



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

The European Mandatory Continuing Airworthiness Information (MCAI) System

September 22, 2011

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easa.europa.eu



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- ▶ **ICAO Annex 8, Part II, Chapter 4.2.1.1(a)**
 - ▶ The State of Design shall transmit Mandatory Continuing Airworthiness Information to the State of Registry

- ▶ **Regulation (EC) No. 216/2008 – Article 20**
 - ▶ The Agency shall, ..., carry out on behalf of Member States the functions and tasks of the State of design, manufacture or registry when related to design approval
 - ▶ Ensure the continuing airworthiness functions associated with the products, parts and appliances which are under its oversight, including reacting without undue delay to a safety problem and issuing and disseminating the applicable mandatory information.



Legal Framework

- **As a consequence of the current legal framework,** EASA is responsible for fulfilling the State of Design responsibilities of Member States of the European Union (EU) plus Iceland, Lichtenstein, Norway and Switzerland and can only exercise its power in relation to the design approvals it has granted.

- **Role of EU Member States**
 - Member States are responsible for verifying that aircraft on their registers conform to an EASA approved design.
 - They shall therefore ensure that ADs issued or adopted by the Agency are complied with.
 - They have to fulfil all the non-design approval related obligations of State of Registry as per ICAO Annex 8.



➤ **Part 21A.3B Airworthiness**

Directives:

- Only applicable to the aircraft included in the EASA remit and not to annex II aircraft
- **Specifies what is an AD:**
- **Specifies when the Agency issues ADs**
- **Specifies actions by the design approval holder**
- **Lists the minimum contents of an AD**



- **Commission Regulation (EC) No. 2042/2003**
- **M.A.201 Continuing airworthiness responsibilities:**
 - **the owner or operator is responsible for the continuing airworthiness of the aircraft.**
- **M.A.301 Continuing airworthiness tasks:**
 - **All aircraft must comply with any applicable AD.**
- **M.A.303 Airworthiness directives:**
 - **Any AD must be carried out within the requirements of that AD, unless otherwise specified by the Agency.**



EASA MCAI System

- Emergency Conformity Information (ECI)
 - EASA may only issue or adopt ADs when addressing design issues, and, when addressing conformity issues, if the AD contains a design approval, such as:
 - Approval of non-conformities due to manufacturing or maintenance deficiencies subject to conditions, such as limitations or additional inspections
 - Inspection, replacement or modification, within a specified time frame, in order to check and/or restore conformity with an approved design.
 - Under ICAO Annex 8 requirements, the State of Design must transmit any MCAI which it has found necessary for the continuing airworthiness of aircraft and for the safe operation of aircraft, *regardless of whether the issue is related to the approved design or to conformity to the approved design.*
 - In order to cover the potential gap between design approval related ADs and non-design related MCAI required to be transmitted by ICAO requirements, the Agency will issue "Emergency Conformity Information" (ECI) for cases where it cannot issue an AD.
 - This would normally be limited to unsafe conditions resulting from manufacturing or maintenance deficiencies where there is a need to inspect and to restore conformity of individual aircraft with the approved design before the next flight.
 - The Agency's MCAI is therefore composed of both ADs and ECIs.



Non European State of Design AD

- Non European State of Design ADs issued before 28 September 2003:
(entry into force of EASA)
 - are grandfathered
- Non European State of Design ADs issued after 28 September 2003:
 - Apply automatically in accordance with EASA Executive Director Decision 02/2003, unless EASA issue a deviating decision
 - EASA PCM review Foreign State of design AD
 - If endorsed, AD are posted on EASA website
 - If not endorsed: deviating EASA AD or other decision is developed

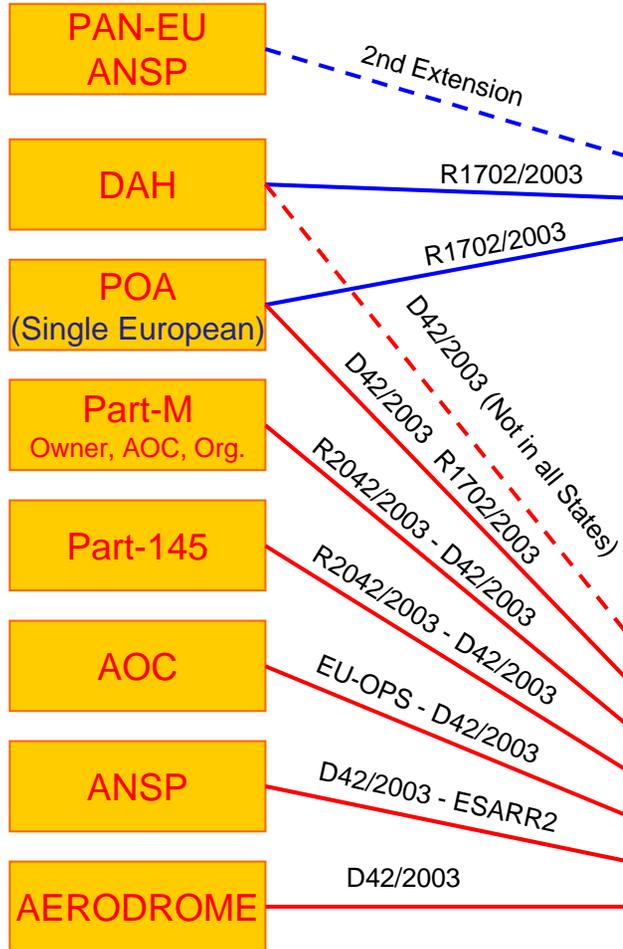


EASA AD Specifics

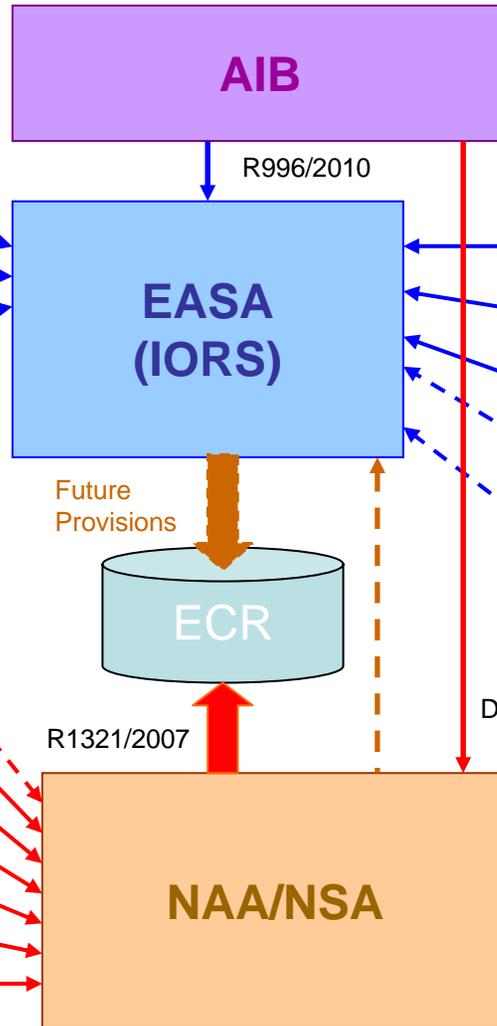
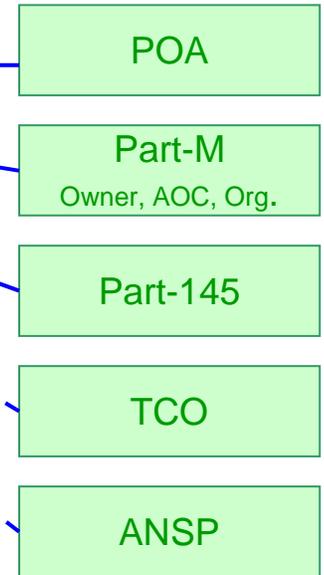
- EASA ADs applicability is limited to models of the affected type already certified at the time the AD is issued
- Determination of an unsafe condition and sufficiency of proposed corrective action (guidance material):
- EASA AD do not incorporate by reference (IBR) the design approval holder (DAH) service information

Occurrence reporting from an Authorities' perspective

EU-ORGANIZATIONS



NON-EU-ORGANIZATIONS



2nd Extension

R996/2010

R1702/2003

R1702/2003

R1702/2003

R2042/2003

D42/2003 (Not in all States)

R2042/2003

Future Provisions

1st Extension

R2042/2003 - D42/2003

2nd Extension

R2042/2003 - D42/2003

R1321/2007

D42/2003

EU-OPS - D42/2003

D42/2003 - ESARR2

D42/2003



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QUESTIONS?

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