



EASA
European Aviation Safety Agency

Side Meeting – Cabin Safety Topics/Issues

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Side Meeting – Cabin Safety Topics/Issues

- There is an issue with concurrent changes on same aircraft, minor and major, becoming more and more the standard
 - Definition of the scope of each individual change is important for liability
 - It is difficult to get the relevant data from concurrent partners
- EASA is tasked to evaluate if and how they could help out in the coordination process



Side Meeting – Cabin Safety Topics/Issues

- What is the best practice to **accelerate STC approvals** on EASA side
 - Clear description of the project (also advisable so EASA can confirm LOI)
 - Will limit the loops on clarification of the project
 - Maybe familiarization in more complex projects upfront
 - Address to relevant persons



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- Small issues in addition:
 - How shall we handle the use of PEDs during Passengers announcements?
 - EASA will raise this issue to the colleagues in standardization as this is actually cabin crew duty
 - What is the difference between carry on board equipment and approved installation?
 - Is it brought on and removed after flight or does it become part of the aircraft
 - Will there be more guideline on minor or major changes in cabin safety?
 - EASA agrees on the need of more black-white and grey guidelines, which should be shared also with DOAs approved for minor changes only



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Thank you.

Questions ?

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