion that no unsafe or potential unsafe condition exists. The selection and level of scrutiny by the Section Manager shall be established by line product management through individual agreement with the PCM, or on the basis of criteria to be defined on section or department level, taking into consideration the specificities of the concerned section or department.

4. MANDATORY CONTINUING AIRWORTHINESS INFORMATION (MCAI)

4.1) Applicable ADs

EASA ADs applicable to an EASA approved type certificate within the meaning of 21.A.3B of the Annex I Part 21 to Regulation (EU) 748/2012 and M.A.303 of Annex I (Part M) to Regulation (EC) 1321/2014 are those ADs which have been issued or adopted by the Agency. ADs are issued by the Agency through Agency decisions under 21.A.3B.

ADs are adopted by the Agency:

1. For ADs issued by non-EU States of Design after 28 September 2003: through ED Decision 2/2003 on the implementation of airworthiness directives for products, parts and appliances designed in third countries;
2. For ADs issued before 28 September 2003: through Article 2(3)(a)(iii) of Regulation (EU) 748/2012 (ADs issued by the State of Design for products, parts and appliances).

4.2) Airworthiness Directives Policy

EASA issues or adopts ADs in accordance with EASA Airworthiness Directives policy.

4.3) Revision to the Airworthiness Limitations Sections (ALS)

ALS Revisions that introduce new or more restrictive mandatory maintenance tasks should lead to issuance of an AD, unless either failure to comply with the LAS revision does not result in an unsafe condition or an AD that adequately addresses all the restrictive items raised in the ALS has already been issued prior to the ALS revision.

4.4) Parts and Appliances EASA ADs

An AD might be addressed to the Holder of an ETSO authorisation or to the Holder of another type of part and appliance approval, on one of the following conditions:

1. if the malfunction is caused by the equipment and airworthiness can be restored by corrections at equipment level, unless a product level AD is found more appropriate;
2. if the part or appliance is potentially installed on several products and when it is therefore impractical to address the AD to all affected Product TC Holders.

4.5) Emergency Conformity Information (ECI)





An ECI is needed in the presence of a conformity issue requiring emergency action. According to Article 12.7 of the PCP Decision such a case exists where the Agency has determined that urgent action is necessary to correct an unsafe condition.

4.6) Security-Sensitive Airworthiness Directive (SSAD).

A Sensitive Aviation Security Information, by definition provided in Annex 8, is an information that, if accessed by or disclosed to unauthorized persons, could create or be used to exploit a vulnerability or facilitate an act of unlawful interference against civil aviation. Annex 8 requires that the State of Design shall ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information. Additionally, Annex 8 requires that the State of Design shall ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the States of Registry in accordance with provisions of ICAO Annex 17 — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference.

To fulfil its obligation as State of Design, EASA issues SSAD related to airworthiness issues having impact on aircraft security.

An SSAD is an AD issued or adopted by EASA that mandates certain corrective actions, the content of which includes security sensitive information. EASA disseminates SSAD to those states having affected aircraft on the register. When sharing sensitive aviation security information in a form of SSAD, EASA requires to protect such information from unauthorized access or disclosure. Further distribution of the SSAD to operators of the affected aircraft or other concerned parties remains under State of Registry responsibility, and should be done on a "need to know" basis only using protective measures when transmitting sensitive aviation security information.

After the SSAD compliance time expires, it is highly recommended to publish a record of the SSAD in the EASA Safety Publications tool. This decision shall be taken by the respective section manager.

5. PROCESS CHARTS

This procedure contains one "high level" process chart ("Determination of required action") covering the procedure from the beginning to the end, and 6 specific process descriptions displayed by means of process charts:

1. Standard AD process

- EPC Issue PAD
- EPC Issue AD
- EPC Launch dissemination and publication AD / AD Cancellation / ECI

2. Final AD with request for comments

- EPC Issue final AD with request for comments (FAD)

3. Emergency AD

- EPC Issue Emergency AD (EAD)

4. Changes to previously issued ADs

- EPC Changes to previously issued AD
- EPC Correct AD
- EPC Revise AD
- EPC Supersede AD
- EPC Cancel AD

5. Emergency conformity information

- EPC Emergency conformity information (ECI)





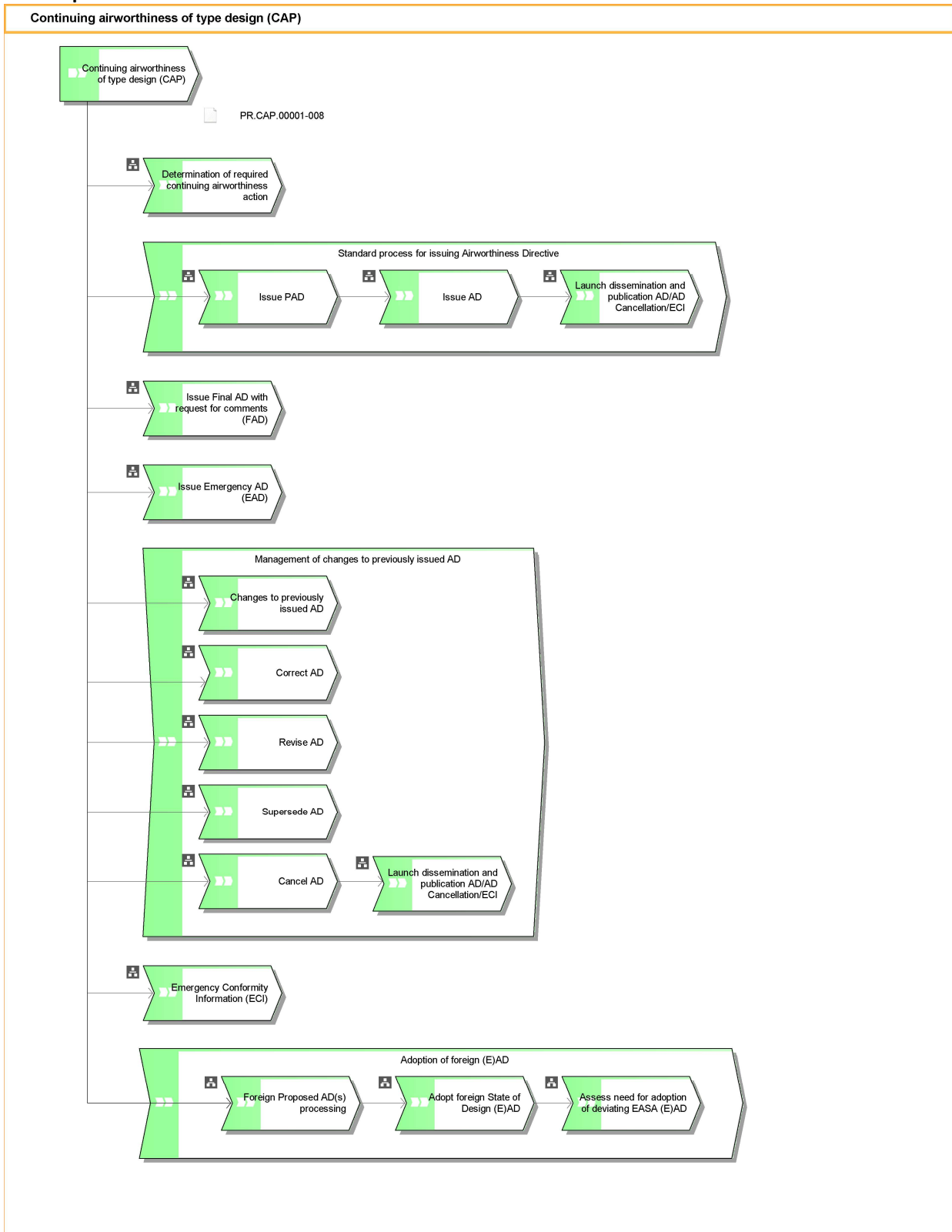
6. Adoption of foreign (E)AD

- EPC Adopt foreign State of Design (E)AD
- EPC Assess need for adoption of deviating EASA (E)AD



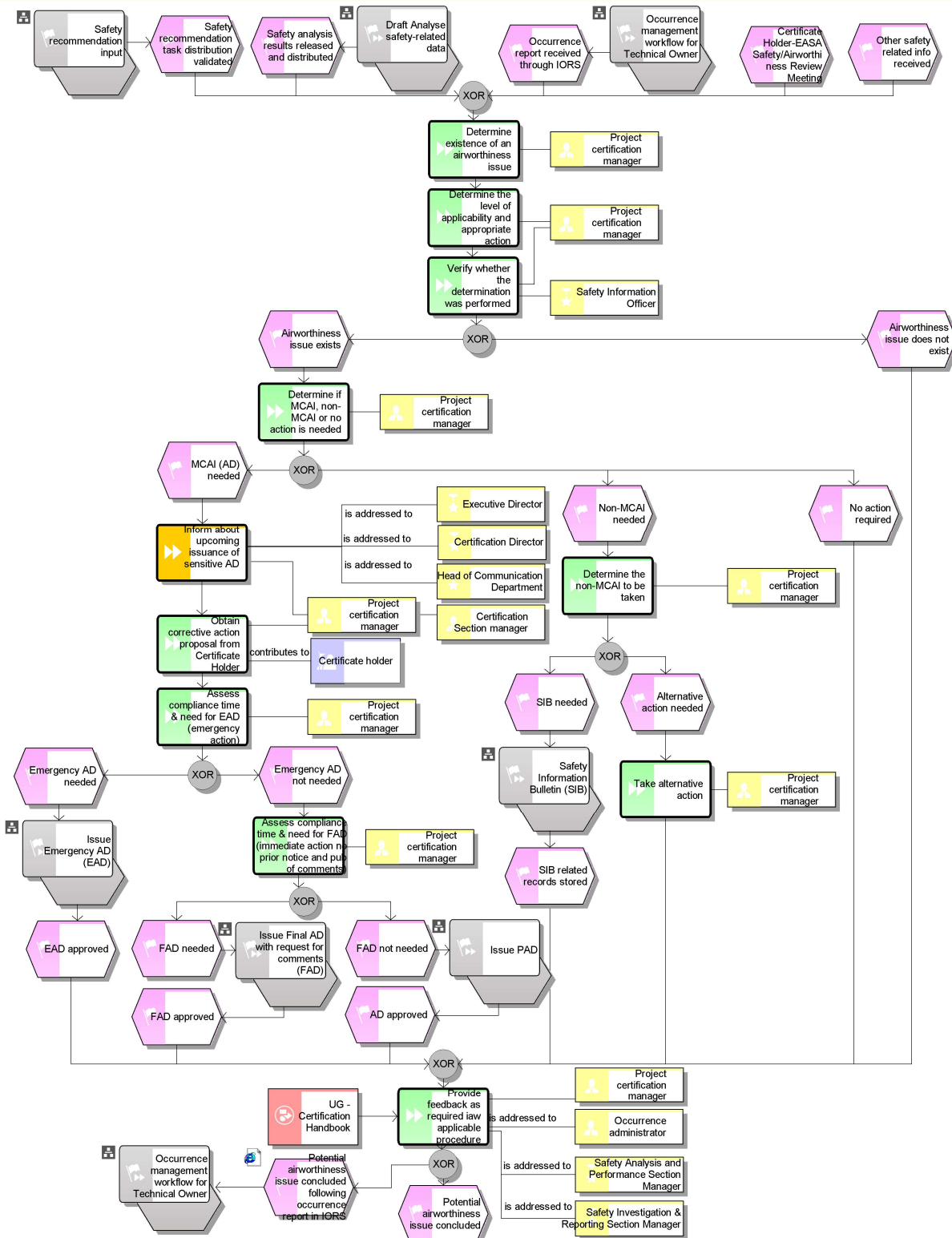


Structure of process charts





Determination of required continuing airworthiness action





Activity	Description to the process activity
Determine existence of an airworthiness issue	<p>In close cooperation with the Certificate Holder and, as appropriate, other Agency staff, the PCM shall determine whether an airworthiness issue exists. This determination shall be done under consideration of all available information and on the basis of the applicable Certification Specifications (CS) and Part 21, e.g. AMC 21.A.3B(b).</p> <p>For cases in which the PCM does not determine an airworthiness issue but still has a safety concern, the subject should be communicated to the relevant Directorate/Department at EASA, the concerned NAA, etc. for appropriate action, unless already processed accordingly through the IORS Tool.</p>
Determine the level of applicability and appropriate action	<p>The PCM determines whether the unsafe condition is applicable to:</p> <ol style="list-style-type: none"> Level 1: Product (aircraft, engine, propeller) or design change (STC); Level 2: (E)TSO approved equipment (or equivalent) ; Level 3: Equipment or part approved at product/installation level. <p>If an unsafe condition exists on Level 1, the product /STC AD shall be issued.</p> <p>If the unsafe condition exists on Level 2 and airworthiness can be restored by correction(s) at equipment level, then an equipment AD is an appropriate tool to address it, and the case shall be forwarded to the relevant PCM.</p> <p>If the unsafe condition exists on level 3 the airworthiness can be restored by correction at product level and therefore a product /STC AD shall be issued. For unsafe condition on Level 2 or Level 3 when the malfunction or deterioration of the equipment or part results from insufficient integrity or safety of the installation of this equipment into an aircraft structure or system (embodiment of the affected equipment or part into aircraft or its system), a product /STC AD shall be issued.</p> <p>For unsafe condition at Level 1 and Level 3, the PCM cross checks / consults with other relevant PCMs the existence of any similar occurrences, failures, malfunctions or defects, which may have been propagated on other products and may require other AD action.</p>
Determine if MCAI, non-MCAI or no action is needed	<p>The PCM shall determine which action is required:</p> <ol style="list-style-type: none"> 1.) A Mandatory Continuing Airworthiness Information (MCAI) in accordance with Chapter 4 of Annex 8 to the ICAO Convention is required when an unsafe or potential unsafe condition exists and is likely to exist or develop in other aircraft (Definition and determination of an unsafe condition: Ref. AMC 21.A.3B(b) and GM 21.A.3B(b)). <p>The MCAI shall be published in the form of an Airworthiness Directive (AD) as described in provision 21.A.3B of Annex I Part 21 to Regulation (EU) 748/2012.</p> <p>As an interim step, it may be possible under certain circumstances to control and contain the unsafe or potential unsafe condition using a monitored retrofit campaign. Further details are available in the Certification Handbook. However, an AD shall be issued if the unsafe or potential unsafe condition continues to exist or develop in other aircraft despite the dedicated monitored retrofit campaign.</p>





	<p>2.) In absence of an unsafe or potential unsafe condition that would qualify for an Airworthiness Directive (AD), the PCM may nevertheless consider that a non-Mandatory Continuing Airworthiness Information (non-MCAI) is useful in order to provide information or recommendations to the aviation community on the airworthiness issue.</p> <p>3.) If neither an MCAI nor a non-MCAI is required, the PCM may decide that no action needs to be taken.</p>
Verify whether the determination was performed	As deemed appropriate, SIO verifies with the PCM, whether the determination of affected products, design change or equipment was performed.
Inform about upcoming issuance of sensitive AD	<p>The PCM and Section Manager should subjectively evaluate whether the issuance of an EASA AD would deserve communicating to the CT Management and or Executive Director. The evaluation should take into account the sensitivity and/or visibility of the subject, taking into account all foreseen political and economic aspects.</p> <p>Further, occasionally it is necessary to communicate to the public issuance of an EASA AD affecting high-profile cases in order to highlight the work promptly done by the Agency. This may be achieved by issuing a public statement concurrent with the AD. To initiate this process, the PCM shall inform her/his Section Manager, who should take decision to highlight ADs that meet the following criteria to CT management to initiate the discussion on whether to issue a public statement:</p> <ul style="list-style-type: none">• When the Agency issues an AD following a high profile incident or accident• If an AD would create a high profile outcome (such as grounding a type of an aircraft or imposing significant action on passenger aircraft). <p>The CT management should consult the Communications Department for advice when considering to make a decision to issue a public statement, to ensure all positive and negative considerations are taken into account. When it is decided that a public statement should be made concurrently with the issuance of an AD, the Communications Department should be involved as early as possible to allow the creation of the public statement based on the technical department's input.</p>
Obtain corrective action proposal from Certificate Holder	When EASA has determined that an unsafe condition exists in an approved aircraft type design, as a result of a deficiency in the aircraft, or an engine, propeller, part or appliance installed on this aircraft, and that condition is likely to exist or develop in other aircraft, the PCM of the affected product (aircraft, engine or propeller) shall request the Certificate Holder to propose appropriate corrective actions.
Assess compliance time & need for EAD (emergency action)	<p>According to Article 12.7 of the PCP decision such a case exists where the Agency has determined that urgent action is necessary to correct an unsafe condition.</p> <p>In case of situations which require emergency action by EASA the PCM shall review the proposed corrective action submitted by the Certificate Holder. Based on the agreed compliance time, the PCM shall assess if an Emergency AD is appropriate. For example, an Emergency AD is appropriate if the compliance</p>





	<p>time for the initial inspection is equal to, or shorter than 25 flight hours (FH), 25 flight cycles (FC) or 30 days calendar time, counted from the effective date.</p> <p>- When the compliance time is expressed in Flight Cycles or Flight Hours, the decision to issue an Emergency AD is to be taken by the PCM taking into account the highest usage rate of the aircraft or engine type.</p>
Determine the non-MCAI to be taken	<p>The PCM shall determine which non-MCAI should be developed in order to address the issue at stake:</p> <p>1. Safety Information Bulletin (SIB): A SIB is an information tool that intends to alert, inform and draw the attention of the aviation community to safety issues. SIBs may potentially be used on any type of safety related subject that does not qualify for an AD and for which EASA has received information that it finds useful to share with the aviation community for the sake of safety promotion (e.g. information related to suspected unapproved parts, etc.). Reference is made to EASA Procedure on Safety Information Bulletin.</p> <p>2. Alternative actions: As deemed appropriate, the PCM may initiate alternative any actions in order to address the issue, such as providing information to other competent departments in the Agency, initiate communication with an NAA (e.g. State of Registry NAA, State of Maintenance Organisation NAA), etc.</p>
Assess compliance time & need for FAD (immediate action no prior notice and pub of comments)	<p>In cases when the required action demands immediate issuance of an AD without prior notice and publication for comments, the PCM may decide to require issuance of a Final AD with request for comments. Such a case exists where a prior publication for comments would make timely compliance with the corrective actions impossible, or where the substance of an AD has been previously subject to a national AD. In this case, any comments received after publication shall be addressed and published in a same manner as would be done for a PAD.</p> <p>A Final AD without prior notice and publication for comments is appropriate if the compliance time for the initial inspection is more than 25 FH, 25 FC or 30 days calendar time, counted from the effective date, but not more than 50 FH, 50FC or 60 days calendar time, counted from the effective date.</p> <p>When the compliance time is expressed in Flight Cycles or Flight Hours, the decision to issue a Final AD is to be taken by the PCM taking into account the highest usage rate of the aircraft or engine type.</p>
Take alternative action	<p>In case none of the proposed tools are appropriate to deal with the safety concern, the ESC might decide on alternative or no action, as deemed necessary.</p>
Provide feedback as required iaw applicable procedure	<p>The PCM shall ensure that sufficient feedback on the processing of the occurrence report and approved actions foreseen (AD, SIB, etc.) is provided to the source of information in accordance with the PCM's responsibilities outlined in the applicable procedures:</p> <p>1) All reports received by EASA on the basis of existing reporting obligations, as well as all other occurrences submitted from any other entity by using the</p>





"Technical Occurrence Report Form", are being processed (and finally closed by the PCM) through the IORS Tool.

At the stage of occurrence closure, the PCM's recording in the "Closing Remark" field of the IORS Workflow Tool shall be made in such a way that the rationale of the decision is traceable for future references. This may be done by free text and/or by inserting references/links to relevant files or documents stored in the IORS Workflow Tool or in other locations, including recordings made by the DOA.

The occurrence closure shall be made in temporal proximity to the decision on the appropriate action. For further guidance, reference is made to UG.CERT.00002 - Certification Handbook.

Furthermore (and provided that the required resources are available), the Safety Investigation & Reporting Section will enter any additional information it is becoming aware of into the IORS database in order to allow the processing and formal closure in the IORS Tool.

Reference is made to the occurrence management workflow for Technical Owner, EASA Procedure on Processing of occurrence reports.

2) Responses to Safety Recommendations are coordinated on behalf of the Agency's Internal Safety Investigation Response Committee (ISIRC) by the focal points nominated for each department of the Certification Directorate in close cooperation with the concerned PCM.

Reference is made to EASA Procedure on Safety recommendation.

3) Any feedback related to safety investigations shall be reported by the PCM to the Safety Investigation & Reporting Section.

Reference is made to EASA Procedure on Safety investigation.

4) For all other cases, and in absence of an applicable procedure and guidance, the PCM shall choose an appropriate means and format for providing feedback to the reporting entity, if and as required or deemed necessary (e.g. letter or email to NAA, etc.).

Depending on the sensitivity of the case, such feedback shall be coordinated with the responsible Section Manager.

Internal Process Interfaces

Safety recommendation input
Draft Analyse safety-related data
Occurrence management workflow for Technical Owner
Issue Emergency AD (EAD)
Safety Information Bulletin (SIB)
Issue Final AD with request for comments (FAD)
Issue PAD





Activity	Description to the process activity
Prepare draft PAD	<p>The PCM, in consultation with his/her team shall review the proposed corrective action submitted by the Certificate Holder.</p> <p>If the PCM and the experts disagree, the PCM shall raise the issue as laid out in the chapter "Resolution of disagreements" of UG.CERT.00002 - Certification Handbook.</p> <p>The PCM shall then draft a PAD using the EASA Notification of a proposal to issue/cancel an airworthiness directive template and the EASA AD writing instructions WI.CAP.00002.</p> <p>In case of discrepancy between the proposed PAD and the AD writing instructions WI.CAP.00002, the Certification Handbook 'Resolution of disagreements within the certification team' process will apply.</p> <p>Early involvement of the EASA Programming and Continued Airworthiness Information Section in the drafting process is desirable for standardisation purposes. If deemed necessary by the PCM, further co-ordination with the Certificate Holder and, in case of non EU products, the PCA may take place.</p> <p>The responsible Section Manager may decide to consult senior Certification Directorate management and/or the Chief Experts and seek their advice. In this case, the responsible Section Manager will take the final decision based on the opinion of the senior Certification Directorate management and/or the Chief Experts.</p> <p>The PCM will inform the certificate holder in writing (email or regular mail) on the decision taken.</p> <p>Following the decision of the responsible Section Manager, the PCM may amend the draft PAD, if deemed necessary. In the absence of any corrective action proposal from the Certificate Holder or if the Certificate Holder is not willing to sufficiently co-operate, the PCM shall draft an own PAD. This should be immediately notified to the Design Organisations Department for their action.</p> <p>If deemed necessary by the PCM, further co-ordination with the Certificate Holder and, in case of non EU products, the PCA may take place.</p> <p>The final version of the draft PAD, together with the referenced technical publication(s) as supplied by the Certificate Holder, shall be sent (through the generic mailbox ADs@easa.europa.eu) to the SIO for further processing.</p> <p>Streamlined process for ALS PAD:</p> <p>It is an EASA policy that ALS revisions that introduce new or more restrictive mandatory maintenance tasks lead to issuance of an EASA AD. For ALS related ADs the PCM initiates the ALS PAD issuance without drafting the PAD but only providing information to the Programming and Continued Airworthiness Information Section about the ALS document to be mandated. For that purpose she/he provides information about the ALS document reference, issue date, revision status etc, as applicable. Additionally, the PCM specifies whether the new ALS includes reduced (or new) life limitation(s), new maintenance tasks or maintenance tasks with reduced interval.</p>





Amend draft PAD as appropriate further to review	<p>Once the SIO receives a PAD, the format will be reviewed for use of language, standardisation, consistency of wording and compliance with the EASA writing instructions WI.CAP.00002.</p> <p>The SIO shall then forward the reviewed PAD to the PCM for review and acceptance. In case of equipment related PADs, the potentially affected aircraft PCMs shall be informed as well.</p>
Accept draft PAD	<p>Before acceptance, the draft PAD shall in any case be brought to the attention of the Section Manager responsible for the product.</p> <p>If the draft PAD cannot be accepted by the PCM, the PCM will provide proposed changes to draft PAD to SIO.</p> <p>If deemed necessary by the PCM, further co-ordination with the Certificate Holder and, in case of non EU products, the PCA may take place until the PCM is satisfied with the text of the amended draft PAD.</p> <p>In case of disagreement between the PCM and the Certificate Holder on the corrective action, the PCM shall raise the issue to the responsible Section Manager for final decision. The responsible Section Manager may decide to consult senior Certification Directorate management and/or Chief Experts and seek their advice.</p> <p>The PCM provides her/his approval with the publication of the PAD through an email message ensuring also consent of her/his Section Manager.</p> <p>Streamlined process for ALS PAD: Once the SIO receives a request and the necessary information and supporting data to develop an ALS PAD, prepares a draft for ALS PAD. In case additional information are needed, the SIO contacts the TC/STC Holder to obtain the missing information keeping the PCM in copy. These information may include possible grace periods for items which may at the time of the final AD issuance accumulate more service time than the introduced new limit; information about issue date, revision status etc. of the previous ALS document as applicable.</p>
Publish PAD for public consultation	<p>The SIO allocates the PAD number. The SIA shall then publish the PAD for consultation on the EASA official publication (EASA website). The comment period shall be in principle 4 weeks. If deemed necessary, the PCM may decide to modify this period in accordance with the importance of the PAD.</p> <p>Comments shall be sent to the Programming and Continued Airworthiness Information Section. Address and contact information shall be published on the EASA official publication (EASA website).</p>
Assess need for AD	<p>On the basis of the comments received from interested parties, the PCM shall assess the need for an AD.</p>
Issue PAD withdrawal statement	<p>The PCM shall take the principle decision to withdraw the published PAD and shall draft the PAD withdrawal statement indicating the reasons for withdrawal. The PCM shall then forward draft PAD withdrawal statement to the SIO.</p> <p>The SIO shall review and, if appropriate, amend the draft PAD withdrawal statement for language, consistency and standardisation.</p> <p>The PAD withdrawal statement shall be accepted by the responsible Section Manager.</p>





Continuing airworthiness of type design (CAP)

Doc #
Approval DatePR.CAP.00001-008
10/02/2021

If deemed necessary, the published PAD may be withdrawn by the SIA at an earlier stage within the process.

The SIA shall publish the PAD withdrawal statement on the EASA website.

Archiving of paper records and/or filing of electronic records by the PCM and responsible Section Manager is ensured through the applicable EASA Work Instructions on records management.

Internal Process Interfaces

Revise AD
Determination of required continuing airworthiness action
Supersede AD
Issue AD
Correct AD

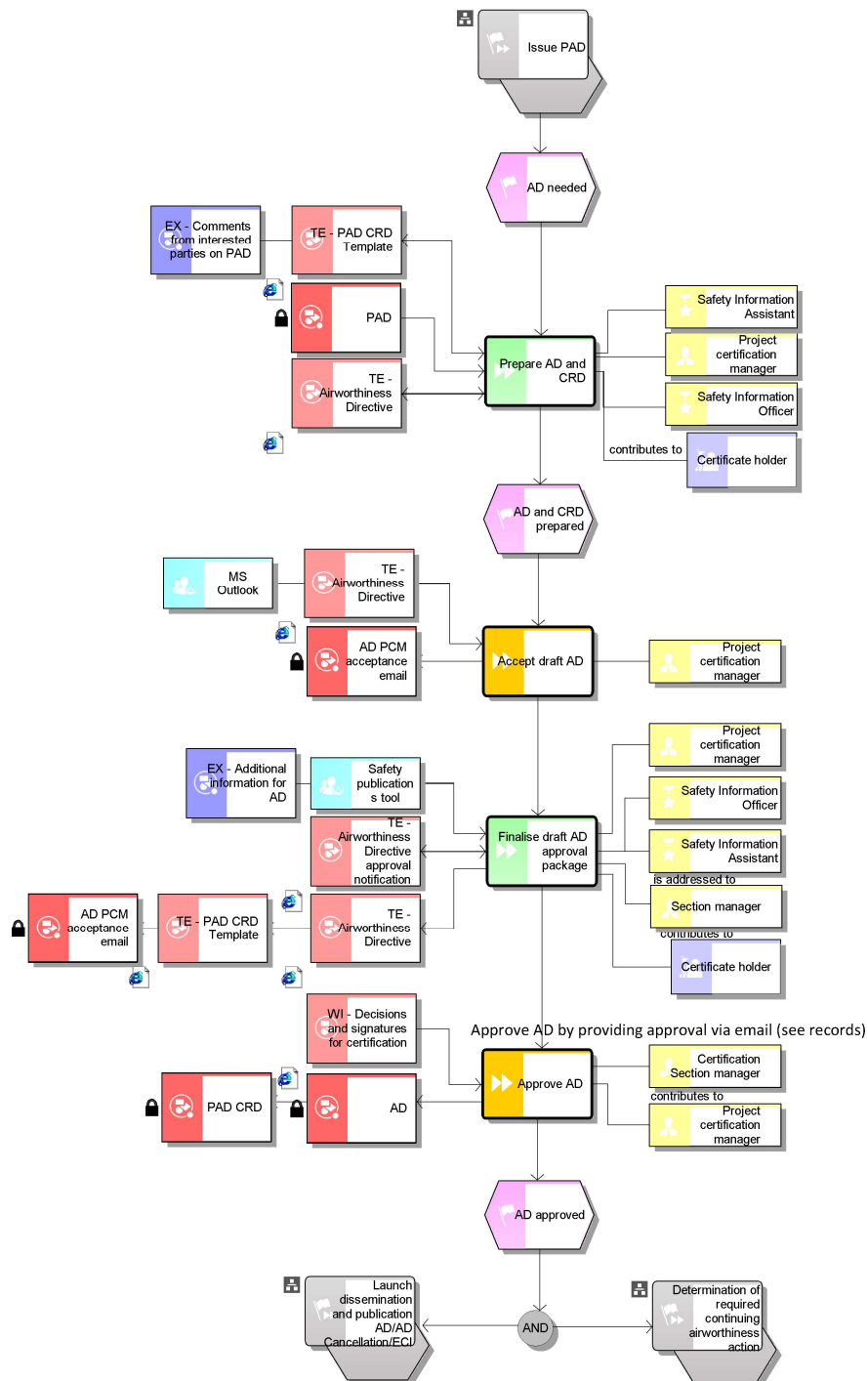
External Process Interfaces

Submit comments on PAD [Interested parties]





Issue AD





Activity	Description to the process activity
Prepare AD and CRD	<p>The SIA shall collect all comments received, format them in a draft CRD (using the EASA PAD CRD template) and forward the pre-filled draft CRD to the SIO for review and further completion, if appropriate. The SIO shall then forward the CRD to the PCM for review and completion of comments.</p> <p>The SIA formats the PAD into the AD format (using the EASA Airworthiness Directive template) and forwards the draft AD together with the pre-filled CRD to the SIO for review and further completion, if appropriate. The SIO shall then forward the draft CRD and pre-formatted AD to the PCM for review and completion of CRD.</p> <p>The PCM shall review the comments received and shall produce appropriate responses in the pre-filled PAD CRD.</p> <p>Streamlined process for ALS-PAD: The SIO having handled the ALS-PAD shall review the comments received and shall complete PAD-CRD and amended draft AD. If the nature of comment doesn't allow the SIO to complete the PAD-CRD and/or amend the draft AD, the SIO will contact the PCM for further guidance. The Chief Experts and/or senior Certification Directorate management may be consulted where appropriate.</p> <p>The PCM shall inform the responsible Section Manager and the Programming and Continued Airworthiness Information Section when consultation with the Chief Experts and/or senior Certification Directorate management has been sought.</p> <p>The PCM shall amend the draft AD as required, in co-ordination with the Product Certificate Holder.</p> <p>In normal circumstances, the time between the start of the consultation process and issuance of the AD should not last more than two months.</p> <p>The PCM shall forward the completed PAD CRD and amended draft AD to the SIO through the functional mailbox ADs@easa.europa.eu.</p>
Accept draft AD	<p>The PCM is finally responsible to agree with any change suggested/proposed by the SIO. For an AD previously consulted as PAD with comment(s) received from the public or the affected TC Holder, except comments confirming agreement with the proposed (P)AD wording), the PCM forwards the draft AD to the responsible Section Manager for review and approval.</p> <p>If the draft AD cannot be accepted by the PCM, the PCM will provide proposed changes to draft AD to SIO by email (ADs@easa.europa.eu) and the SIO will amend the draft AD accordingly before resubmitting it to the PCM for review and acceptance.</p> <p>Streamlined process for ALS AD:</p> <p>For ALS AD, when no comment(s) received during the consultation period from the public or the affected TC Holder, except comments confirming agreement with the proposed (P)AD wording, the SIO does not seek PCM approval for the final ALS AD issuance, however keeps the PCM informed about the issuance of the ALS AD.</p>
Finalise draft AD approval package	<p>The PCM is finally responsible to collect, if necessary, from the Certificate Holder any information which could be eventually requested by other CAAs, e.g. the number of a/c world-wide needing corrective action; a statement on the</p>





	<p>availability of parts; an estimate of the number of labour hours; and the cost of parts required for the corrective action.</p> <p>The SIO collects the PCM and her/his Section Manager approval, as applicable, in a form of email message(s), allocates the AD number and forwards the draft AD and the PCM and her/his Section Manager approval to the SIA for further processing.</p> <p>The approval messages shall be archived in the corresponding (P)AD task folder.</p>
Approve AD	<p>For an AD previously consulted as PAD with comment(s) received from the public or the affected TC Holder, the responsible Section Manager shall review and approve the final draft AD in coordination with the PCM.</p> <p>For an AD previously consulted as PAD without any comment received from the public or the affected TC Holder, or receiving only comments expressing consent to the proposed AD wording, the approval shall be provided by the responsible PCM without involvement of the responsible Section Manager.</p> <p>If the final draft AD cannot be approved by the responsible Section Manager, the responsible Section Manager will not provide her/his AD approval message and will provide instructions on changes to draft AD to SIO by email through ADs@easa.europa.eu.</p> <p>The SIO will amend the final draft AD as appropriate.</p> <p>With approval message of the responsible Section Manager, the PAD turns into an EASA AD.</p> <p>The effective date of a 'standard AD' shall be normally 14 days after the issue date, which is also the date it is published on the EASA official publication (EASA website). However, if it is deemed necessary, the PCM may request a different effective date.</p>

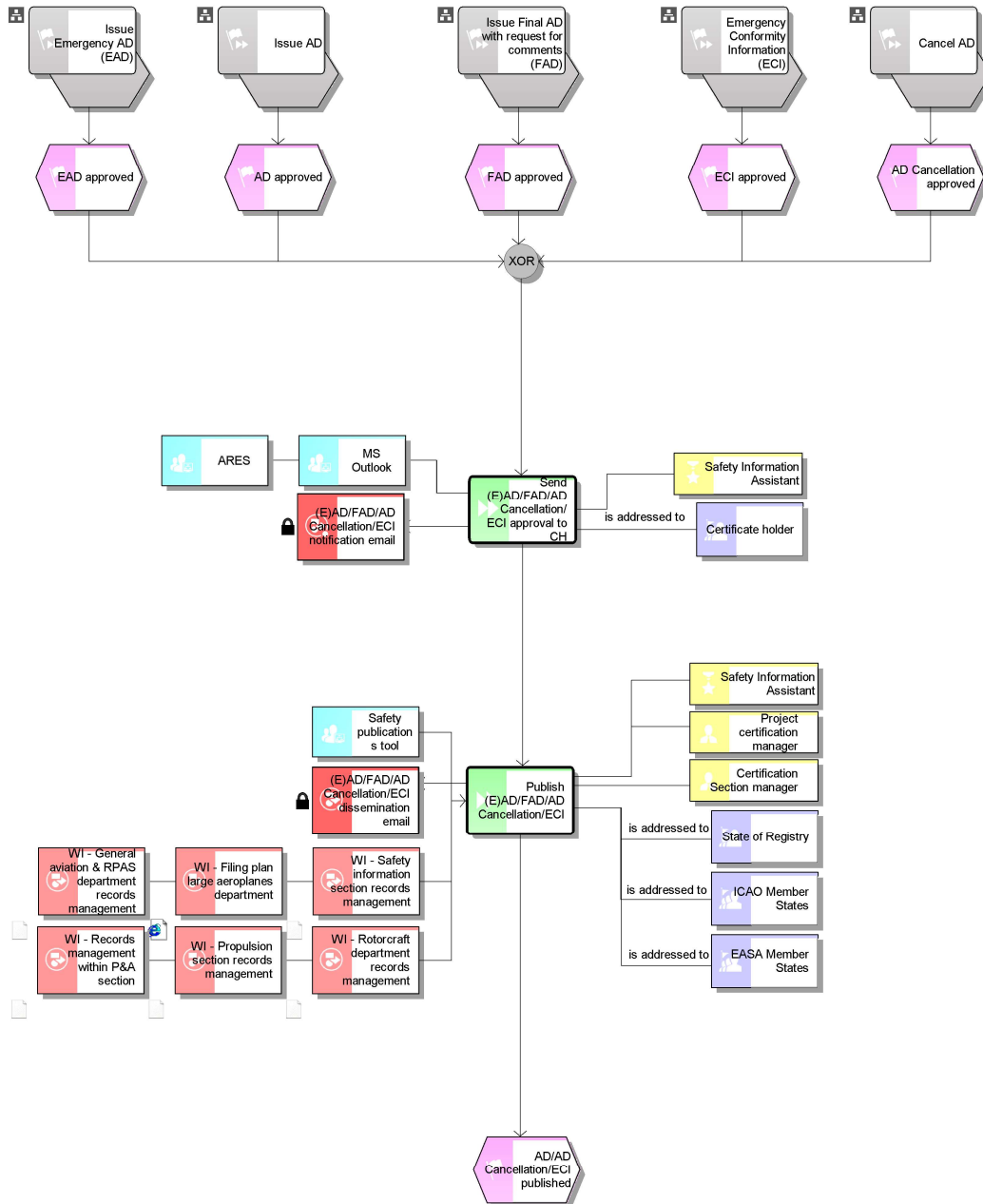
Internal Process Interfaces

Issue PAD
Launch dissemination and publication AD/AD Cancellation/ECI
Determination of required continuing airworthiness action





Launch dissemination and publication AD/AD Cancellation/ECI





Activity	Description to the process activity
Send (E)AD/FAD/AD Cancellation/ ECI approval to CH	<p>In case of an AD:</p> <p>The SIA shall notify the AD by e-mail to the Certificate Holder. A reference to the possibility for appeal as specified in Article 108 of the Basic Regulation shall be included.</p> <p>In case of a final AD with request for comments (FAD):</p> <p>The SIA will notify the FAD by e-mail, to the Certificate Holder. A reference to the possibility for appeal as specified in Article 108 of the Basic Regulation shall be included. Comments received after publication will be individually answered. If a revision of the FAD is launched as a result of comments received after publication, the PCM may decide to publish a CRD, if deemed useful.</p> <p>In case of an Emergency AD (EAD):</p> <p>The SIA will immediately notify the Certificate Holder by e-mail, of the issuance of the EAD to the Certificate Holder. A reference to the possibility for appeal as specified in Article 108 of the Basic Regulation shall be included. The effective date of the “Emergency AD” shall be normally two working days after the issue date of the “Emergency AD”, which is also the date it is published on the EASA official publication (EASA website) unless otherwise specified in the AD itself. This is to allow sufficient time for the receiving NAAs (States of Registry) to distribute the “Emergency AD” to the owners and operators of the affected aircraft.</p> <p>In case of an Emergency Conformity Information (ECI):</p> <p>The SIA shall send the ECI approval to the Certificate Holder by e-mail.</p> <p>In case of an AD Cancellation:</p> <p>The SIA shall notify the AD Cancellation Notice by e-mail, to the Certificate Holder. A reference to the possibility for appeal as specified in Article 108 of the Basic Regulation shall be included.</p>
Publish (E)AD/FAD/AD Cancellation/ECI	<p>In addition to the notification to the Certificate Holder, the SIA shall send the information on published EASA ADs or AD Cancellations (aircraft, engines, propellers, parts and appliances installed on aircraft) by e-mail, depending on whether EASA is the PCA.</p> <p>Where EASA is PCA, the SIA shall send information on the AD or AD Cancellation, in accordance with 4.3.2, Chapter 4 of Part II of Annex 8 to the Chicago Convention, to:</p> <ol style="list-style-type: none">1. Any SoR who, in accordance with Chapter 4.3.1 of Part II of ICAO Annex 8, has advised the SoD that it has entered the aircraft on its register (if this notification has been made to the EU SoD, the latter has to inform the Agency); and2. Any other ICAO Contracting State on request (if this notification has been made to the EU SoD, the latter has to inform the Agency); and3. The EU Member States to allow them to fulfill their obligations as SoR, enforcing the AD.





Note: The e-mail system will be used as the normal system for AD dissemination and AD Cancellation dissemination.

Where EASA is not PCA, the SIA shall send information on ADs or AD Cancellations to:

1. The SoD in accordance with Chapter 4.3.4 of Part II of Annex 8 to the Chicago Convention; and
2. The EU Member States to allow them to fulfill their obligations as SoR, enforcing the AD.

Note: The e-mail system will be used as the normal system for AD dissemination and AD Cancellation dissemination.

In practice a common distribution list will be maintained by the Programming and Continued Airworthiness Information Section and used for dissemination of all ADs and AD Cancellations.

The SIA shall manage the publication of the approved AD or AD Cancellation Notice in the EASA Official Publication (EASA website for AD: <http://ad.easa.europa.eu>).

Additional automatic e-mail notification: When available, auto notification to any registered users shall be generated with the uploading of the AD on the EASA Official Publication (EASA website), drawing the attention of the recipients to the new uploaded AD or AD Cancellation Notice.

Filing of electronic records by the PCM and responsible Section Manager is ensured through the applicable EASA Work Instructions on records management.

The SIA shall launch the distribution and publication of FAD, EAD, AD Cancellation or ECI following the same steps as for a standard AD.

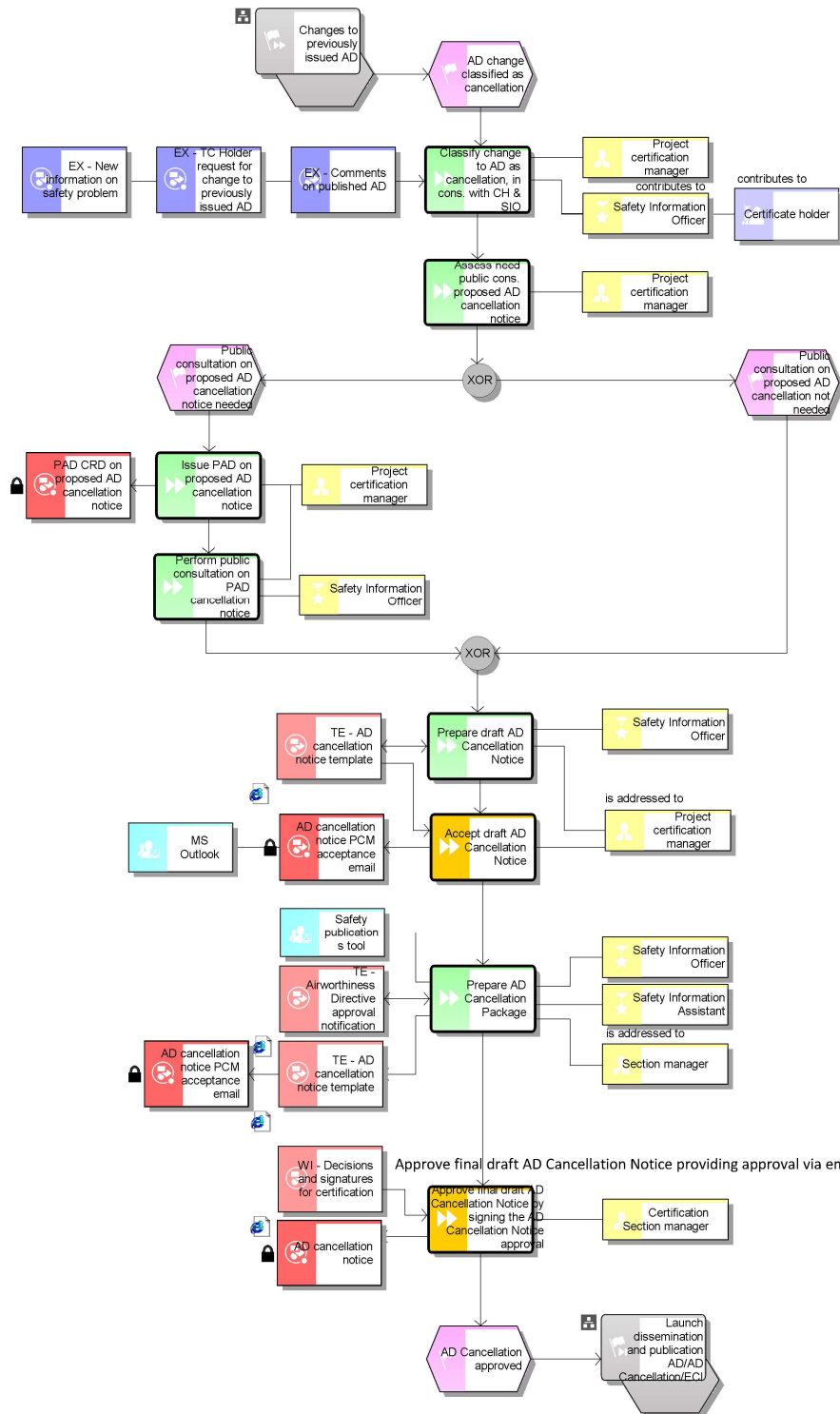
Internal Process Interfaces

Issue Emergency AD (EAD)
Issue AD
Issue Final AD with request for comments (FAD)
Emergency Conformity Information (ECI)
Cancel AD





Cancel AD





Activity	Description to the process activity
Classify change to AD as cancellation, in cons. with CH & SIO	<p>The PCM shall assess in coordination with the Certificate Holder, if the AD should be withdrawn and shall draft the proposed AD Cancellation Notice, using the EASA AD cancellation notice template to the EASA Programming and Continued Airworthiness Information Section.</p> <p>Keep the following in mind for withdrawal of AD:</p> <ul style="list-style-type: none">* check whether the AD being withdrawn mentions or affects another AD in the system,* be sure that withdrawal of the AD will not leave an unsafe condition unresolved.
Issue PAD on proposed AD cancellation notice	<p>The PCM shall then draft the PAD using the EASA Notification of a proposal to issue/cancel an airworthiness directive template.</p> <p>Note: Within the standard AD process "PAD" has to be read as "AD cancellation notice".</p>
Assess need public cons. proposed AD cancellation notice	<p>The standard procedure is to issue the cancellation without prior public consultation. The PCM may also propose prior public consultation, if deemed appropriate (e.g. to ensure that the removal will not cause unanticipated problems by reinstating a former rule on an operator).</p> <p>ADs issued by EU Member States, in accordance with their respective national numbering systems before 28 September 2003 in their role of State of Design Authority or issued after 28 September 2003 and approved by EASA, that need withdrawal/cancellation, shall be cancelled by an EASA AD Cancellation Notice using the EASA AD cancellation notice template.</p>
Perform public consultation on PAD cancellation notice	<p>The SIO allocates the PAD CN number. The SIA shall then publish the PAD CN for consultation on the EASA official publication (EASA website). The comment period shall be in principle 4 weeks. If deemed necessary, the PCM may decide to modify this period in accordance with the importance of the PAD CN. Comments shall be sent to the</p> <p>Programming and Continued Airworthiness Information Section. Address and contact information shall be published on the EASA Official Publication (EASA website).</p>
Prepare draft AD Cancellation Notice	<p>The PCM shall draft the AD Cancellation Notice using the EASA AD cancellation notice template. Early involvement of the EASA Programming and Continued Airworthiness Information Section in the drafting process is desirable for standardisation purposes. The draft AD Cancellation Notice shall then be sent to the SIO for further processing.</p> <p>Once the SIO receives an AD Cancellation Notice, the format will be reviewed for use of language, standardisation and consistency. The SIO will amend the draft as appropriate. The SIO shall forward the draft AD Cancellation Notice to the PCM for review and approval.</p>
Accept draft AD Cancellation Notice	<p>If the AD Cancellation Notice is not acceptable, the PCM shall provide proposed changes to draft AD Cancellation Notice to the SIO by e-mail (ADs@easa.europa.eu).</p>





Prepare AD Cancellation Package	<p>The SIO allocates the AD Cancellation Notice number and informs the SIA that the AD Cancellation Notice is ready for the approval of the responsible Section Manager.</p> <p>An AD "Cancellation Notice" retains the original AD number with the addition of "-CN", e.g.: 2006-0067-CN.</p> <p>The SIA shall prepare and submit the AD Cancellation email to the responsible Section Manager for approval.</p>
Approve final draft AD Cancellation Notice by signing the AD Cancellation Notice approval	<p>The responsible Section Manager shall review and approve the final AD Cancellation Notice in coordination with the PCM.</p> <p>The effective date of a Cancellation Notice is identical to its issuance date.</p> <p>If the final draft AD Cancellation Notice cannot be approved by the responsible Section Manager, the responsible Section Manager will not approve the AD Cancellation Notice and will provide instructions on changes to draft AD cancellation notice to SIO by e-mail through ADs@easa.europa.eu.</p> <p>The SIO will amend the final draft AD Cancellation Notice as appropriate.</p>

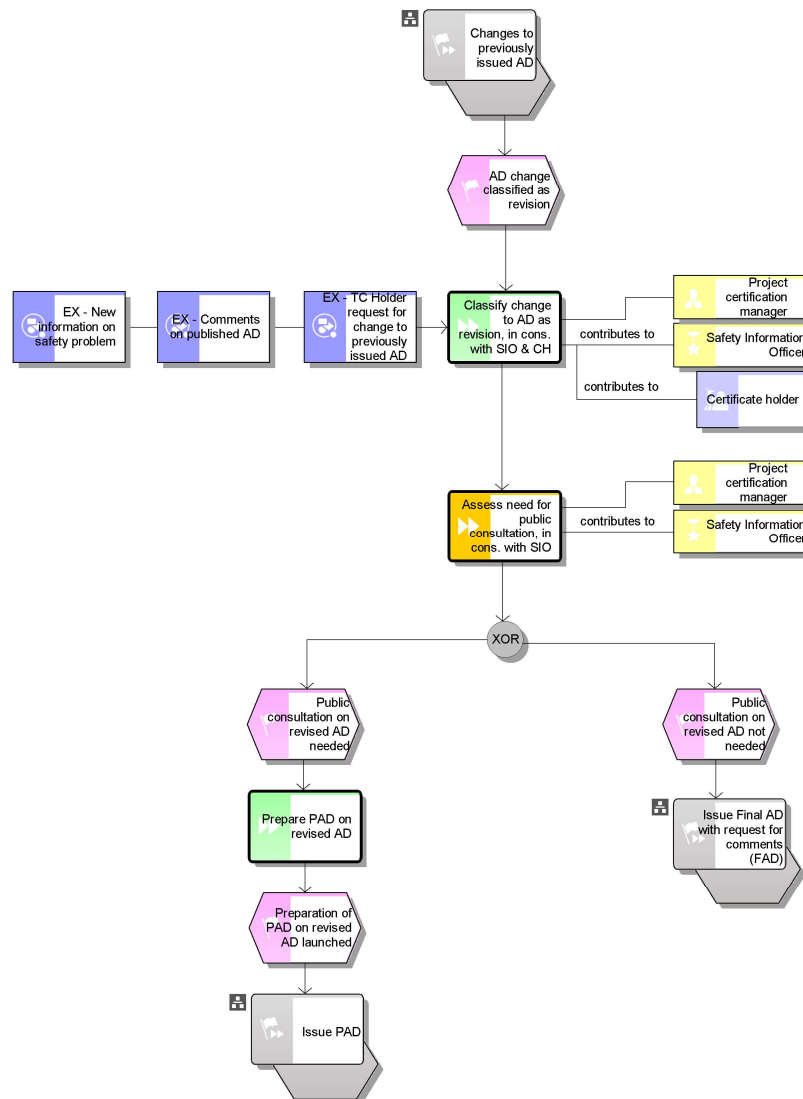
Internal Process Interfaces

Changes to previously issued AD
Launch dissemination and publication AD/AD Cancellation/ECI





Revise AD





Activity	Description to the process activity
Classify change to AD as revision, in cons. with SIO & CH	<p>The PCM should assess in consultation with the Certificate Holder, if relevant, whether a revised AD should be issued and shall forward the proposed revised AD to the responsible Section Manager through the Programming and Continued Airworthiness Information Section. Cases when a revised AD is appropriate:</p> <ol style="list-style-type: none">1. To issue necessary changes that are non-substantive.2. If the change is relieving in nature, such as the addition of an optional terminating action. While this would normally be viewed as a substantive change requiring a superseding AD, the reasons for requiring a superseding AD do not apply. In the case of an optional terminating action added to an AD that continues to require a repetitive inspection, failure to record the correct revision number is not critical to compliance. The same required inspection shall be performed under all revisions; compliance with an earlier version would have no effect on safety.3. For reduced applicability. Because this is a type of relieving AD, it is not critical to record a new AD number.4. To correct substantive errors that cause compliance to be impossible. For example, an AD that requires the installation of a nonexistent part (no such part number) is impossible to comply with, and the issue of whether the proper revision number is recorded is not critical to compliance. <p>The following has to be considered for issuance of a revised AD:</p> <ol style="list-style-type: none">1. Revised ADs shall retain their original paragraph numbering because maintenance record entries that refer to specific paragraphs will be incorrect if the information is moved or replaced. A change in the designation of a paragraph that contains a requirement should result in the issuance of a superseding AD.2. The revised/superseded information section shall indicate that a previous AD is being revised or superseded.3. The reason paragraph should include a discussion of each change, how each change affects compliance, and the fact that all other parts of the AD remain as originally published.4. A revised AD retains its AD number with the addition of the revision number, e.g., 2006-0067R1.5. The effective date of an AD revision will be normally 7 days after the issue date of the revised AD unless otherwise decided by the PCM.
Assess need for public consultation, in cons. with SIO	<p>When ADs revisions are for changes that are non-substantive, public consultation on the revised AD will not be used. In this case, the AD revision process follows the same steps as the Final AD with Request for Comments process.</p> <p>Note: Within the Final AD with Request for Comments process, read FAD as revised AD and FAD number as AD revision number.</p> <p>When ADs revisions are for changes that are substantive, the proposed revised AD may be published for public consultation, if found appropriate. In this case, the AD revision process follows the same steps as the standard AD process starting with the preparation of the proposed (revised) AD.</p>





	Note: Within the standard AD process, read AD as revised AD and AD number as AD revision number.
Prepare PAD on revised AD	A revised AD requiring public consultation follows the same steps as the standard AD process. Note: Within the standard AD process, "AD" shall be read as "revised AD", "AD number" shall be read as "AD revision number".

Internal Process Interfaces

Changes to previously issued AD
Issue PAD
Issue Final AD with request for comments (FAD)





Activity	Description to the process activity
Assess whether the AD is published	---
Assess the need for withdrawal of PAD	<p>If a non-substantive error in a PAD is discovered after the document is on the EASA web for public consultation, but before it has been finally adopted and published as AD, the Programming and Continued Airworthiness Information Section should be alerted to either:</p> <ol style="list-style-type: none">1. Withdraw the PAD. The document can only be removed from public display when a statement from the PCM indicating the reasons for withdrawing the document is received by the Programming and Continued Airworthiness Information Section.1. Keep the consultation process, but putting on display a correction document, explaining the corrections made in the PAD. <p>The PCM shall decide, in coordination with the Programming and Continued Airworthiness Information Section.</p>
Obtain info that correction of non-substantive error is required	<p>A non-substantive change to an AD is any change that is not considered to be a substantive change, e.g. a typographical error, any change that does not affect compliance with the AD.</p> <p>If a non-substantive error is discovered in an AD before it is placed on the EASA website, it may be recalled for correction. Anyone who considers that there is a non-substantive error in a published AD should contact the Programming and Continued Airworthiness Information Section in order to advise.</p>
Assess if error concerns PAD published for public consultation	<p>The Programming and Continued Airworthiness Information Section shall review the supposed error in the AD in coordination with the PCM, if necessary. In cases where (e.g.) a typographical error must be corrected, the PCM need not be involved.</p>
Initiate PAD withdrawal process	---
Keep consultation process on PAD	---
In coordination with PCM, review supposed error in PAD	---
Correct PAD	---
Review supposed error in the AD, in cons. with PCM	---
Explain the corrections made to the PAD in the corrected PAD	<p>An explanation for the corrected PAD shall be provided in the PAD itself under item (14) "Reason". The correction content shall also be provided where appropriate.</p>
Correct the AD	---
Explain the corrections made to the AD in the corrected AD	<p>An explanation for the corrected AD shall be provided in the AD itself under item (14) "Reason". The correction content shall also be provided where appropriate.</p>





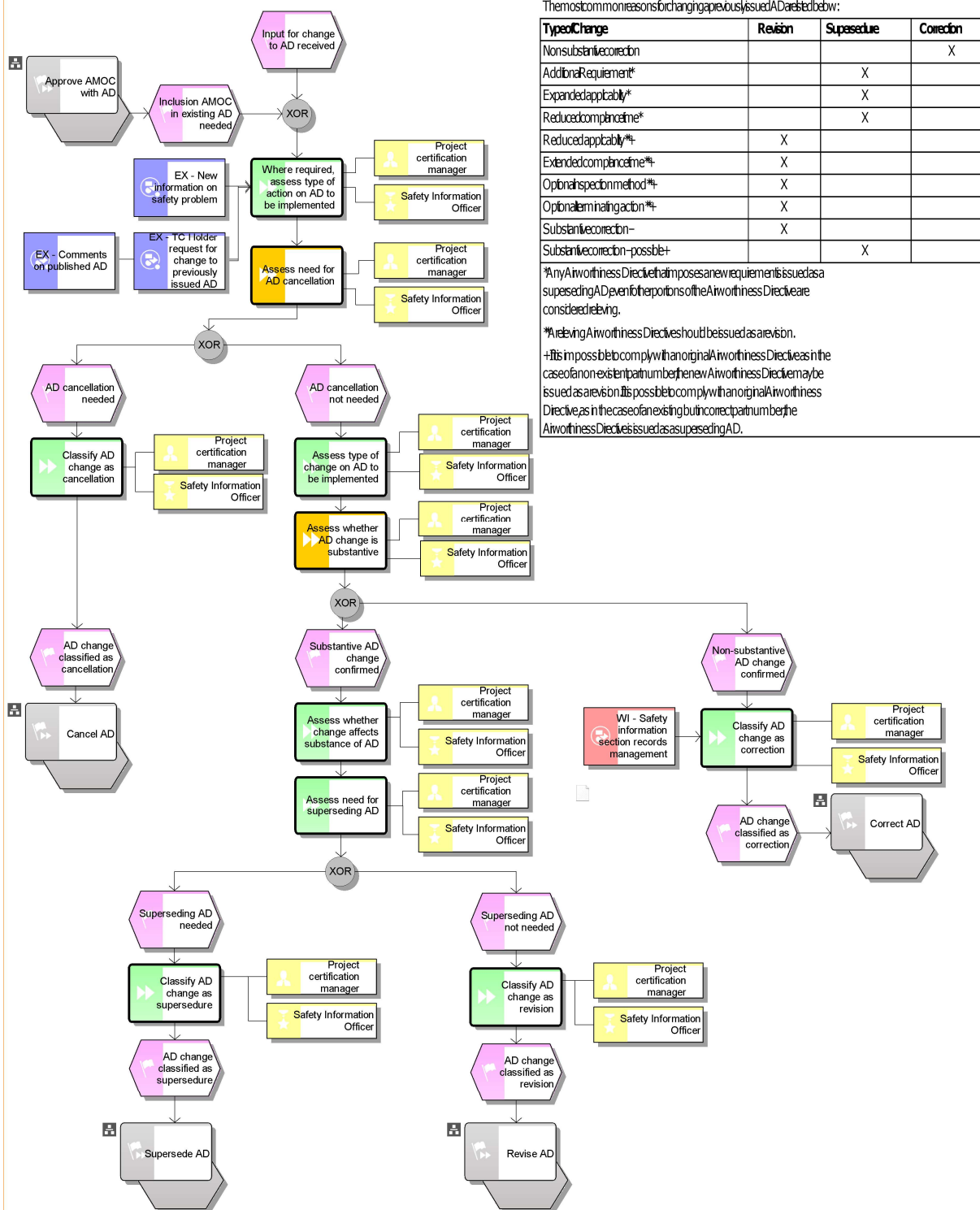
Obtain approval on corrected PAD including proposed explanation from PCM	The Programming and Continued Airworthiness Information Section shall submit the corrected PAD to the PCM for endorsement.
Obtain approval on corrected AD incl. proposed explanation from PCM	The Programming and Continued Airworthiness Information Section shall submit the corrected AD to the PCM for endorsement.
Publish corrected PAD	After agreement of the PCM, the Programming and Continued Airworthiness Information Section shall publish the corrected PAD.
Publish corrected AD	<p>The SIA shall send the information on published Corrected EASA AD (aircraft, engines, propellers, parts and appliances installed on aircraft) by e-mail, depending on whether EASA is the PCA.</p> <p>Where EASA is PCA, information on the AD, in accordance with 4.3.2, Chapter 4 of Part II of Annex 8 to the Chicago Convention, shall be sent to:</p> <ol style="list-style-type: none"> 1. Any SoR who, in accordance with Chapter 4.3.1 of Part II of ICAO Annex 8, has advised the SoD that it has entered the aircraft on its register (if this notification has been made to the EU SoD, the latter has to inform the Agency); and 2. Any other ICAO Contracting State on request (if this notification has been made to the EU SoD, the latter has to inform the Agency); and 3. The EU Member States to allow them to fulfill their obligations as SoR, enforcing the AD. <p>Note: In the case that there is any other suitable mean of notifying, found to be more convenient and effective than the e-mail system, EASA may decide to use it. The e-mail system will be used as the normal system.</p> <p>The SIA shall manage the publication of the approved Corrected AD in the EASA Official Publication (EASA website for AD: http://ad.easa.europa.eu)</p> <p>Additional automatic e-mail notification: When available, auto notification to any registered users shall be generated with the uploading of the Corrected AD on the EASA Official Publication (EASA website), drawing the attention of the recipients to the new uploaded Corrected AD.</p> <p>Note: A corrected AD does not get a new AD number. This is the reason why corrections are limited to non-substantive errors. Any change that shall be tracked (i.e., affects compliance with the AD) shall be issued as a revision or superseding AD. Correction of a substantive error shall be issued as either a superseding AD or a revision.</p> <p>The effective date of a Corrected AD is unchanged from the initially issued AD.</p>
Manage records on corrected (P)AD	Archiving of paper records and/or filing of electronic records is ensured through the applicable EASA Work Instructions on records management.

Internal Process Interfaces

Changes to previously issued AD
Issue PAD



Changes to previously issued AD





Activity	Description to the process activity
Where required, assess type of action on AD to be implemented	<p>Already issued and valid ADs may be subject to 4 different types of measures affecting their content or validity:</p> <ul style="list-style-type: none">* Correction* Revision* Supersedure* Cancellation <p>The cancellation is the withdrawal, i.e. complete revocation of an AD without replacement. In case of correction, supersedure or revision, the previously published AD will be either amended (correction & revision) or cancelled and replaced by a new AD (supersedure).</p> <p>The simplest form of an AD non-substantive change is a corrected AD, i.e. the change has no effect on compliance with the AD. An AD may require correction of a typographical error.</p> <p>Any change that shall be tracked (i.e. affects compliance with the AD) shall be issued as a revision or superseding AD.</p> <p>The most common reasons for changing a previously issued Airworthiness Directive are listed in the table on the previous page.</p>
Assess need for AD cancellation	<p>In some cases, information becomes available to the Certificate Holder (and subsequently to the PCM) that the requirement contained in an AD is no longer appropriate. Either the problem identified and addressed by the AD does not, in fact, constitute an unsafe condition, or the required actions do not address the problem adequately (enough), could actually exacerbate the problem and/or more investigation is needed. Any of these situations could lead the PCM to decide to withdraw the requirement, without having available sufficient information to supersede this with a new requirement (i.e. a superseding AD).</p> <p>The fact that an AD has been complied with by all owners/operators does not automatically make the AD (the change in type design) unnecessary. The existence of an AD is substantiated also to ensure that the unsafe condition can no longer develop or unintentionally introduced. Therefore, an AD should preferably not be cancelled based only on the representation of a manufacturer that all affected aircraft are in compliance with the AD, or the information that there are no affected aircraft left on the EU member states registries.</p>
Classify AD change as cancellation	<p>Cancellation of an AD:</p> <p>The PCM shall asses in coordination with the Certificate Holder, if the AD should be withdrawn and shall draft the proposed AD Cancellation Notice (using the EASA AD cancellation notice template) to the Programming and Continued Airworthiness Information Section.</p> <p>Keep the following in mind for withdrawal of an AD:</p> <ul style="list-style-type: none">* check whether the AD being withdrawn mentions or affects another AD in the system* be sure that withdrawal of the AD will not leave an unsafe conditions unresolved. <p>The standard procedure is to issue the cancellation without prior public consultation. The PCM may also propose prior public consultation, if deemed appropriate (e.g. to ensure that the removal will not cause unanticipated problems by reinstating a former rule on an operator).</p>





	<p>ADs issued by EU Member States, in accordance with their respective national numbering systems before 28 September 2003 in their role of State of Design Authority or issued after 28 September 2003 and approved by EASA, that need withdrawal/cancellation, shall be cancelled by an EASA AD Cancellation Notice (using the EASA AD cancellation notice template).</p> <p>The effective date of an AD Cancellation Notice is identical to its issuance date.</p>
Assess type of change on AD to be implemented	<p>If changes to previously issued ADs are deemed necessary by the Agency, if necessary after consultation with the relevant Certificate Holder, these changes shall be issued as corrections or revisions to the original AD depending on the nature of the material being changed. In addition, ADs may be superseded by new ADs depending on the nature of the material being changed. The table on the previous page must be used to determine what type of change is being carried out, thus determining the type of document to be issued. When using the table or the information contained in this section, there are three considerations to bear in mind:</p> <ol style="list-style-type: none"> 1. The first is whether the AD is to be changed because of an editorial or typographical error; e.g., the published document was wrong and the change is classified as a correction. If the AD was correct as published but then has to be changed, this is classified as a revision or supersedure. 2. The second consideration is whether the information is substantive or non-substantive; that is, whether it affects the substance of the AD. 3. The final consideration is the effect the change will have on the AD system and on the owners/operators affected by the AD.
Assess whether AD change is substantive	---
Assess whether change affects substance of AD	<p>Does the change affect the substance of the AD (e.g. new requirement, change in applicability, change in compliance time) ?</p> <p>Substantive changes, including corrections, are those made to any instruction or reference that affects the substance of the AD.</p> <p>Substantive changes may affect part numbers, service bulletin and manual references, compliance time, applicability, methods of compliance, corrective action, inspection requirements, and effective dates.</p> <p>Substantive changes to an AD should be assessed by the PCM in coordination with the Certificate Holder, and reported to the Programming and Continued Airworthiness Information Section.</p> <p>In most instances, supersedure requires additional operator record keeping and may not be warranted by the nature of the change to an AD. The table defined in EPC Changes to previously issued ADs - Activity "Where required, assess type of action on AD to be implemented" shows the type of changes where an AD revision may be appropriate. However, if the new AD imposes new requirements (ref. EPC Changes to previously issued ADs - Activity "Where required assess type of change to be implemented"), it shall be issued as a superseding AD even if it otherwise meets the criteria.</p>
Assess need for superseding AD	---
Classify AD change as supersedure	<p>Supersedure :</p> <p>The PCM should assess in consultation with the Certificate Holder, if a superseding AD should be issued. Cases when a superseding AD is appropriate:</p> <ol style="list-style-type: none"> 1. If the new AD imposes new requirements.





2. If an error needs to be corrected, while it is possible to comply with the AD as published.

3. When an AD issued by EU Member States, in accordance with their respective national numbering systems before 28 September 2003 in their role of State of Design Authority or issued after 28 September 2003 and approved by EASA, that need correction or revision by a new EASA AD with the following statement to be added "Aircraft already compliant with EU Member State AD, no further action is required by this EASA AD".

The following has to be considered for issuance of a superseding AD:

1. A superseding AD shall comply with all of the requirements of a new AD as per standard AD process, Final AD with request for comments process or Emergency AD process.

2. The revised/superseded information section shall indicate that a previous AD is being superseded.)

3. The "reason" paragraph should include a discussion of each change, how each change affects compliance, and the fact that all other parts of the AD remain as originally published.

4. Where appropriate, credit should be given for corrective actions already accomplished in compliance with the superseded AD. When restating old compliance dates, i.e. compliance dates already included in the superseded AD, they have to be limited to those requirements already included in the superseded AD only. When applicability is expanded, old compliance dates should not be used. On the other hand, it is also important to make sure that provisions of the previous AD that are intended to remain in effect are not omitted inadvertently. A careful "side-by-side" comparison of the previous AD and the new AD draft is essential and strongly recommended.

5. A superseding AD shall get a new AD number; the website record for the superseded AD is amended to reflect the new 'SUPERSEDED' status. The Programming and Continued Airworthiness Information Section shall archive the superseded AD [refer to EASA Work Instruction on Programming and Continued Airworthiness Information Section records management]. The public shall continue to have access to superseded ADs

Classify AD change as correction

Correction of an AD:

A non-substantive change to an AD is any change that does not affect compliance with the AD, e.g. a typographical error.

If a non-substantive error is discovered in an AD before it is placed on the EASA website, it may be recalled for correction. The Programming and Continued Airworthiness Information Section shall review the supposed error in the AD in coordination with the PCM, if necessary. In cases where (e.g.) a typographical error must be corrected, the PCM need not be involved. After agreement of the PCM, as necessary, the Programming and Continued Airworthiness Information Section shall publish the corrected AD. As the change to the AD is non-substantive, no approval from the responsible Section Manager is required. If a non-substantive error in a PAD is discovered after the document is on the EASA web for public consultation, but before it has been finally adopted and published as AD, the Programming and Continued Airworthiness Information Section should be alerted to either:





	<p>1. Cancel the publication. The document can only be removed from public display when a statement from the PCM indicating the reasons for withdrawing the document is received by the Programming and Continued Airworthiness Information Section.</p> <p>2. Keep the consultation process, but putting on display a correction document, explaining the corrections made in the PAD.</p> <p>The Programming and Continued Airworthiness Information Section shall decide, in coordination with the PCM, on one of the two above options. The effective date of a Corrected AD is unchanged from the initially issued AD.</p> <p>Note 1: An explanation for the corrected AD shall be provided in the AD itself under item (14) "Reason". The correction content shall also be provided where appropriate.</p> <p>Note 2: A corrected AD does not get a new AD number. This is the reason why corrections are limited to non-substantive errors. Any change that shall be tracked (i.e., affects compliance with the AD) shall be issued as a revision or superseding AD. Correction of a substantive error shall be issued as either a superseding AD or a revision.</p>
Classify AD change as revision	<p>Revision of an AD :</p> <p>The PCM should assess in consultation with the Certificate Holder, if a revised AD should be issued and shall forward the proposed revised AD to the responsible Section Manager through the Programming and Continued Airworthiness Information Section. Cases when a revised AD is appropriate:</p> <ol style="list-style-type: none">1. To issue necessary changes that are non-substantive. Examples include a change in the address where a service bulletin is available or a change in the name of the contact person, or something equally non-substantive.2. If the change is relieving in nature, such as the addition of an optional terminating action. While this would normally be viewed as a substantive change requiring a superseding AD, the reasons for requiring a superseding AD do not apply. In the case of an optional terminating action added to an AD that continues to require a repetitive inspection, failure to record the correct revision number is not critical to compliance. The same required inspection shall be performed under all revisions; compliance with an earlier version would have no effect on safety.3. For reduced applicability. Because this is a type of relieving AD, it is not critical to record a new AD number.4. To correct substantive errors that cause compliance to be impossible. For example, an AD that requires the installation of a not existing part (no such part number) is impossible to comply with, and the issue of whether the proper revision number is recorded is not critical to compliance. <p>The following has to be considered for issuance of a revised AD:</p> <ol style="list-style-type: none">1. Revised ADs shall retain their original paragraph designations because maintenance record entries that refer to specific paragraphs will be incorrect if the information is moved or replaced. A change in the designation of a paragraph that contains a requirement should result in the issuance of a superseding AD.2. The revised/superseded information section shall indicate that a previous AD is being revised or superseded.





Continuing airworthiness of type design (CAP)

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Approval DatePR.CAP.00001-008
10/02/2021

3. The reason paragraph should include a discussion of each change, how each change affects compliance, and the fact that all other parts of the AD remain as originally published.
4. A revised AD retains its AD number with the addition of the revision number, e.g., 2006-0067R1.
5. The effective date of an AD revision will be posterior to the issuance date, normally 14 days later unless otherwise decided by the PCM.

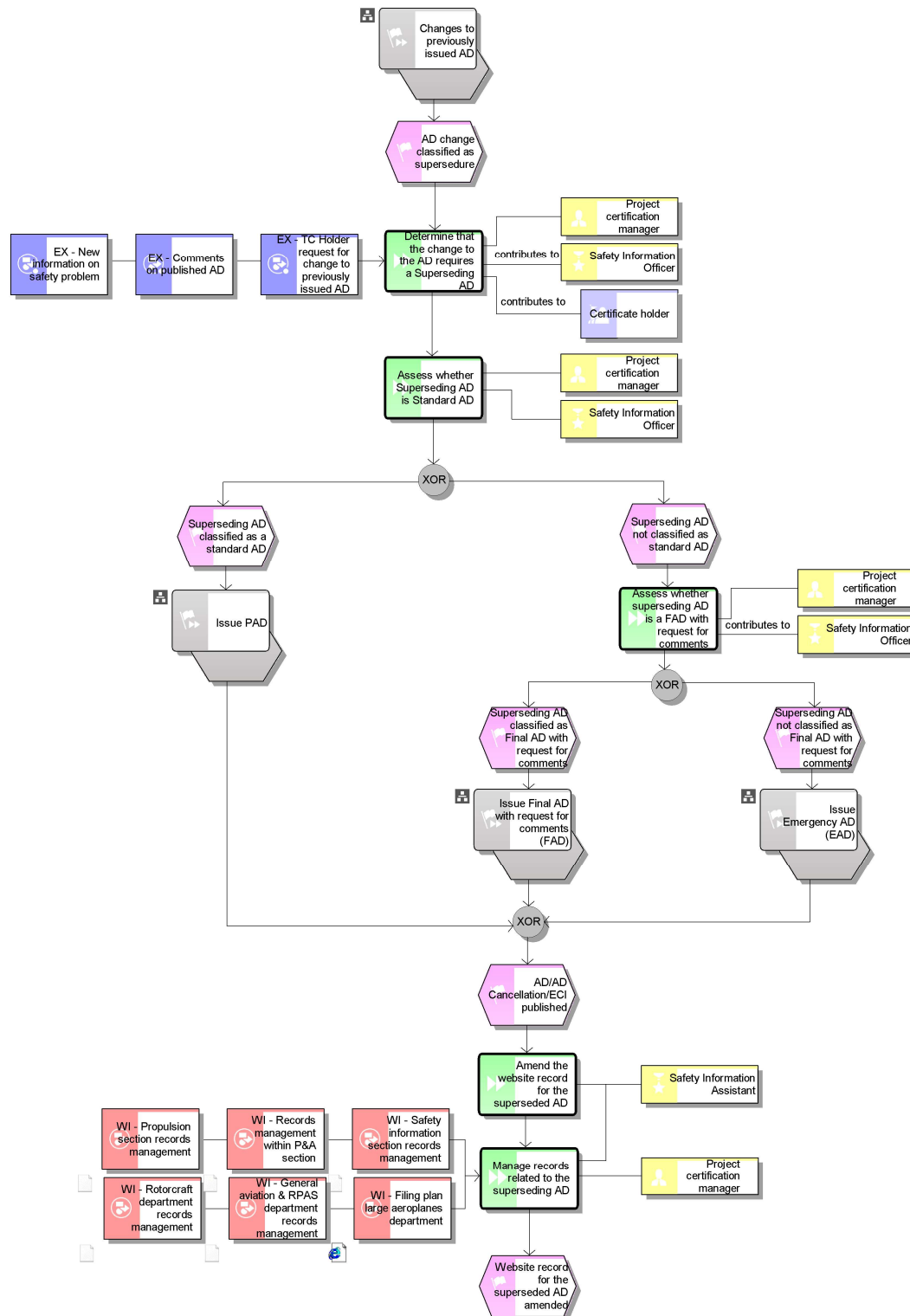
Internal Process Interfaces

Approve AMOC with AD
Cancel AD
Supersede AD
Correct AD
Revise AD





Supersede AD





Activity	Description to the process activity
Determine that the change to the AD requires a Superseding AD	A superseding AD shall comply with all of the requirements of a new AD as per standard AD process, Final AD with request for comments process or Emergency AD process.
Assess whether Superseding AD is Standard AD	The following has to be considered for issuance of a superseding AD: 1. The revised/superseded information section shall indicate that a previous AD is being superseded. 2. The "reason" paragraph should include a discussion of each change, how each change affects compliance, and the fact that all other parts of the AD remain as originally published. 3. Where appropriate, credit should be given for corrective actions already accomplished in compliance with the superseded AD. When restating old compliance dates, i.e. compliance dates already included in the superseded AD, they have to be limited to those requirements already included in the superseded AD only. When applicability is expanded, old compliance dates should not be used. On the other hand, it is also important to make sure that provisions of the previous AD that are intended to remain in effect are not omitted inadvertently. A careful "side-by-side" comparison of the previous AD and the new AD draft is essential and strongly recommended.
Assess whether superseding AD is a FAD with request for comments	When compliance time is long enough to allow consultation, a PAD should be prepared. If this is not possible, a FAD should be prepared.
Amend the website record for the superseded AD	A superseding AD shall get a new AD number; the website record for the superseded AD is amended to reflect the new 'SUPERSEDED' status. The Safety Information Section shall archive the superseded AD [ref. Work Instruction on Records Management within Programming and Continued Airworthiness Information Section]. The public shall continue to have access to superseded ADs.
Manage records related to the superseding AD	Archiving of paper records and/or filing of electronic records is ensured through the applicable EASA Work Instructions on records management.

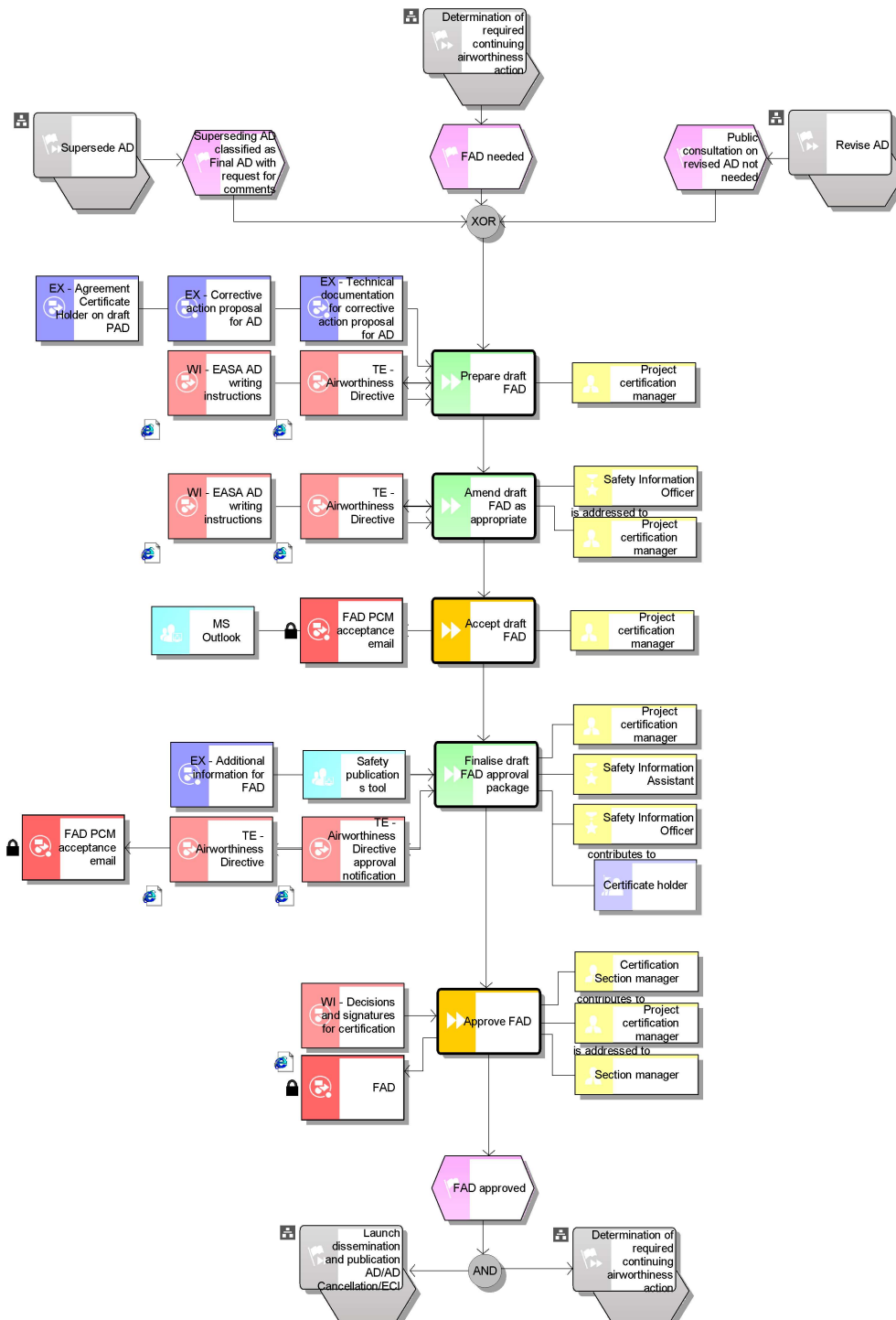
Internal Process Interfaces

Changes to previously issued AD
Issue PAD
Issue Final AD with request for comments (FAD)
Issue Emergency AD (EAD)





Issue Final AD with request for comments (FAD)





Activity	Description to the process activity
Prepare draft FAD	<p>The PCM, in consultation with his/her team shall review the proposed corrective action submitted by the Certificate Holder.</p> <p>The PCM shall then draft the “Final AD with Request for Comments” in cooperation with the Certificate Holder using the EASA Airworthiness Directive template and the EASA AD writing instructions WI.CAP.00002.</p> <p>In case of discrepancy between the proposed FAD and the AD writing instructions WI.CAP.00002, the Certification Handbook ‘Resolution of disagreements within the certification team’ process will apply. Early involvement of the EASA</p> <p>Programming and Continued Airworthiness Information Section in the drafting process is desirable for standardisation purposes. If deemed necessary by the PCM, further co-ordination with the Certificate Holder and, in case of non EU products, the PCA may take place.</p> <p>Finally, the PCM shall agree with the Certificate Holder on the draft FAD.</p> <p>In case of disagreement between the PCM and the Certificate Holder, the PCM shall raise the issue to the responsible Section Manager for final decision. The responsible Section Manager may decide to consult senior Certification Directorate management and/or the Chief Experts and seek their advice. Based on the opinion of the senior Certification Directorate management and/or the Chief Experts, a final decision will be taken by the responsible Section Manager and communicated to the PCM. The PCM will inform the Certificate Holder in writing (email or regular mail) on the decision taken.</p> <p>Following the decision of the responsible Section Manager, the PCM may amend the draft FAD, if deemed necessary. In the absence of any corrective action proposal from the Certificate Holder or if the Certificate Holder is not willing to sufficiently co-operate, the PCM shall draft an own FAD. This should be immediately notified to the Design Organisations Department for their action.</p> <p>As the FAD requires immediate notification and publication, the PCM shall send the draft FAD, together with the referenced [approved and published] technical publications as supplied by the Certificate Holder to the SIO as soon as possible, in conjunction with the referred assessment, for immediate processing, approval and publication on the EASA Official Publication (EASA website).</p>
Amend draft FAD as appropriate	<p>Once the SIO receives the draft FAD, the format will be reviewed for use of language, standardisation, consistency of wording and compliance with the EASA AD writing instructions WI.CAP.00002.</p> <p>The SIO forwards the reviewed draft FAD to the PCM for review and acceptance.</p>
Accept draft FAD	<p>The PCM is finally responsible to agree with any change suggested/proposed by the SIO.</p> <p>If the final draft FAD can be accepted by the PCM, the PCM confirms his acceptance of the final draft FAD to SIO by email (ADs@easa.europa.eu). The final draft FAD will be forwarded, through the SIA, to the responsible Section Manager for review and approval.</p> <p>If the draft FAD cannot be accepted by the PCM, the PCM will provide proposed changes to draft FAD to SIO by email (ADs@easa.europa.eu) and the SIO will</p>





	amend the draft FAD accordingly before re-submitting it to the PCM for review and acceptance.
Finalise draft FAD approval package	<p>The PCM is finally responsible to collect, if necessary, from the Certificate Holder any information which could be eventually requested by other CAAs, e.g. the number of a/c world-wide needing corrective action; a statement on the availability of parts; an estimate of the number of working hours; and the cost of parts required for the corrective action.</p> <p>The SIO allocates the FAD number and provides the SIA with approval emails of the PCM and her/his Section Manager that the FAD is ready for publication.</p>
Approve FAD	<p>The responsible Section Manager shall review and approve the final draft FAD in coordination with the PCM and provide her/his approval via email message to the SIO.</p> <p>If the final draft FAD cannot be approved by the responsible Section Manager, the responsible Section Manager will not provide the FAD approval message and will provide instructions on changes to draft FAD to SIO by email through ADs@easa.europa.eu.</p> <p>The SIO will amend the final draft FAD as appropriate.</p> <p>The effective date of a FAD should normally be 14 days after the issue date, which is the date of its publication on the EASA official publication tool (EASA website). However, if it is deemed necessary, the PCM may request a different effective date</p>

Internal Process Interfaces

Supersede AD
Determination of required continuing airworthiness action
Revise AD
Launch dissemination and publication AD/AD Cancellation/ECI





Activity	Description to the process activity
Prepare draft EAD with team members and CH	<p>The PCM, in consultation with his/her team, shall review the proposed corrective action submitted by the Certificate Holder.</p> <p>The PCM may then draft the “Emergency AD” using the EASA AD writing instructions WI.CAP.00002 in cooperation with the Certificate Holder.</p> <p>In case of discrepancy between the proposed EAD and the AD writing instructions WI.CAP.00002, the Certification Handbook ‘Resolution of disagreements within the certification team’ process will apply.</p> <p>In these cases, the PCM will decide not to implement any consultation process, prior to the EAD publication. Early involvement of the EASA Programming and Continued Airworthiness Information Section in the drafting process is desirable for standardisation purposes. As an “Emergency AD” requires immediate notification and publication, the PCM shall send the final draft of the “Emergency AD” to the SIO as soon as possible, in conjunction with the referred assessment, for immediate processing, approval and publication on the EASA Official Publication (EASA website).</p> <p>Finally, the PCM shall agree with the Certificate Holder on the draft Emergency AD.</p>
Amend draft EAD as appropriate	<p>Once the SIO receives the draft EAD, the format will be reviewed for use of language, standardisation, consistency of wording and compliance with the EASA AD writing instructions WI.CAP.00002.</p> <p>The SIO forwards the reviewed draft EAD to the PCM for review and acceptance.</p>
Accept draft EAD	<p>The PCM is finally responsible to agree with any change suggested/proposed by the SIO.</p> <p>If the final draft EAD can be accepted by the PCM, the PCM confirms his acceptance of the final draft EAD to the SIO by email (ADs@easa.europa.eu). The final draft EAD will be forwarded, through the SIA, to the responsible Section Manager for review and approval.</p> <p>If the draft EAD cannot be accepted by the PCM, the PCM will provide proposed changes to draft EAD to SIO by email (ADs@easa.europa.eu) and the SIO will amend the draft EAD accordingly before re-submitting it to the PCM for review and acceptance.</p>
Review draft EAD with upper management	<p>Following an optional consultation of the draft EAD with the Certificate Holder in case of disagreement between the PCM and the Certificate Holder, the PCM shall raise the issue to the responsible Section Manager for final decision. The responsible Section Manager may decide to consult senior Certification Directorate management and/or the Chief Experts and seek their advice.</p> <p>Based on the opinion of the senior Certification Directorate management and/or the Chief Experts, a final decision will be taken by the responsible Section Manager and communicated to the PCM.</p> <p>The PCM will inform the Certificate Holder in writing (email or regular mail) on the decision taken.</p> <p>Following the decision of the responsible Section Manager, the PCM may amend the draft EAD, if deemed necessary. In the absence of any proposal from the Certificate Holder, or if the Certificate Holder is not willing to sufficiently co-</p>





	<p>operate, the PCM shall draft an own EAD. This should be immediately notified to the Design Organisations Department for their action.</p> <p>If deemed necessary by the PCM, further co-ordination with the Certificate Holder may take place aiming at obtaining the agreement of the Certificate Holder on the amended draft PAD.</p> <p>As the EAD requires immediate notification and publication, the PCM shall send the draft EAD, together with the referenced [approved and published] technical publications as supplied by the Certificate Holder to the SIO as soon as possible, in conjunction with the referred assessment, for immediate processing, approval and publication on the EASA Official Publication (EASA website).</p>
Finalise draft EAD approval package	<p>The PCM is finally responsible to collect, if necessary, from the Certificate Holder any information which could be eventually requested by other CAAs, e.g. the number of a/c world-wide needing corrective action, a statement on the availability of parts, an estimate of the number of working hours and the cost of parts required for the corrective action.</p> <p>The SIO allocates the EAD number and provides the SIA with approval emails of the PCM and her/his Section Manager that the EAD is ready for publication.</p>
Approve EAD	<p>The responsible Section Manager shall review and approve the final draft EAD in coordination with the PCM and provide her/his approval via email message to the SIO.</p> <p>If the final draft EAD cannot be approved by the responsible Section Manager, the responsible Section Manager will not provide the EAD approval message and will provide instructions on changes to draft EAD to SIO by email through ADs@easa.europa.eu.</p> <p>The SIO will amend the final draft EAD as appropriate.</p>

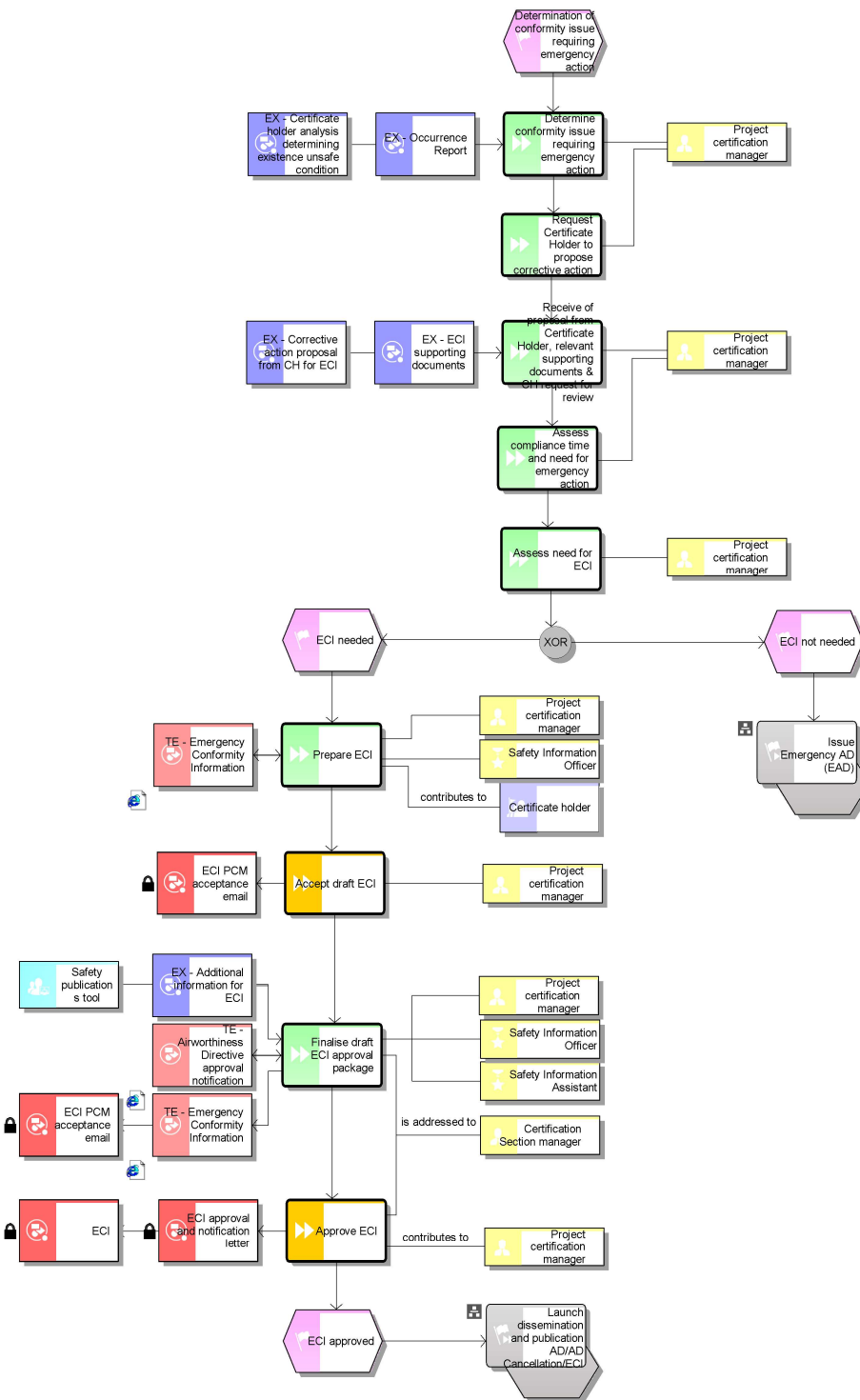
Internal Process Interfaces

Emergency Conformity Information (ECI)
Determination of required continuing airworthiness action
Supersede AD
Launch dissemination and publication AD/AD Cancellation/ECI





Emergency Conformity Information (ECI)





Activity	Description to the process activity
Determine conformity issue requiring emergency action	According to Article 12.7 of the PCP Decision such a case exists where the Agency has determined that urgent action is necessary to correct an unsafe condition.
Request Certificate Holder to propose corrective action	The PCM of the affected product shall request the Certificate Holder to propose appropriate corrective actions for EASA approval.
Receive of proposal from Certificate Holder, relevant supporting documents & CH request for review	---
Assess compliance time and need for emergency action	In case of situations which require emergency action by EASA the PCM shall review the proposed corrective action submitted by the Certificate Holder. Based on the agreed compliance time (e.g. within 30 calendar days after the [planned] effective date), the PCM shall assess if an Emergency AD or an ECI are appropriate.
Assess need for ECI	The decision to issue an ECI should follow the criteria defined in the AD policy: "In cases where the Agency has received relevant information and there is a need to put back immediately the affected aircraft into conformity with the approved design, and where an AD cannot be issued under Annex I Part 21, Section A, Subpart A, 21.A.3B to Commission Regulation (EU) 748/2012, the Agency will issue "Emergency Conformity Information".
Prepare ECI	The PCM shall prepare a justification for issuing the ECI. The PCM shall then draft the ECI in co-ordination with the Certificate Holder, if available. Early involvement of the Programming and Continued Airworthiness Information Section in the drafting process is desirable for standardisation purposes. As an ECI requires immediate distribution and publication, the PCM shall send the final draft of the ECI to the SIO as soon as possible, for immediate processing, approval and publication on the EASA Official Publication (EASA website). Once the SIO receives the draft ECI, the format will be reviewed for use of language, standardisation and consistency of wording. The SIO shall then forward the draft ECI to the PCM for review and acceptance.
Accept draft ECI	The PCM is finally responsible to agree with any change suggested/proposed by the SIO. The final draft ECI will be forwarded to the SIA. If the draft ECI cannot be accepted by the PCM, the PCM will provide instructions on changes to draft ECI to SIO.
Finalise draft ECI approval package	The PCM is finally responsible to collect, if necessary, from the Certificate Holder any information which could be eventually requested by other CAAs, e.g. the number of a/c world-wide needing corrective action; a statement on the availability of parts; an estimate of the number of working hours; and the cost of parts required for the corrective action. The SIO allocates the ECI number and provides the SIA by approval emails of the PCM and her/his Section Manager that the ECI is ready for publication.





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Approve ECI

The responsible Section Manager shall review and approve the final draft ECI in coordination with the PCM and provide her/his approval via email message to the SIO.

If the final draft ECI cannot be approved by the responsible Section Manager, the responsible Section Manager will not provide the ECI approval message and will provide instructions on changes to draft ECI to SIO through ADs@easa.europa.eu.

The SIO will amend the draft as appropriate.

Internal Process Interfaces

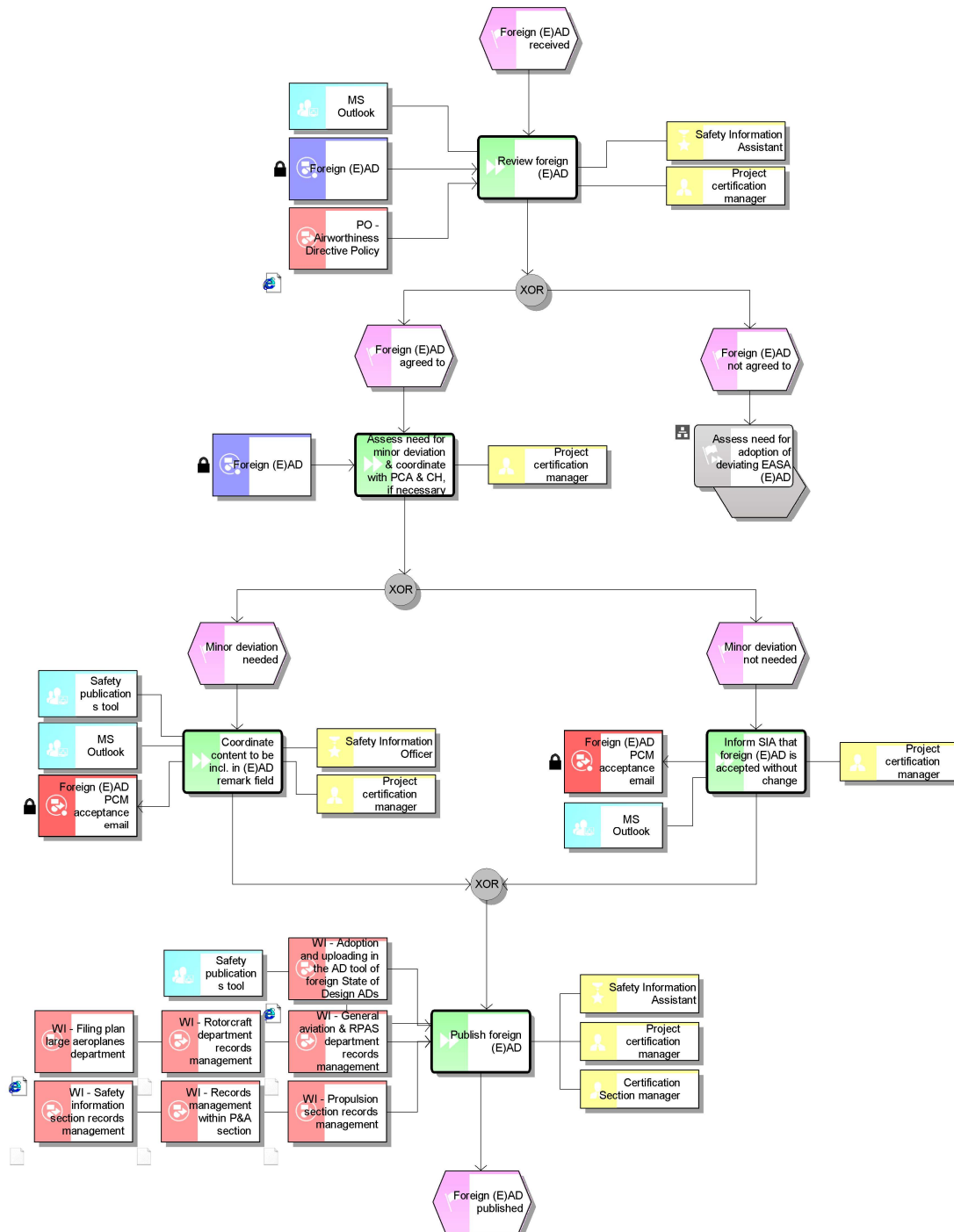
Issue Emergency AD (EAD)

Launch dissemination and publication AD/AD Cancellation/ECI





Adopt foreign State of Design (E)AD





Activity	Description to the process activity
Review foreign (E)AD	<p>The SIA receives a foreign (E)AD.</p> <p>According to Article 1 of ED Decision 2019/018/ED any AD issued by the SoD for an aircraft imported from a third country, or for an engine, propeller, part or appliance imported from a third country and installed on an aircraft registered in a EU Member State, shall apply unless EASA has issued a different decision. Following Article 12 (8) of MB Decision 12/2007, EASA may adopt an AD from a foreign SoD without prior consultation if there is no request for prior consultation within 30 days of the issue of the foreign AD or of the initiation of the foreign authority consultation on the AD (whatever is the earliest). In case there is a written request for consultation on a Foreign AD or Proposed Foreign AD, an EASA Proposed AD may be drafted and the related provisions contained in Standard AD process shall be followed.</p> <p>According to Article 12 (9) of MB Decision 12/2007, if the PCM (or team) decides to deviate from a foreign AD, an EASA Proposed AD has to be issued following the procedure described under Standard Process for Issuing ADs, identifying, inter alia, in this new AD the foreign AD upon which it is based and the differences between the two documents.</p> <p>The SIA shall ensure the monitoring of Foreign ADs, as issued by the State of Design for the affected product(s).</p> <p>The SIA shall ensure that each PCM receives all foreign (E)ADs, as issued by the State of Design for the affected product(s).</p> <p>The Programming and Continued Airworthiness Information Section will prepare the publication of the foreign (E)AD on the EASA official publication (EASA website) before the effective date of that directive.</p> <p>On the basis of the applicable chapter of the Certification general user guide (UG.TC.00002), the PCM shall check if he concurs with the foreign decision or if a deviating corrective action is needed.</p> <p>If the PCM or the responsible Section Manager are unavailable to accept or not the foreign AD, the SIO may take the initiative to upload the foreign (E)AD in the AD tool, in order to ensure its upload before the effective date. In such a case the PCM and the responsible Section Manager will be informed accordingly.</p>
Assess need for minor deviation & coordinate with PCA & CH, if necessary	The PCM will determine if there is a need for a minor deviation or not.
Coordinate content to be incl. in (E)AD remark field	The SIO shall propose and agree with the PCM the content to be included by the SIA in the remark field of the (E)AD record.
Inform SIA that foreign (E)AD is accepted without change	If the PCM concurs with the Foreign AD or Emergency AD, then the principle of "simplified adoption" shall be assumed and, before the Foreign (E)AD's effective date, the PCM will inform the SIA that the Foreign (E)AD is considered accepted.
Publish foreign (E)AD	<p>The SIA will arrange for publication of the Foreign (E)AD on the EASA official publication (EASA website).</p> <p>In case there is a need to correct minor aspects of the Foreign AD that do not affect the core content of the AD, such correction will be described in the "remark" field of the AD record, after coordination between the SIO and the PCM.</p>





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The SIA will upload in the AD Tool Foreign State of Design E(AD) in accordance with EASA Work Instruction on Adoption and uploading in the AD tool of foreign State of Design ADs.

Archiving of paper records and/or filing of electronic records is ensured through the applicable EASA Work Instructions on records management.

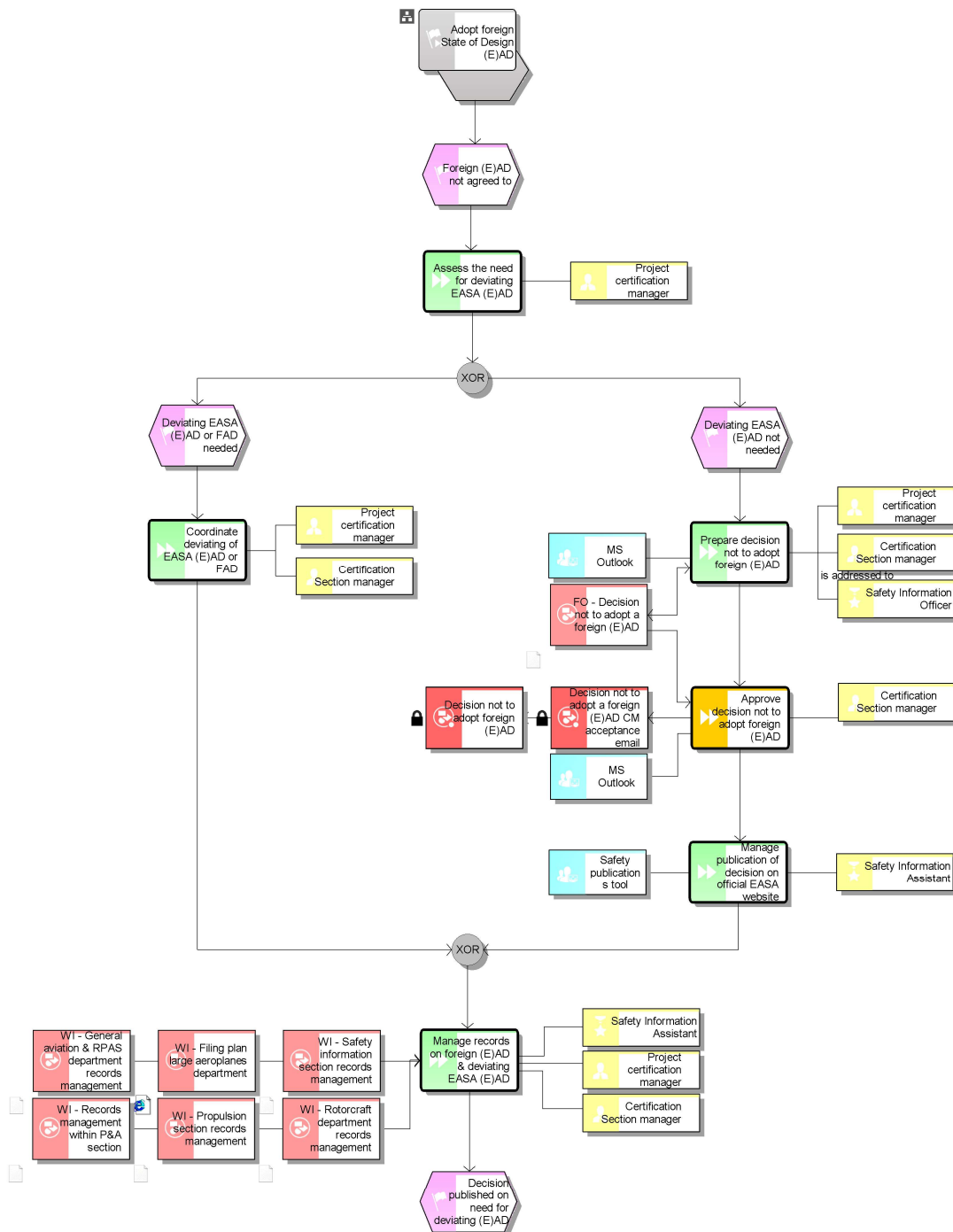
Internal Process Interfaces

Assess need for adoption of deviating EASA (E)AD





Assess need for adoption of deviating EASA (E)AD





Activity	Description to the process activity
Assess the need for deviating EASA (E)AD	The PCM will determine if there is a need for a deviating EASA (E)AD or for a decision not to adopt the foreign (E)AD.
Coordinate deviating of EASA (E)AD or FAD	<p>If the PCM does not concur with the foreign (E)AD, he shall draft a deviating PAD or Emergency AD. In this case the PCM shall raise the issue to the responsible Section Manager who will ensure further co-ordination with higher management levels, if deemed necessary.</p> <p>The PCM shall inform and coordinate the PCA and Certificate Holder before the EASA PAD is published for public consultation or before the deviating EASA (E)AD is published.</p> <p>The PCM shall initiate a deviating EASA (E)AD and continue to inform and coordinate with the PCA & Certificate Holder.</p>
Prepare decision not to adopt foreign (E)AD	<p>The PCM shall raise the issue of no need for deviating EASA (E)AD to the responsible Section Manager.</p> <p>The PCM shall inform and coordinate with the PCA and Certificate Holder before the decision not to adopt the foreign (E)AD is published, if necessary.</p> <p>The PCM will take a decision not to adopt the foreign (E)AD and inform the SIO by email (ADs@easa.europa.eu).</p> <p>The SIO will then draft a decision not to adopt the AD and forward it to the responsible Section Manager for approval.</p>
Approve decision not to adopt foreign (E)AD	The responsible Section Manager will approve the decision not to adopt the foreign (E)AD and inform the SIA/SIO of his approval by email (ADs@easa.europa.eu).
Manage publication of decision on official EASA website	The SIA will manage the publication of the decision not to adopt the foreign (E)AD on official EASA Website: http://ad.easa.europa.eu .
Manage records on foreign (E)AD & deviating EASA (E)AD	Archiving of paper records and/or filing of electronic records is ensured through the applicable EASA Work Instructions on records management.

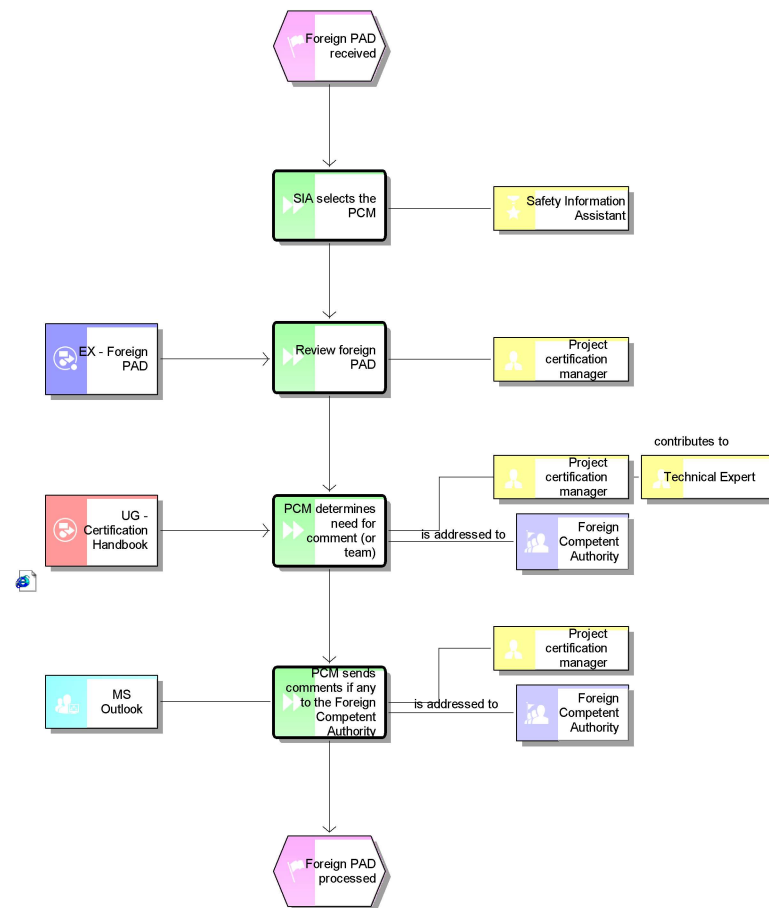
Internal Process Interfaces

Adopt foreign State of Design (E)AD





Foreign Proposed (AD)s processing





Activity	Description to the process activity
SIA selects the PCM	<p>The SIA shall ensure the monitoring of Foreign PADs, as issued by the State of Design for the affected product(s).</p> <p>The SIA shall ensure that each affected PCM receives foreign PADs, as issued by the State of Design for the affected product(s) and requests the PCM to provide comments.</p> <p>Following Article 12 (8) of MB Decision 12/2007, EASA may adopt an AD from a foreign SoD without prior consultation if there is no request for prior consultation within 30 days of the issue of the foreign AD or of the initiation of the foreign authority consultation on the AD (whatever is the earliest). In case there is a written request for consultation on a Foreign AD or foreign PAD, an EASA Proposed AD may be drafted and the related provisions contained in Standard AD process shall be followed.</p>
Review foreign PAD	<p>The affected PCM reviews the PAD in respect to ensure the continuing airworthiness of EASA approved type design.</p>
PCM determines need for comment (or team)	<p>The PCM assesses for need to comment.</p> <p>On the basis of the applicable chapter of the Certification Handbook (UG.CERT.00002), the PCM shall check if he concurs with the proposed foreign AD or if a deviating corrective action is needed.</p> <p>According to Article 12 (9) of MB Decision 12/2007, if the PCM (or team) decides to deviate from a foreign AD, an EASA Proposed AD has to be issued following the procedure described under Standard Process for Issuing ADs, identifying, inter alia, in this new AD the foreign AD upon which it is based and the differences between the two documents.</p>
PCM sends comments if any to the Foreign Competent Authority	<p>If the PCM (or team) determines a need to comment the foreign PAD, the PCM will provide comment(s) to the foreign competent authority either providing comments through dedicated PAD commenting tool (web interface or commenting form) of that foreign competent authority or via appointed foreign focal point (foreign PCM responsible for validation of product in EU), as applicable.</p>



**RECORDS****Appendix A : Operational Documents**

Issue PAD	
Record	Activity
PAD withdrawal statement	- Issue PAD withdrawal statement
PAD	- Accept draft PAD
CM PAD withdrawal statement acceptance email	- Issue PAD withdrawal statement
PAD PCM acceptance email	- Accept draft PAD

Issue AD	
Record	Activity
PAD CRD	- Approve AD
AD PCM acceptance email	- Accept draft AD
AD	- Approve AD
AD PCM acceptance email	- Finalise draft AD approval package

Launch dissemination and publication AD/AD Cancellation/ECI	
Record	Activity
(E)AD/FAD/AD Cancellation/ECI dissemination email	- Publish (E)AD/FAD/AD Cancellation/ECI
(E)AD/FAD/AD Cancellation/ECI notification email	- Send (E)AD/FAD/AD Cancellation/ ECI approval to CH

Cancel AD	
Record	Activity
PAD CRD on proposed AD cancellation notice	- Issue PAD on proposed AD cancellation notice
AD cancellation notice PCM acceptance email	- Prepare AD Cancellation Package
AD cancellation notice	- Approve final draft AD Cancellation Notice by signing the AD Cancellation Notice approval
AD cancellation notice PCM acceptance email	- Accept draft AD Cancellation Notice

Correct AD	
Record	Activity
Corrected AD	- Obtain approval on corrected AD incl. proposed explanation from PCM
Corrected PAD PCM acceptance email	- Obtain approval on corrected PAD including proposed explanation from PCM





Corrected AD PCM acceptance email	- Obtain approval on corrected AD incl. proposed explanation from PCM
PAD correction document	- Obtain approval on corrected PAD including proposed explanation from PCM
Corrected AD dissemination email	- Publish corrected AD

Issue Final AD with request for comments (FAD)	
Record	Activity
FAD	- Approve FAD
FAD PCM acceptance email	- Finalise draft FAD approval package
FAD PCM acceptance email	- Accept draft FAD

Issue Emergency AD (EAD)	
Record	Activity
EAD	- Approve EAD
EAD PCM acceptance email	- Accept draft EAD

Emergency Conformity Information (ECI)	
Record	Activity
ECI PCM acceptance email	- Accept draft ECI
ECI PCM acceptance email	- Finalise draft ECI approval package
ECI	- Approve ECI
ECI approval and notification letter	- Approve ECI

Adopt foreign State of Design (E)AD	
Record	Activity
Foreign (E)AD PCM acceptance email	- Coordinate content to be incl. in (E)AD remark field
Foreign (E)AD PCM acceptance email	- Inform SIA that foreign (E)AD is accepted without change

Assess need for adoption of deviating EASA (E)AD	
Record	Activity
Decision not to adopt foreign (E)AD	- Approve decision not to adopt foreign (E)AD
Decision not to adopt a foreign (E)AD CM acceptance email	- Approve decision not to adopt foreign (E)AD

Appendix B : External Documents

Adopt foreign State of Design (E)AD





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Record	Activity
Foreign (E)AD	- Review foreign (E)AD
Foreign (E)AD	- Assess need for minor deviation & coordinate with PCA & CH, if necessary

