



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

22nd-23rd November 2016

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TE.GEN.00409-001



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Input from Side Meetings Group 1 Airlines Community

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Group Composition-Industry

Name	Company	DOA
Erwin FLEBERGER	Austrian Airlines AG	21J.001
Dagmar ELTEN	Lufthansa Technik AG	21J.019
Pascal DUMEZ	Société Air France	21J.027
Nabil TAHIRI	Airbus Transport International s.n.c.	21J.043
Michael HILGER	Cargolux Airlines International S.A.	21J.074
Kevin MCLEAN	EASYJET AIRLINE COMPANY LTD	21J.088
Youssef BAHOUN	EMIRATES	21J.103
Shevantha WEERASEKERA	ETIHAD AIRWAYS ENGINEERING L.L.C.	21J.163
Vincenzo LO SARDO	Alitalia Compagnia Aerea Italiana S.p.A.	21J.219
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Luke EDWARDS	Qantas Airways Limited	21J.625P

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- **Aircraft exterior stickers via generic modifications (outside position x to y, sticker made of z material, with a and b dimensions): How to solve the configuration issue?**

Outcome of the meeting:

- **“Aircraft exterior look” is part of the aircraft configuration.**
- ➔ **Need Minor Changes to cover aircraft exterior stickers (no generic mod possible).**



➤ Certification of the production and installation of an additive manufactured part (3D printing)

Outcome of the meeting:

- CAW must be ensured (including aging effects);
 - Quality of production process itself to be ensured;
 - Structural effects (fatigue) needs to be considered;
 - ETSO/TSO parts follow the same logic as of today.
- ➔ **Airline community is interested in a Specific Working Group for Cabin parts.**



➤ **AIROPS regulation: CAT.IDE.A.100**

- Provides list of items that can be carried on board but that do not need to be covered by specific DOA approval (ex : first-aid kit, emergency medical kit...);
- Clarification needed on which items can be carried on board without being covered by a specific DOA approval.

Outcome of the meeting:

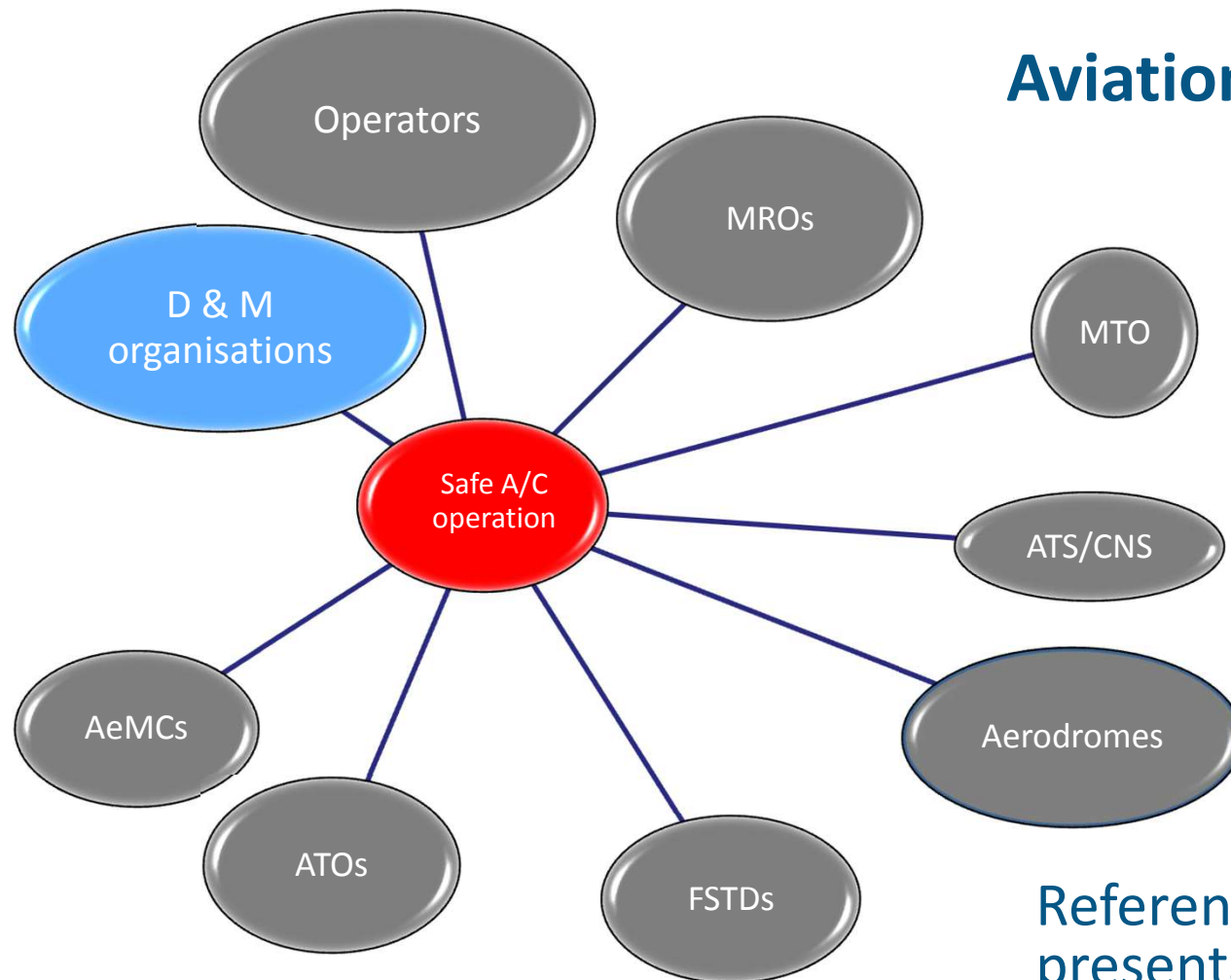
- What is part of a certified configuration needs a DOA (e.g. any mounting system..., a polar kit might not need a DOA);
- Interface items between Operational items and Certified items need a DOA;
- For items that do not need a DOA, Engineering statement could be issued as supporting information.



➤ Should CS-26 be considered for certification basis for large aircraft?

Outcome of the meeting:

- **GM1 26.1 JAR-26 / JAR/CS-25 / FAR-25+121 / OPS / Part-26 / CS-26 / GM-26** cross-reference table provided a quick cross-reference table between those provisions contained on the one hand in Part-26, CS-26 and GM 26, and on the other hand their 'parent' airworthiness code, JAR-26, FAA's requirements FAR-25 and/or FAR Part 121, as well as related EU-OPS and new EASA Operational requirements.
- ➔ **GM1 26.1 provides a quick view if compliance demonstration to CS-26 is required or not (after checking TCDS).**



Aviation System ^{LE1}

Reference: EASA SMS presentation Nov 2013

Slide 9

LE1

D&M = Design & Manufacturing (21)

ATO = Approved Training Organisation (147)

MRO = AMO (145)

ATS = Air Traffic Services

CNS = Communication Navigation Services

FSTDs = Flight Simulator Training Devices

AeMCs = Aero Medical Services

Luke Edwards, 23/11/2016



➤ Current and future plans w.r.t. the Safety Management System (SMS) implementation into the DOAs

Outcome of the meeting:

- NPA in 2018, for a regulation in 2020 (integrating SMS in Part 21);
- Driven by “Flight Standards”: Harmonisation expected. No consistency issues expected between Part 21, Air OPS, Part M;
- Australia Standard (CAO 82.5) to be considered as benchmark.



➤ 0 Pax configuration

- Clarification done by EASA Cabin Safety Expert: Change to a “0-PAX” can’t be classified as a Minor Change.

Why?

- A “0-PAX” installation implies an operational limitation.
- The “pre mod” for reinstallation is an empty cabin.
- As there is no PAX, the smoke detection is significantly reduced.

Outcome of the meeting:

- Flying “0-PAX” aircraft is supposed to be performed under Permit to Fly or Major Change (LOI can be used). The issue is that FAA does not on short notice accept Permit to Fly.
- TIP extension would be helpful.



➤ International Cooperation:

Airline community insists on the fact that the international cooperation shall be more industry oriented. The industry current needs are:

- Acceptance of minor changes and minor repairs of states with bilateral agreements or authorities with working arrangement;
- Accepting all changes and repairs approvals for parts production by states with bilateral agreement or working arrangement without validation activities;
- Introduction by EASA of a **PMA** process similar to the current process which exists under the FAA (benchmark on HongKong CAA (HKAR 21)).



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