



European Aviation Safety Agency

Subject ICAO USOAP Audits within the EU & EASA MS 2008

Title Overview of issues addressed to EASA

Date 28th November 2008

Prepared by Régine Hamelijnck - E.3.1

#	Origin	Issue	EASA response
1	Austria related to USOAP audit	ARC renewal: The related inspection tasks will be performed by PART M Subpart G organisations as of 29 September 2008. All requirements related to the procedure for the renewal of the ARC in case this is done by the NAA should be prescribed by EASA. It seems that there is a lack of guidance on how the ARC renewal is to be performed in case the NAA is issuing the ARC (normally Part M.A710).	verbally discussed with NSOC Austria and USOAP Focal point during 5 th EU/EASA NSOC Coordination meeting Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
2	Austria related to USOAP audit	EASA Form 20a Permit to Fly + EASA Form 18b approval of flight conditions: These document templates do not cover all items foreseen in AIR 5.235 (pertinent information, namely the <u>absence of a statement regarding limited validity for non-commercial operations only</u>).	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
3	Austria related to USOAP audit	Export CofA: Requirement to cover all class 1 to 3 products cannot be met as : - this classification is not used in the EU system. - the Basic regulation and implementing rules do not address export certification (JAR the corresponding 21 subpart has not been transcribed into EU regulations).	EASA Position paper AIR 5.241 Export Approval - YMO/R.4/20080912 published on Sinapse MISCELLANEOUS (2/2)
4	Austria related to USOAP audit	Article 83 bis: Transfer of oversight responsibilities / ICAO circular 295: Guidance would be appreciated on how to meet the ICAO requirement on the evaluation of capabilities of the State accepting oversight responsibilities. Such guidance should address the case of generic and individual (covering only one particular operator) arrangements. It could be assumed that in case of transfer between EU Member States, such evaluation would not be required.	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
5	Austria not directly related to USOAP Audit	New EASA website: i It is very difficult to find specific items.	



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6	Austria not directly related to USOAP Audit	It appeared that guidance from EASA on the need to <u>update relevant NAA documents in line with the new Basic Regulation</u> would be appreciated.	
7	Austria not directly related to USOAP Audit	The <u>absence in the EU system of a single and unique source for all ADs</u> to be applied for a particular aircraft, including those resulting from production and maintenance related safety issues, is considered as suboptimal. Additionally, the Implementing Rules do not contain a clear definition of "applicable ADs" (Part 21A.3B Airworthiness Directives only deals with those issued or accepted by EASA, whereas Part M specifies that all applicable ADs have to be complied with, without providing further guidance.....).	
8	Austria not directly related to USOAP Audit	EASA Forms: ACG is using a database to manage surveillance audits, which allow generating the related EASA Forms in the field of continuing airworthiness. EASA Form 56 is not managed with the database, due to its specific format (part 2). In addition, Form 56 does not reflect the latest status, such as Permit to Fly. In general terms, the many differences in concept and layout between Part M/145/147 and Part 21 forms make it difficult for NAAs to implement database systems / harmonised procedures.	
9	France related to USOAP audit	Ensure that the outcome of the audit in terms of 5.105 Technical Library is discussed with ICAO and shared with all EASA/EU Member States.	commented by Véronique Magnier during 5 th EU/EASA NSOC Coordination meeting as it related to EASA audit 2005 (cf. draft MoM) related to EASA 2005 audit finding ORG/02
10	France related to USOAP audit	Provide information to Member States on the current status regarding EASA corrective actions for ICAO <u>finding AIR/01 on EASA Form 25 CofA – indication of applicable airworthiness codes</u> . On this issue, DGAC complained about the fact that the guidance material is still not issued by the Agency and commented that adding the airworthiness code	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse 📁 MEETING 07 OCTOBER 2008 (14/14)



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		retroactively on all CofAs already issued generated significant costs, without any benefits in terms of safety ¹ .	
11	France related to USOAP audit	Clarify provisions applicable to Annex II aircraft (holding ICAO CofA) if used for aerial work.	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse  MEETING 07 OCTOBER 2008 (14/14)
12	France related to USOAP audit	C.P006-01 CAP / publication of foreign ADs on the Agency's website : DGAC (Claude Mas) would appreciate to receive information regarding : - the date this publication will start/has started and . - whether it is planned to publish existing foreign ADs retroactively.	
13	France related to USOAP audit	Permit to Fly template EASA Form 20: Evaluate the need to change the template to include a statement on limitation to non-commercial flights, taking into account also the new Basic Regulation.	First part is the same as Austria # 2 Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse  MEETING 07 OCTOBER 2008 (14/14)
14	France not directly related to USOAP audit	Following the implementation of the Agency's new website , GSAC had to update all hyperlinks to EASA documents on its own website. Agency's new website: it is very difficult to find a specific item (e.g. internal working procedures).	
15	France not directly related to USOAP audit	Permit to Fly regulation and EASA involvement in approval of flight conditions: This created a complex situation due to the required involvement of the Agency in the approval of the technical conditions. Hence, in this field each Member State	

¹ A finding was raised on this topic during the standardisation inspection in May 2007, cf. ref. FR # 5427.



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		needs to issue guidance material. The new procedures cause additional processing delays.	
16	France not directly related to USOAP audit	EASA recommendations to State Letters: EASA should ensure that the format of its recommendations complies with the standards set forth by ICAO, namely regarding the necessary consolidation of all differences for a specific annex (to be further discussed with Claude Mas / cf. letter addressed to EASA 080007 DAST/SEA3).	Presentation provided by Thaddée Sulocki during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
17	France not directly related to USOAP audit	Translation of Implementing Rules into French (comment from Claude Mas). For certain terms, the translation in French is not precise (e.g. Airworthiness Certificate / Certificate of Airworthiness).	
18	Netherlands feedback directly related to the UOSAP audit	Export CofA: The EU regulation cover the class 1 Export CofA (aircraft level) but not the class 2 and class 3 (there is no equivalent in EU regulation). There is a lack also of a Export CofA template.	EASA Position paper AIR 5.241 Export Approval - YMO/R.4/20080912 published on Sinapse MISCELLANEOUS (2/2)
19	Netherlands e-mail F. Blaauw 11.09.2008	Finding AIR/01: The EU regulations, together with the national regulations of the Netherlands provide the State with a comprehensive regulatory framework for the implementation of the airworthiness related provisions of ICAO Annexes 7 and 16. However, these regulations do not fully address all the relevant SARPs contained in the ICAO Annexes 6 and 8. Recommendation: The Ministry of Transport, Public Works and Management should introduce regulatory provisions to address the airworthiness related provisions of ICAO Annexes 6 and 8 that are not yet covered by the existing regulations. In particular, regulatory provisions should be introduced to:	
20		a) require the submission by the air operator of a maintenance control manual for review and acceptance by the State of Registry and the State of the Operator;	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)



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21		b) provide for the issuance of an export approval for Class 1, 2 and 3 aeronautical products; and	EASA Position paper AIR 5.241 Export Approval - YMO/R.4/20080912 published on Sinapse MISCELLANEOUS (2/2)
22		c) require the periodic mass and balance checks of non commercial aircraft. We think that there should be an EASA involvement in all three subparts of this recommendation.	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
23	Netherlands e-mail F. Blaauw 11.09.2008	Finding AIR/02: The CAA-NL has no procedure in place for the issuance of an Export Airworthiness Approval. In the past, the CAA-NL had issued some Export Airworthiness Approvals . However, these approvals did not include all the relevant information. Currently, the CAA-NL issues a Certificate of Airworthiness valid for 60 days as a substitute for an Export Airworthiness Approval. In our corrective action plan there is no EASA action foreseen. However, we are interested in an EASA solution.	AIR 5.241 Export Approval - YMO/R.4/20080912 published on Sinapse MISCELLANEOUS (2/2)
24	Netherlands e-mail F. Blaauw 11.09.2008	Finding AIR/03: The CAA-NL has developed procedures and checklists for the issuance and renewal of certificate of airworthiness. However, these procedures and checklists do not include the review of the electrical load analysis . On the electrical load analysis, we would be interested in a common point of view.	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
25	Netherlands e-mail F. Blaauw 11.09.2008	Finding ORG/02: The CAA-NL has established an electronic library containing all relevant ICAO documents, which is accessible to the staff. However, this electronic library does not include the technical reference material required by the technical and administrative staff of the CAA-NL . The current policy requires CAA-NL employees to obtain the technical reference material from air operators, aircraft owners, or other approval holders within the State.	commented by Véronique Magnier during 5 th EU/EASA NSOC Coordination meeting as it related to EASA audit 2005 (cf. draft MoM)



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26	Hungary related to USOAP audit	Export CofA: The EU regulation cover the class 1 Export CofA (aircraft level) but not the class 2 and class 3 (there is no equivalent in EU regulation). There is a lack also of a Export CofA template.	same as Austria # 3 and Netherlands #18 AIR 5.241 Export Approval - YMO/R.4/20080912 published on Sinapse MISCELLANEOUS (2/2)
27	Hungary related to USOAP audit	EASA Form 6: It is a high-level check-list covering sections of Part 145, with a lack of detailed check-lists for each section.	
28	Hungary related to USOAP audit	Article 83 bis: guidance on how to meet ICAO requirements would be helpful	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
29	Hungary related to USOAP audit	Airworthiness Directives: One single source of ADs could be put in place to facilitate continuing airworthiness activities.	similar to France # 12
30	Poland related to USOAP audit	Human factors in relation to Maintenance Programme: Amendment of M.A.302 (maintenance programme) to address human factors principles to be taken into account for the development (incl. amendment) of the maintenance programmes. -	Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse MEETING 07 OCTOBER 2008 (14/14)
31	Poland related to USOAP audit	Assess to feasibility to introduce Export CofA into EU regulations: Basic regulation and implementing rules do not address export certification (JAR the corresponding 21 subpart has not been transcribed into EU regulations). -	same as Austria # 3, Netherlands #18 and Hungary # 26
32	Poland related to USOAP audit	Occurrence reporting Personnel and undertakings are responsible for occurrence reporting according to M.A.202, 145.A.60 and 21A.3 but there are no requirements with regard to the responsibilities of the competent authorities and the procedures to be followed by the competent authorities in case of reporting.	related to EASA Finding from USOAP 2008– Finding AIR/01



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33	Poland not directly related to USOAP audit	It was strongly suggested to EASA, with regard to Acceptable Means of Compliance (AMC) and Guidance Materials (GM), to issue amendments incorporated to the initial issues in a <u>consolidated format</u> .	
34	Poland not directly related to USOAP audit	The absence in the EU system of a <u>single and unique source for all ADs</u> to be applied for a particular aircraft, including those resulting from production and maintenance related safety issues, is considered as suboptimal.	same as Austria # 7
35	Poland not directly related to USOAP audit	It was suggested to update Part M (Subpart F and G) and Part 21 (Subpart G) to address <u>Human Factors principles</u> similarly to Part 145.	see also # 30 partially addressed in Presentation provided by Yves Morier during 5 th EU/EASA NSOC Coordination meeting - published on Sinapse  MEETING 07 OCTOBER 2008 (14/14)
36	Poland e-mail K. Krzysztof dated 10/10/2008	"At the meeting in Cologne on Tuesday we noticed that several states received audit findings resulting directly on indirectly from EASA regulations. In such cases <u>do we need to take into account those findings while developing our Corrective Action Plan?</u> Or should we just copy and paste the relevant paragraphs from EASA's position regarding ICAO audit findings?"	e-mail RHA sent on 17.10.2008  RE Audit findings resulting from EASA r
37	Sweden not directly related to USOAP audit	Taking into consideration 145.A.75(a) an AMO is entitled to maintain any aircraft and/or component for which it is approved at the locations identified in the approval certificate and in its exposition. However, <u>EASA Form 3</u> (Approval Certificate and Approval Schedule) does <u>not make possible to list multiple locations</u> . In addition, neither the AMCs nor the GMs provide guidelines regarding the identification of multiple locations in EASA Form 3.	



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38	Sweden not directly related to USOAP audit	Part 2 of <u>EASA Form 6 and Form 13</u> do not contain relevant paragraphs of <u>the requirements</u> which should be subject to initial approval and surveillance audits (e.g. M.A.202, M.A.301, M.A.307, M.A.401, M.A.402, M.A.403, M.A.501 - M.A.504, M.A.702, M.A.901 - M.A.904, 145.A.20)	