



Daily challenges working in the EASA system

The concerned Industry



REASON

- ▶ Effectivity & Productivity for DOA and EASA
- ▶ A level playing field (Basic Regulation)
between
 - DOAs,
 - between FAA and EASA design (validation)
- ▶ We need to know up front what we will have to face and not be taken by surprise


We do not want to....

- ▶ compromise safety
- ▶ avoid regulation
- ▶ follow subjective requests
- ▶ work inefficient and expensive
- ▶ point our finger at EASA but instead coordinate and help avoiding problems.

Proactive information to industry

- ▶ We are missing a pro-active information policy by EASA to provide guidance (CRI, Special Condition, etc.) on projects.
- ▶ Generic wording of SC's should be made available, or alternatively agreed SCs should be available on the website.

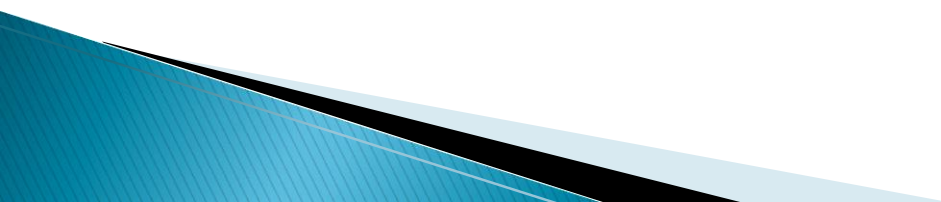
Remember: DOAs have the privilege to classify the change!




Proactive information to industry

- ▶ Aircraft Flight Manual
 - AFM Minor changes (21.A.263c4) can be delegated to the Industry
 - what guidance is provided by EASA on AFMS?
- ▶ TCDS Special conditions – we need them!

Certification Program & EASA feedback

- ▶ Despite the CP is provided we hardly have a reasonable (if at all) feedback on CP.
 - ▶ It is a two way obligation !!
 - ▶ Insufficient feedback from EASA lead to higher cost and delays in the final stages of the project.
 - ▶ They also create frustration within EASA.
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Comments on Rulemaking Process

- ▶ Rulemaking process seems slow and confusing to the industry (both hard and soft law)
 - ▶ Representatives of the industry we belong to is very limited if at all existing.
 - What are our chances to be in a Subcommittee for Design and Manufacturing (GA, Cabin interior; etc.)
 - How does EASA accept Subcommittee members? What are the qualifications for that?
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Level of Involvement

- ▶ We have been informed that PCMs (and specialist?) provide feedback on the DOA performance:
 - Is there a standard (regulation) how to do this?
 - We assume that these feedback is going into a database and will be used under the LOI system in the future.
- ▶ We would like to be a party in this process – now!
- ▶ We would like to know about the feedback and provide our feedback to the performance of PCM and specialist too!

EASA Website and Administrative

- ▶ Despite several attempts still quite hard to have an easy access
 - ▶ If you don't know its there, you wont find it!
 - ▶ TCDS and List of approved Types on separate links.
 - ▶ Search function somehow hidden (sometimes at the bottom, sometimes at the top of a (long) page.
 - ▶ Consolidated version of AMC material – not available. Is that a safety issue?
 - ▶ Please let us have a preliminary STC Number for documentation reasons!
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