



EASA

European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

22nd – 23rd November 2017

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TE.GEN.00409-001



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European Aviation Safety Agency

Input from Side Meetings *STC Holders - Small organisations*

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Group Composition-Industry

Name	Title	Company
Alexander Tsilikis	Head of Office of Airworthiness	Safran Engineering Services
Anthony Harper	Avionic Section Head	STC Twenty One
Dominik Kreutzer	HOA	P3 group
Erwan Le Mouellic	HOA	Aeroconseil
Federico Sanavio	Head of Office of Airworthiness / Deputy Head of Design	SuperJet International
Frederik Steenbergen	HOA	RUAG Schweiz AG
Gerrit Bruggink	HOA	ADAC Luftfahrt Technik GmbH
Johannes Clementi	HOA	Aerodata AG
John Haston	HOA	Inter-Tec Services Ltd
Jörg Gorkenant	HDO	328 Support Services GmbH





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Group Composition-Industry

Name	Title	Company
Leo Franklin	HOA and Engineering Manager	AIEC AG
Mario Carreira	Technical Director	SIER
Nicholas Martin	Certification Manager	NavAero Avionics
Olivier CHEVALLIER-CHANTEPIE	Head of Design Organisation & Office of Airworthiness	Airbus Transport International
Patrick MORERE	Avionics and Electrical System CVE	PMV Engineering
Romain MBWANG SEPPOH	HOA	EAD AEROSPACE
Sacha Wright	HOA	2 Excel Design Ltd t.a "Leading Edge"
Tomáš Merlíček	Sr. Int. Certification Engineer	Honeywell Aerospace Czech
Toni Benkart	AwO	RUAG DE
Vijaya Hendavitarana	HDOA	UAB FL Technics



Areas of discussion

1. Coordination with EASA
2. STC validation
3. DOA coordination with external parties
4. STC definition
5. Compliance demonstration aspects



Coordination with EASA

- Determination of DOA performance – Synergic approach between Product Certification and DOA processes.
- Seeking prompt feedback from EASA to STC applicant (*not at the end of the STC, of time after it...*)
 - ❑ Transparency on EASA feedback to applicant: through DOATL or through PCM/Expert during certification process.



Coordination with EASA (cont'd)

- ▶ Industry would appreciate more feedback from Cert. on minor changes / minor repairs → link to the DOA performance mark.
- ▶ For organisations with low volume of STCs
 - ▶ value added is dubious?
 - ▶ Measuring DOA performance based on “1 off case”?
 - ▶ But, benefit for EASA towards consistent and systematic approach with applicants
- ▶ Feedback from industry to EASA: would EASA facilitate it?

- ▶ Case study – BASA EU – China. Lack of communication and transparency from EASA to industry → STC applications for validation on hold.
- ▶ Support from EASA is needed to cover validation cases with countries on which existing WAs do not recognise EASA minor changes / minor repairs.



STC validation (cont'd)

- FAA STCs are classified as “basic” and validated without further investigation by EASA.
- That same STC, if EASA originated would have been considered as “non-basic”.
 - Differences between FAA and EASA are recognised. SSDs (Significant Standard Difference) are available; SEIs (Safety Emphasis Item) are being compiled.

- It is perceived lack of standardisation between DOATLs in relation to “DOA Subcontracting” subject.
 - In particular: Equipment suppliers. In which cases have to be considered as “design supplier”?
- DO/PO and DO/MO coordination?
 - Who should lead the establishment of arrangement?
 - Awareness of “Best Practices on DO/MO coordination” by MOAs is perceived as low.



STC Definition – Configuration control

- Question to EASA: if STC certificate shows limited to concrete MSN(s), could a later extension of eligibility be a minor change to the STC?
- EASA response: If specific A/C MSN is listed as limitation in the STC certificate, it can only be changed through a major change to STC.
- EASA recommends to make configuration control through DOA mechanism as MDL; not to quote in STC unless “good reason”.



Compliance Demonstration aspects

- To review the preamble of CS-MMEL to clarify non safety related items not needing MMEL entry → agreed by EASA.
- Mixed experience on difficulties for obtaining TCDS OSD data from TCH.
- Changes to ETSO articles by DOA?
 - Today not permitted by Part-21 unless approved at A/C level.
 - EASA is reviewing the possibility of demonstrating capabilities through DOA to manage ETSO process. (*use of DOA privileges to approve changes to ETSOs*)



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**Thank you for
your attention!**



mission.