

**Safety Regulation Group
Aircraft Maintenance Standards Department
Maintenance Requirements & Policy Section**

For the Attention of the Quality Manager / Chief Engineer

9/98/5/510
29 October 2003

EUROPEAN AVIATION SAFETY AGENCY

The purpose of this letter is to provide you with important information relating to a recent change to European Community Regulations that directly affects the approval of changes (minor modifications) and repairs. It is important to note that for the most part, operators and maintenance organisations should be able to continue to employ existing minor change and repair procedures that are accepted by the CAA.

A European Community Council Regulation (EC) No 1592/2002 established the European Aviation Safety Agency (EASA) that commenced operation with effect from 28 September 2003. This Regulation also establishes common rules in the field of civil aviation together with essential requirements for airworthiness. A European Commission Regulation (EC) No 1702/2003 established 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 organisations.

Implementation of the European Regulations

With effect from 28 September 2003, the approval of products (which includes aircraft and their components), and changes (modifications and repairs) to products are now the responsibility of EASA herein referred to as the Agency. To assist with the transition of these responsibilities the Agency has authorised the National Aviation Authorities of the Member States and the Joint Aviation Authorities to perform tasks on its behalf. This will mean that the technical assessments leading to the approval of minor changes (modifications and repairs) to aircraft and their components normally carried out by the CAA, will continue until end January 2004 by which time the Agency should have taken on more staff and produced detailed procedures. As the Agency now has legal responsibility for the approval of changes, they may need to formally sign certificates associated with approval.

Approval of Changes to the Type Design (Modifications, & Repairs)

Arrangements have been put in place to facilitate the following change processes:

1. Minor modifications and repairs designed by UK approved design organisations.
2. In-service repairs and minor modifications approved by the Original Equipment Manufacturer (OEM) for USA, Brazilian and Canadian products.
3. Minor modifications and repairs submitted to UK CAA Regional Offices for Agency approval.
4. Changes (minor modifications and repairs) subject to EU Member State approval processes.

Civil Aviation Authority

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1. Changes (Modifications and Repairs) in Accordance with PART 21.

An organisation approved in accordance with Part 21 is able to classify changes (modifications) and approve minor changes as well as design minor repairs in accordance with their privileges of approval. In some cases, short-term exemptions to Part 21 have been issued by CAA, to qualified Design Organisations for use in limited circumstances. Any queries regarding these exemptions should be addressed to CAA D&PSD, Approvals & Quality Assurance Section.

2. Minor Changes and Repairs to USA, Canadian and Brazilian Products.

Minor changes and repairs, which are approved in accordance with the FAA, Transport Canada or Brazilian DAC Regulations as appropriate to the product, remain acceptable and may be embodied on UK Registered aircraft.

3. Minor Changes Requiring Approval through CAA.

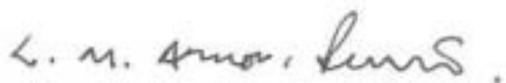
Minor changes (modifications) submitted directly to UK CAA AMSD Regional Offices under PART 21, are approved by the Agency following investigation and subject to a satisfactory recommendation by CAA. In the interim, to enable the aircraft to return to service and avoid unnecessary operational delay whilst Agency approval is obtained, an Exemption from the regulation is issued by the AMSD Regional Office, once the technical assessment for approval is concluded to the satisfaction of the CAA.

4. Changes Originating from EU Member States

Changes (minor modifications and repairs) that have been embodied on UK Register aircraft and are approved in accordance with the Regulation by another EU Member State, must be accompanied by evidence of the approval (e.g. technical visa, Agency approval).

This letter is one in a series of correspondence and releases issued by the UK CAA which is intended to keep organisations and individuals advised of the implementation issues arising from the implementation of the EASA Regulation: if you have any queries concerning the content of this letter, you are advised to contact your local AMSD Regional Office in the first instance.

Yours faithfully



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