



MEMORANDUM

TO
All Airworthiness Agencies
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Airbus Airworthiness data for in-service aircraft

Airbus is a Design Organisation approved (DOA) by the European Aviation Safety Agency (EASA), its primary certification Authority, under certificate EASA.21J031 and granted with privileges to issue approvals as per Part 21 1A.263.

Over the last 15 years Airbus has developed procedures under this DOA, compliant to EASA regulations, to provide its Customers with Airworthiness data to help support maintaining or restoring the individual aircraft certificate of airworthiness when impacted by abnormal events, damages....

In addition to well-known ATA compliant documentation, such as SBs or Manuals, this memo lists and explains the additional Airbus Airworthiness documents that Airworthiness Authorities may find in Airline and/or Maintenance Organization records.

1. Repair Design Approval Sheet (RAS):

Since 1990, the RAS is a repair design approval according to Part 21 subpart M. Its scope covers structural damages and repairs, as certified under FAR/JAR/CS 25 subpart C.

The RAS is classified as minor or major in accordance with Part 21A.435.

The RAS may specify "Maintenance requirements", and these additional Instructions for Continued Airworthiness for the damaged/repared part are applicable in addition to the Type Certificate holder scheduled Maintenance Recommendations. The Customer shall add these instructions into their Aircraft Maintenance program.

The RAS could also specify operational restrictions, temporary or definitive.

The RAS is approved under Airbus DOA to attest a repair design that maintains the airworthiness of the aircraft.

2. Technical Adaptation (TA):

Since 2006, the TA has a wider scope than the RAS, depending on a categorisation indicated on the TA.

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Under Part 21 Subpart M the TA addresses:

- Systems damages and repairs,
- Release to service after abnormal operations,
- Differences between the original design and the real aircraft configuration resulting from production or maintenance actions.

Under Part 21 Subpart J paragraph 21A.263 c (3) (DOA privilege to issue technical instructions)

- The TA specifies new instructions to complete or to substitute existing ones.

Under Part 21 Subpart D,

- The TA covers minor experimental changes, for one year maximum, without an update of the Airbus Configuration Management.

The TA is classified into minor or major, could be temporary or definitive, and may specify Instructions for Continued Airworthiness or operational restrictions.

The TA is approved under Airbus DOA to attest an adaptation of design that maintains the airworthiness of the aircraft.

3. Flight Conditions Data (FCD):

When an aircraft does not meet an airworthiness certification requirement but is capable to fly safely, an Authority may issue a permit to fly. The Airbus FCD supports this application by approving the flight conditions under which this permit-to-fly could be issued.

The Airbus FCD regulatory scope, specific to Operators, is Part 21 Subpart P 21A.701 §11 "Flying the aircraft to a location where maintenance or airworthiness review are to be performed or to a place of storage".

The FCD specifies maintenance and operational procedures needed for the purpose of the flight.

The FCD is approved under Airbus DOA privilege to attest safe conditions.

4. Airbus Statement Of Airworthiness Compliance (ASAC):

An ASAC is issued to support an airline to get from their National Aviation Authority (NAA) a temporary exemption for the scheduled compliance to:

- An EASA Airworthiness Directive (change or inspection) or,
- An EASA approved manual (ALS, MRBR, CMP).

The ASAC is not a DOA approved data, but is issued by the Airbus office of airworthiness under a process agreed by EASA.

The ASAC should be acceptable to the NAA to support either an exemption or an application for an individual AMOC.

5. Approval of Data in Areas Subject to Airworthiness Directives (AD):

The RAS and TA may be issued in areas subject to an EASA AD, within their respective scope. After their approval, Airbus investigates their impact on the compliance to the AD:

- If the adaptation, as amended by these data, follows the AD principle and compliance substantiation, then Airbus takes no further action. There is no AMOC considered necessary by EASA.
- If the adaptation is a deviation to the AD principle, then Airbus applies for an AMOC to EASA. The expected target date is fixed to follow the AD compliance time.

It remains the responsibility of the Operator to obtain the necessary acceptance from its Airworthiness Authorities.

6. FURTHER INFORMATION:

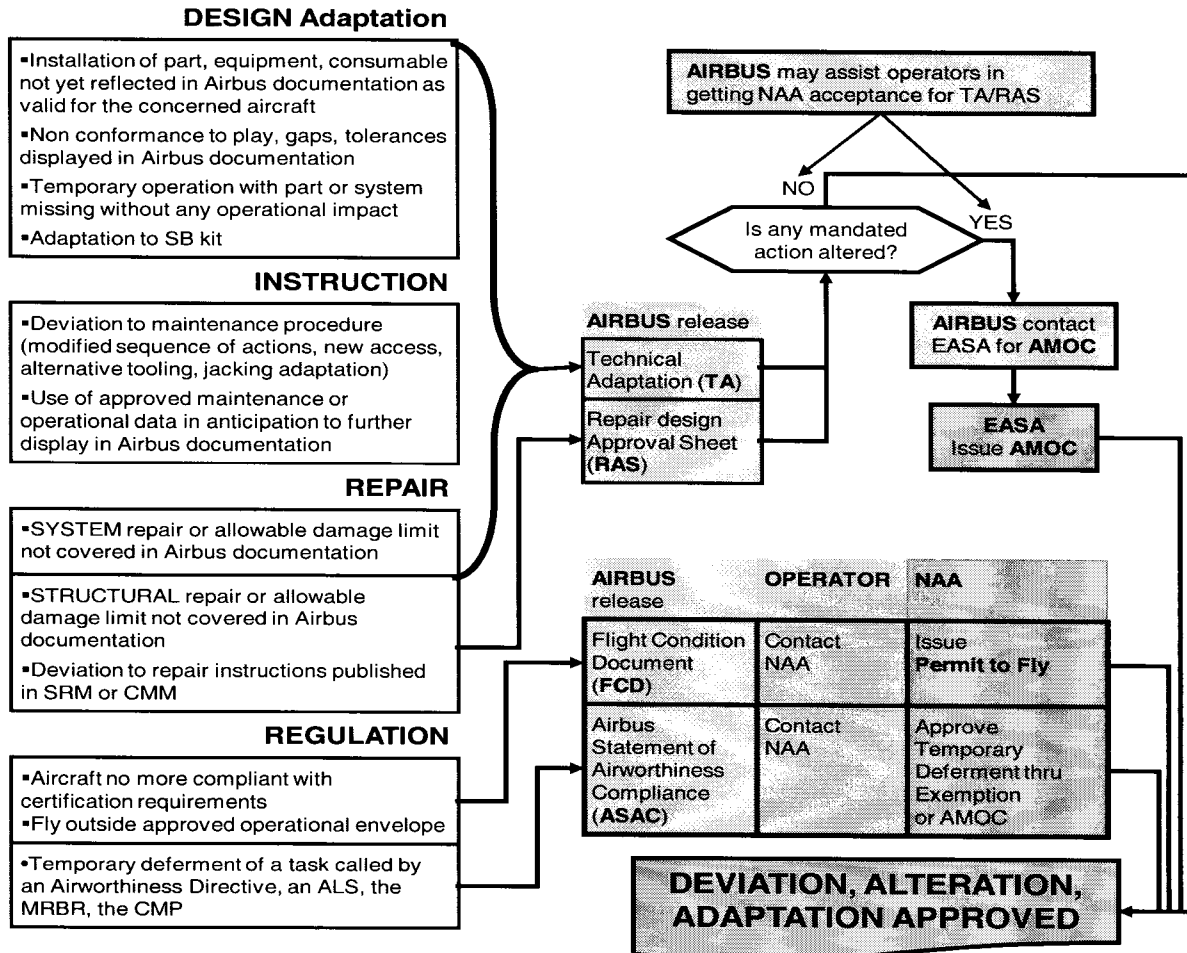
Any questions about TA, RAS, FCD or ASAC should be addressed to:

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Yours sincerely,



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RAS, TA, FCD and ASAC scopes and actors