



EASA
European Aviation Safety Agency

Side Meeting – Airlines/Small DOAs

STC WORKSHOP
June 4th/5th 2018

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



Content

➤ List of content

- Software with critically level E hosted by a installed resource. What measures the agency has or way's not considering the software being a part of the installed resource which is hosting the software.
- How does EASA see the problematic in respect to Lithium batteries in regards to Special Conditions applied on prior accepted and authorised ETSO Battery (ETSO-C142a). This especially in regards to the privilege of classification of a DOA.



Content

- Is EASA able and willing to relieve DOAs from the burden of a MAJOR change in regards to an AD's where "only" the installed equipment is applicable to the AD and the technical solution (equipment level) is part of the equipment AD compliance. E.g. AD on a Transponder (equipment) where the STC holder must support the related installation AD.



Content

- Identification of the Certification Basis for aircraft with several models (A320F).
- Availability of all the CRIs applicable to an aircraft



Software with critically level E

- EASA has issued a CM SWAEH-002 on this topic. FAA Guidance Order 81-1049 is the equivalent.



Special Conditions applied on prior accepted and authorised ETSO Battery

- EASA currently does not publish a list of generic SC or CRIs, e.g. SC for Lithium Ion batteries, which in some cases have an impact on the classification of the change. Information might be there (as proposed SC) but is not transparent and very difficult to find on EASA webpage.



MAJOR change in regards to an AD

- In general there is the possibility to reclassify changes to minor when there is a good reason for it, like in the case of a component with an AD on it but the technical part is minor. EASA has already accepted cases like these in the past.
- AMC & GM Part 21.A91



CB and CRIs

- The issue is related to the particular model.
- EASA has the intention to highlight the affected area of a specific change for these particular cases, but it depends especially by the TCH (especially for CRIs)



EASA
European Aviation Safety Agency

Thank you.

Questions ?

Your safety is our mission.

An agency of the European Union

