



EASA

European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

22nd – 23rd November 2017

Your safety is our mission.

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TE.GEN.00409-001



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Input from Side Meeting of Group 1: Airlines

Speaker NAME: Glen Pearson (HOA British Airways)
Speaker NAME: Tim Munro (HDO deputy Qantas)
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Group Composition-Industry

Company	Participant
Austrian Airlines AG	Erwing FLEBERGER
KLM Engineering & Maintenance	Peter DOL
Lufthansa Technik AG	Dagmar ELTEN
Société Air France	Pascal DUMEZ
British Airways PLC	Glen PEARSON
Cargolux Airlines International S.A.	Michael HILGER
EASYJET AIRLINE COMPANY LTD	Pawandeep KALYAN
ETIHAD AIRWAYS ENGINEERING L.L.C.	Dilek ŞENAY YAZICI
Ryanair Ltd.	Lisa McCAFFREY
Icelandair ehf	Jónas HEIMISSON
TRANSPORTES AEREOS PORTUGUESES, S.A.	Ana COSTA
TUI Airlines Belgium N.V.	Jan DEGELAEN
Meridiana Maintenance S.p.A.	Alberto GIORDA
PT. GMF AERO ASIA	Irfansyah NASUTION
Aircraft Maintenance & Engineering Corporation Beijing	WANG Ying
Qantas Airways Limited	Tim MUNRO
Luxair	Vibeesh GUNERATMAM

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➤ **Regulations: Where to find comprehensive rules applicable to DOA?**

EASA is working in E-Rules for Part 21 and it will be available by the end of 2018. This will provide a machine to machine interface.

- **OSD: Is the interface CAMO-Operator in terms of SBs-OSD changes well established?**
 - OSD impact is not visible in the SBs from TCH
 - Statement in the SBs is required to close the loop between operator and CAMO
 - OSD in the list of affected documents does not satisfy this requirement
 - Request EASA to introduce AMC/GM showing the link between the SB and OSD

- **Certification: Approval of internal and external placards and decals must be done under DOA. But should these items need an EASA F1?**
- Rulemaking activity for EASA is required for acceptance of these items with CoC.



- **Continued AW: What is the correct approval/classification statement for Vendor SBs?**
- Part 21 requires the approval on those documents, TCH approval is not always visible on OEM VSBs
- Guidance from EASA is required



- **Continued AW: Is STC renumbering or revising causing difficulties to configuration control by CAMOs?**
- Upon STC revision, the original STC may remain valid
- EASA is requested to raise a FAQ with this issue to clarify it



- ▶ **Continued AW: How is the continued airworthiness of orphan STCs managed?**
- The STC holder should transfer the STC to a new holder
- EASA shall take over the STC if no owner can be found
- The STC remains valid if there is no unsafe condition



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Group 1 Airlines Community



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