

Questions for the EASA – Industry meeting 26 April 2004  
AEA & AECMA

Question for Certification	
1. For <u>post-TC activities</u> on European products certificated prior to 28 September 2003, will EASA retain the former JAA team or sub-contract the task to the authority of the state of design?	
2. <u>Status of EASA Policy on Airworthiness Directives (AD) and distribution of ADs by EASA</u> The AEA request an update on this issue, which was raised by AEA and ABIP at various occasions.	AD List will be published soon
3. <u>Alternate Method Of Compliance (AMOC) from FAA:</u> How does EASA see the possibility of using an FAA issued AMOC, in the cases where the FAA is the type certificate owner's authority, without any other approval / acceptance by EASA or NAA?	Decision 2/2003 set up the conditions for EASA automatic recognition of ADs issued by third countries.  This decision does not quote explicitly AMOC, therefore AMOCs can not be automatically accepted by EASA. Nevertheless, it could be envisaged due to the similarity of nature of AD and AMOC. It will be further explore and clarify.  Amendment to the above decision would be needed to enable the automatic process for AMOCs.
4. <u>ED Decision 2004/01/RM dated 09/01/2004</u> regarding on the acceptance of design changes and repairs to products designed in the United States of America Major Level 2 and minor changes to the design of products for which the United States of America are State of design and for which a certificate has been issued or defined in accordance with the provisions of Article 2 of the Commission Regulation, are automatically accepted by the Agency when approved by the Federal Aviation Administration (FAA) in accordance with the procedures of an agreement in force between a Member State and the United States of America.  In which document or from which other source can an operator find if a change is Major Level 1 or not (Major Level 2 or Minor)?	TC holder documentation, or FAA

<b><u>Certification procedures</u></b>	
5. Can EASA confirm whether certification procedure principle documents (products and organizations) have been adopted by the Management Board and, if so, provide the final versions of these documents?	See presentation MB has adopted these principles called Product Certification Procedures and Organisation Certification Procedures. They will be placed on the website, probably under Management Board where also the minutes and other MB decisions have been published.
6. How will EASA organize the drafting of, and consultation of industry on, detailed certification/validation procedures?	See presentation Certification Managers have been allocated to draft these Procedures. Since industry had its input in the higher level procedures adopted by MB, these detailed procedures are more considered as our working procedures. We do realize that they affect applicants, and we will make a short consultation to industry once we have developed mature drafts.
7. Where existing JAA team members (particularly PCMs) do not join EASA is there a plan to train / familiarize replacement staff?	No. Training of PCMs and certification specialists (Team Member) will remain the responsibility of the respective employer. Sufficiently trained personnel will be a key condition for the accreditation of National Aviation Authorities and Qualified Entities. However, EASA will develop a general Training concept in order to offer training possibilities for industry and qualified entities.
8. Will EASA (as a member of JAA) confirm its agreement to follow the FAA-JAA Type Validation Procedures (TVP) , as on-going certification programmes are being conducted in accordance with these principles?	It has already been confirmed through the Community agreement to continue the existing BASA_IPA (signed before 28.09.03).
9. <b><u>Certificate Numbering System</u></b> When the EASA new numbering system will be defined?	For organisation approvals it is already defined by means of decision No 2004/4/RM of 7 April.
10. Can it be confirmed that the new numbering system will be for new approvals only? If existing approvals are also affected, is a sufficiently long transition period foreseen with possible dual use of both the former and new approval numbers?	No, it is also applicable to the renewal of existing approvals. The transition is till 28-9-04 for 21 approvals and 29-11-04 for maintenance approvals
11. What will be the effectivity date? NOTE: AECMA through a specific letter to the EASA raised the Industry concern on the burden created by a new numbering system and is strongly requesting an EASA	It is already effective. The AECMA letter was discussed with AECMA rep and it was also formally answered.

solution minimizing the subsequent impact.	
<p>12. <b>Organization Approved listing</b> Will the Agency issue and maintain the list of all approved Organizations with the basic information relative to the Approval?</p>	A database will be set up. The parameters to be put in the database are not yet defined.
<p>13. <b>National Variants</b> Can EASA confirm on behalf of the European Commission the complete elimination of the National variants (former ANDRs)? If not, when will the conclusion of procedures initiated by some authorities under article 10.3 of Basic Regulation be concluded and made public?</p>	See below
<p>14. Will a list of the current National Variants be generated by EASA with the defined program to eliminate them? If not who has the responsibility to eliminate the current National Variants on a timely manner?</p>	<p>It is the intention that National Variants will be eliminated. These come into the categories not only of the former ANDRs, but also AADs (Additional Airworthiness Directives), ARIs (Additional Requirements for Import) and others. If NAAs currently retain these (invoking Article 10.1, rather than 10.3), they must justify their actions to the Commission, who determine whether the cases are agreed or not, by reference to the Agency. If agreed, these will apply to all similar types in the EU; if EASA does not agree, they must be withdrawn by the originating MS, or infringement action will commence.</p> <p>Article 10.3 is currently used by MS to grant temporary national approvals to applications where EASA approvals are pending. As EASA staff numbers increase, the use of this is expected to reduce. Article 10.3 approvals are essentially temporary and, in keeping with the spirit of the Article, are naturally time-limited</p>
<p>15. In the mean time how TC holders and potential customers can be informed about the applicable type design for required conformity of individual aircraft in each of the member States (issuance of certificate of airworthiness)?</p>	<p>The process of eliminating AADs and ARIs is currently underway, and is the responsibility of EASA. Some of those proposed may, after detailed assessment, be retained by EASA, and these will then be applied to all applicable types in the EASA MS. These will be cases where application of the AADs or ARIs may be necessary to maintain compliance with the Essential Requirements of Annex 1 to Regulation 1592/2002. These will be notified in a way to be determined, but there may be a public consultation before they are applied.</p>

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16. <b>Authorities / Industry teams</b> Will the previous JAA Sectorial Teams (Certification, Operations, Rulemaking, Maintenance, etc...) continue?	These are JAA and not EASA Teams. Therefore it is up to the JAA to decide if they wish to continue. As member of the JAA, EASA may decide to participate if deemed necessary.
17. If not, with which kind of teams EASA and Interested Parties will be able to discuss and work on common issues?	EASA consultative bodies are ABIP, AGNA and SSCC. Additionally and in accordance with the MB decision concerning products and organisations certification procedures EASA will set up "panel of experts" to provide advice on technical certification principles and opinions on the interpretation of implementing rules. If deemed necessary, industry is free to organize themselves in order to have sufficient exchange of views. If requested, EASA may attend industry meetings in order to exchange views and to answer frequently asked questions.
18. Is it any intent to plan specific/periodic meetings with dedicated sectors of the Industry (i.e.: with Manufacturers, with Operators...)? Reminder: this was existing in the former JAA system (JBM for instance) and was useful to address more in detail than in the current "forums" some specific concerns of a given industry sector	No. However, it is the main objectives of EASA to establish strong communication and information links with its partners and customers. Therefore, EASA is willing to contribute to meetings with dedicated sectors of the industry
19. <b>Ballons</b> What are the steps to take in order to finalise CS 31, and what has been made of the draft provided by manufacturers in early 2003, what are the barriers preventing EASA to implement CS 31	
20. EASA shall proceed with the amendment of part 21 proposals of the balloon industry	
21. The Rule making department shall be kept out from the definition of certification basis, either 1592 is put in force and we continue with national airworthiness requirement (1592 art 8.2)	
22.: What about giving NAA authorisation to work out type certification with applicants and NAAs until EASA can take over the work	Technically speaking, CS-31 cannot be used as a certification basis until it has been adopted by EASA. However, the Agency understands the urgency in this matter so is following an interim procedure to allow certification work to proceed: <b>Draft</b> CS-31 is being proposed as a 'Special Condition' in accordance with Part 21A.16B. This is subject to public consultation, and the

	<p>first application of this process was put on the EASA website on 19 April. The public consultation is 3 weeks, after which all comments received will be considered by the Balloon 'Panel of Experts' and the issue decided upon by the Agency. The Panel of Experts has already been formed and consists of key members of the NAAs who drafted CS-31, so this issue is in good hands. Once agreed, the Special Condition does not need to be consulted again for this type (in this case Hot Air Balloons), but the process would have to be repeated for different concepts such as tethered gas balloons. Again, this would only have to be done once</p>
23. Alternative procedures to CS 31	<p>The 'alternative procedures', whereby balloon manufacturers do not need DOA (Part 21A.14(b)) has already been agreed for the first applicant, and allows a continuity of pre-EASA activities into the future for well-established manufacturers and experienced Authorities. In the longer term, it would be ideal (but not essential) for all manufacturers of aircraft to have the appropriate design approvals</p>