

FAA & EASA Major – Minor, STC & Repair Approval – 3 Days

Introduction

The responsibility for determining whether a repair is major or minor rests with:

FAA Determination Major / Minor It is the installer's responsibility to determine whether an installation is minor or major. (with FAA oversight)

EASA Determination Major / Minor Must be performed by EASA Approved Design Organisation. (Part 21)

Due to their inherent criticality, all changes to the design of an aircraft are required to be approved. In particular to assess the STC for Continuing Airworthiness implications Under the U.S. FAA's regulatory system there are a number of methods to obtain approval for a major modification or repair to a type certified aircraft.

A data approval issued by a Designated Engineering Representative which is usually issued on a FAA Form 8110-3 equivalent to 8100-9 **** Note Part 21 issues with this statement.

Acceptable data can be provided by a type certificate (TC) / supplemental type certificate (STC) holder or third-party operator.

This intensive course which is delivered over 3 days provides delegates with a deep understanding of the Regulatory processes associated with FAA & EASA Approval & Certification of Mods, Major / Minor STC & Repairs.

What is the Benefit of this Training – What will I learn?

- a) To Provide the delegates with a basic knowledge of the typical certification processes as related to large airplanes.
- b) To achieve a significant awareness regarding the working mechanics of the certification and regulatory environment leading to improved performance and organisational benefits in your effectiveness.
- c) Understand in details the Certification Process related to Large Turbine Powered Aeroplanes
- d) Use the regulatory information to document and demonstrate compliance To Understand the Safety Assessment Process Related to CS25-1309
- e) Use the regulatory information to document and demonstrate compliance

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Date	On Demand
Category	Personal Development
Venue	On Demand
Level	Basic
Price	On Demand

Detailed Content / Topics - The following Subjects will be addressed

- Introduction
- Definitions and Acronyms
- The Beginning of EASA / FAA Joint Certification
- Certification and Approval Process FAA /EASA
- The EASA Certification Process
- The FAA Certification Process Considerations
- FAA & EASA Part 21 Aircraft Repair Considerations
- Design Aspects of Airworthiness
- EASA Modifications Minor & Major
- Introduction Role & Purpose of an STC
- Supplemental Type-Certificates and Modifications Implementation
- Structure General Introduction
- CS 25 Structural – Crashworthiness Considerations
- Structural Integrity & Ageing Aircraft Structures and Systems
- CS 25 – Safety Assessment CS25-1309
- Part 21 Subpart M – Repairs
- Repair Evaluation Guidelines (REG) and Repair Assessment Programme (RAP)
- Limit of Validity (LOV) of the Maintenance Programme and Evaluation for Widespread Fatigue Damage (WFD)
- Appendix 1 – Guidelines for development of a Supplementary Structural Inspection Programme
- Appendix 2 – Guidelines for development of a programme to preclude the occurrence of widespread fatigue damage.
- Appendix 3 -Guidelines for establishing instructions for continued airworthiness of structural repairs and modifications
- Appendix 4 to AMC 20-20 Guidelines for the Development of a Corrosion Control Programme – Summary
- Appendix 5 to AMC 20-20 Guidelines for the Development of an SB Review and Mandatory Modification Programme

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Target Groups

Regulatory Authority Inspectors, All personnel with duties and/or responsibilities in ensuring effective oversight of the Airline Engineering Technical Services and Aircraft Maintenance Program. (AMP) Management, Competent Authority (CA) Quality Assurance Staff. Also of Interest to other persons working in an EASA Environment or Part M Quality System. Technical Managers & Lease Companies.

Pre-Requisites

A background in an aviation environment will benefit the delegate including a good understanding of Part M – Maintenance Planning, Airworthiness Review, and Part 21 Certification processes.

Learning Objectives

To provide delegates with an overview of Aircraft Maintenance Program obligations related to Continuing Structural Integrity Programme including Functional Elements and techniques to deliver effective oversight.

Certificates wording

EASA / FAA Joint Certification & Certification and Approval Process, FAA & EASA Part 21 Aircraft Repair Considerations, EASA Modifications Minor & Major, STC & Modification Implementation, Structural Integrity & Ageing Aircraft Structures and Systems. CS 25 – Safety Assessment CS25-1309. Part 21 Subpart M – Repairs. Repair Evaluation Guidelines (REG) and Repair Assessment Programme (RAP)

What do People Say about Sofema Aviation Services Training?

*"The instructor used the right words to explain the material."
"The discussions among the group were very beneficial."
"The instructor showed a very resourceful background and experience."
"All sections of the course were related to my field."
"Adequate answers were given to specific questions."*

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Duration

3 Days – To commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.

Sofema Aviation Services offers a flexible approach to developing all in-company training courses which are specific to the client's needs. If you would like additional information concerning how course content may be configured to be more appropriate for your organisation please email team@sassofia.com

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