

Miscellaneous

No: 1123

Regulation (EC) No. 216/2008

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General Exemption E 4076

International Aviation Composites Helicopter Blade Repairs

- 1) The Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 14(4) of Regulation (EC) No. 216/2008 ('the Basic Regulation'), exempts, subject to paragraph 4, the aircraft identified in paragraph 2 from any provision in the Basic Regulation or any Implementing Rule made thereunder which provides that the aircraft shall not fly unless the change of design identified in paragraph 3 has been approved in accordance with Annex I to Regulation (EU) No. 748/2012 ('Part-21').
- 2) This exemption applies to any aircraft incorporating a major repair design originating from International Aviation Composites (IAC) Inc. Limited to a critical component that has not been approved by the European Aviation Safety Agency ('EASA') in accordance with paragraph 3.3.2.2(b) of the Technical Implementation Procedures (TIP) Revision 4, September 2014, contained in the agreement between the Government of the United States of America and the European Union.
- 3) The change of design is to any repair incorporating a major repair design originating from International Aviation Composites (IAC) Inc. Limited to a critical component that has not been approved by EASA.
- 4) This exemption is granted subject to the following conditions:
 - a) All such repairs designs having been approved in accordance with the Federal Aviation Administration's ('FAA's') procedures.
 - b) Any FAA approved Instructions for Continued Airworthiness associated with such approvals are complied with.
 - c) The repairs have been accomplished by an EASA Part-145 approved organisation or an approved FAR-145 repair station, holding the applicable rating.
- 5) This exemption has effect from 11 August 2015 until 10 August 2016, both dates inclusive, unless previously revoked.
- 6) This exemption is notifiable under Article 14(4) of the Basic Regulation because it has a validity in excess of two months.

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S Horton

for the Civil Aviation Authority

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Explanatory Note:

This exemption will enable helicopter rotor blades that have been repaired by IAC, and where the repair data is not EASA approved, to remain fitted to the aircraft while the repair data is reviewed and approved by EASA.