



# **AGNA-ICAO USOAP audits Meeting**

Cologne, 28th November 2008

**Discussion and actions on issues  
addressed to EASA**

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# Purpose of the meeting

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- **A similar presentation was made at the NSOC meeting on October 7:**
  - ✦ **Raise awareness and share information**
  - ✦ **Some States have requested formal answers**
- **It was agreed to have further discussions with MS experts to come to common approach to help preparing audits/ corrective actions**
  - ✦ **Comments were requested**
  - ✦ **Formal answers scheduled for end November.**



# Working method

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## ➤ The table of topics:

- ★ Issues addressed to EASA, not always formal findings
- ★ Issues identified in the reports produced by EASA Observers
- ★ Was used to establish the set of slides

## ➤ The set of slides:

- ★ Starts by general issues and those raised several time
- ★ One slide to present the issue
- ★ One slide for reactions



# List of topics (I)

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- **Export Airworthiness Approvals**
- **Article 83 bis**
- **Airworthiness Directives**
- **EASA Forms**
- **Technical library**
- **Procedure for State Letters**
- **Translations**
- **EASA website**



## List of topics (II)

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- **Electrical load analyses**
- **Maintenance control manual**
- **Human factors in relation with the maintenance programme**
- **Mass and balance**
- **Occurrence reporting**



## List of topics (III)

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- **Indication of applicable airworthiness codes**
- **Provisions applicable to Annex II aircraft (holding ICAO C of A) if used for aerial work.**
- **Permit to fly: evaluate the need to change the template to include a statement on limitation to non-commercial flights taking into account the new basic regulation**
- **C of A renewal: guidance on how the renewal is to be performed in the case the NAA is issuing the ARC**

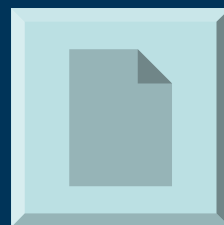


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# Export Airworthiness Approvals

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- **ICAO raised findings in several Member States in relation with export approvals**
- **Reply was provided to the finding on Austria:**





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# Export Airworthiness Approvals

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- **Discussion/Conclusion:**
  - ★ **Guidance in the Airworthiness Manual (Doc 9760) is not binding (not a SARP)**
  - ★ **EASA does not intend to develop adequate legislation**
  - ★ **The Netherlands used the letter from Rulemaking in their corresponding ICAO CAP**
  - ➔ **Austria and Netherlands to provide ICAO reaction to EASA and EU MS**



## Article 83 bis

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- **Guidance would be appreciated on how to meet the ICAO requirement on the evaluation of the capability of the State accepting oversight.**
- **Article 83 bis issues were discussed at the AGNA workshop on October 1<sup>st</sup> in the context of application of Part-M to foreign aircraft used by EU operators.**
- **EASA has very recently asked its legal department an analysis to identify possible issues in relation with the Basic Regulation.**



# Article 83 bis

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- **Discussion/Conclusion:**
  - ★ **EASA to provide clarification on (based on legal department analyse):**
    - ➔ article 83 bis with EU and Non-EU MS (Case of JAA non-EASA State)
    - ➔ Meaning of article 4.1.b of the Basic Regulation
  - ★ **EASA to clarify its role in the application of article 83 bis, if any (Similar manner as for Black List)**



# Airworthiness Directives

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- **Workshop on AD was organised on October 15**
  - ✦ **AD publication tool and intended rulemaking tasks are on the agenda**
  - ✦ **Presentations are available at:**
    - ➔ [http://www.easa.europa.eu/ws\\_prod/c/c\\_awdir.php](http://www.easa.europa.eu/ws_prod/c/c_awdir.php)
  
- **AD tool contains the following functionality since 15 September 2008:**
  - ✦ **Safety Information Bulletins (SIB)-**
  - ✦ **Foreign Safety Information endorsed by EASA-**
  - ✦ **Foreign Airworthiness Directives adopted by EASA under the provisions of EASA Decision 02/2003 of 14 October 2003-**
  - ✦ **Emergency Conformity Information (ECI)**



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# Airworthiness Directives

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- **Discussion/Conclusion:**
  - ★ **EASA to improve the search engine for ECI and SIB**



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# EASA Forms: Form 56 (1/2)

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- **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.**



# EASA Forms: Form 56 (2/2)

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- **The Form 56 is included in Part-21 and covers the investigation of POAs. Probably there are also other inconsistencies between the forms used in the Continuing Airworthiness rules and those used by Initial Airworthiness.**
  - ★ **envisaging a task to align the different forms (may be when we transfer the rules to the new regulation structure)?**



# EASA Forms: Form 6 and Form 13 (1/2)

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- Part 2 of EASA Form 6 and Form 13 do not contain relevant paragraphs of the requirements 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)
- The EASA Form 6 is used for the investigation of Part-145 organisations and the EASA Form 13 for the investigation of CAMOs (Part-M, Subpart G).



# EASA Forms: Form 6 and Form 13 (2/2)

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- **In the case of Form 13, the items mentioned in the question above are in most cases already covered indirectly by paragraphs already existing in the Form 13, such as for example M.A.708 "Continuing airworthiness management" and M.A.710 "Airworthiness Review". In other cases, the paragraphs mentioned above deal with responsibilities of the maintenance organisation, not the CAMO (example, M.A.401, M.A.402, M.A.501).**
- **Discussing whether each one of the paragraphs mentioned above is already covered or not may take very long and in any case may be subject to controversy. If we need to do it, we can produce a detailed report.**



# EASA Forms: Form 3 (1/2)

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- 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, EASA Form 3 (Approval Certificate and Approval Schedule) does not make possible to list multiple locations. In addition, neither the AMCs nor the GMs provide guidelines regarding the identification of multiple locations in EASA Form 3.
- In Rulemaking we have already made in the past the interpretation that the wording "at the locations identified in the approval certificate and in its exposition" means all the locations contained in the approval certificate plus all the locations identified in the exposition.



# **EASA Forms: Form 3 (2/2)**

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- **It does not necessarily mean that each location has to be identified in both places at the same time, which would be absolutely impractical because it would mean the need to amend the certificate for every new line station.**
- **Nevertheless, this has been an issue subject to frequent discussion, and in the MOAP meetings (organised by the Approvals department) it seems that a consensus was reached with NAAs to list in the Form 3 all the Base Maintenance locations.**



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# EASA Forms

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- **Discussion/Conclusion:**
  - ★ **EASA to analyse and modify what is needed**



# Technical Library

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➤ **Action:**

The Agency should coordinate its corrective action regarding the ICAO finding on the availability of Design Organisation Documentation and Continuing Airworthiness Information with the corrective action plans of those Member States with the same finding.

➤ **EASA Answer:**

- ✦ **Currently for EASA: physical technical library**
- ✦ **Plan for EASA: electronic technical library by 2010**
- ✦ **Member States: to manage their own library so as to comply with ICAO standards.**
- ✦ **Once the EASA electronic library would be set up, then this issue could be raised again for discussion between Member States and EASA.**
- ✦ **Note: The Agency finding on Technical Library has been closed during the ICAO audit of the Agency in April 2008.**



# Technical Library

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- **Discussion/Conclusion:**
  - ★ **MS still wish to have system centralised at EASA**
  - ★ **Electronic access to operators or Maintenance, Repairs and Overhaul documentation seems acceptable: consistency issue?**
  - ➔ **To be discussed further with ICAO for better understanding of the requirement**



# Procedure for State Letters

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- See presentation made by Thaddee Sulocki at the meeting of National Coordinators on October 7<sup>th</sup>



- Procedure seems to have been approved and will be implemented soon



# Procedure for State Letters

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- **Discussion/Conclusion:**
  - ★ **EASA to provide information to EU MS on status of the procedure**



# Translations

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- **Translation of Implementing Rules into French.** For certain terms, the translation in French is not precise (e.g. Airworthiness Certificate / Certificate of Airworthiness).
- **A Translation working group was created that held two meetings; third one is planned for December.**
  - ✦ **The plan is to develop a draft translation policy paper (e.g. Quality of translations, what need to be translated) that will be shared with interested parties once finalised.**
  - ✦ **Glossary**
  - ✦ **Explore possibility with EC to correct translation of existing rules**



# Translations

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- **Discussion/Conclusion:**
  - ★ **No action**



# EASA web-site

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- **New EASA website:**
  - ★ **It is very difficult to find specific items.**
- **Can you to be more specific?**
  - ★ **Inputs will be passed to the relevant persons**
- **Product safety is also updating its section of the web-site**
  - ★ **Inputs are welcome**



# EASA web-site

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- **Discussion/Conclusion:**
  - ★ **Which entry system to use?**
  - ★ **Easy access to rule and AMC structure**
  - ★ **Easy access to procedures**
  - ★ **Provide link of EU web-site where consolidated versions of rules exist.**
  - ★ **AMC should also be available**
  - ★ **Automatic notification to cover all deliverables.**
- ➔ **AGNA/NSOC somments to be provided to Communications department**



# Electrical load analyses

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- **Electrical load analysis performed at C of A renewal?**
- **Paragraph MA.710 (a) 10 requires that the aircraft complies with the latest revision of its type design approved by the Agency**
- **Certification specifications addresses electrical systems**
- **Consider to be covered by type design?**



# Electrical load analyses

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- **Discussion/Conclusion:**
  - ★ **The Netherlands: for renewal of ARC, no electrical load analysis performed. Only once during the Type Design.**
  - ★ **Austria performs regular check**
    - ➔ **Austria to provide to EASA and EU MS more information on their procedure**
  - ★ **Suggestion: A check that all modifications have been properly approved on paper is considered as an analysis?**



# Maintenance control manual

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- **Maintenance control manual submitted to State of Registry and State of Operator (Aircraft registered EU and operated by non-EU)**
- **Part-M paragraph M1 requires that the state of registry remains responsible for the oversight of the continuing airworthiness of individual aircraft and the issue of ARC unless there is an article 83 bis agreement**



# Maintenance control manual

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- **Discussion/Conclusion:**
  - ★ **EASA to contact ICAO for better understanding of the requirement**
  - ★ **If appropriate, consider a modification to Part-M?**



# Mass and Balance system

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- **Will be part of the Part-OPS:**
  - ★ **Subpart OPS.GEN: General Operating and Flight Rules**
    - ➔ Section III-Aircraft performance and operating limitations
- **Part-OPS NPA should be published in January**



# Mass and Balance system

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- **Discussion/Conclusion:**
  - ★ **No action**



# Occurrence reporting

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- **Part-21, M and 145 defines requirements for organisations and personnel but there are no requirements with regard to the responsibilities of competent authorities**
- **Reporting responsibilities for competent authorities will be covered in PART- Authority requirements**
  - ★ **NPA published on 31 October 2008**



# Occurrence reporting

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## ➤ AR.GEN.040 Reporting

- ★ (a) In addition to the reports required by the applicable legislation on occurrence reporting in civil aviation, the competent authority shall provide reports on safety significant occurrences to the Agency.
- ★ (b) The reports shall be:
  - (1) provided in a form and manner specified by the Agency;
  - (2) recorded and maintained by the competent authority;
  - (3) open to inspection; and
  - (4) communicated in a timely manner to the Agency.



# Occurrence reporting

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- **Discussion/Conclusion:**
  - ★ **EASA to check whether there is any material in AMC**



# **Human factors in relation with the maintenance programme**

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- **MA.402 already impose an independent duplicate inspection after any flight sensitive maintenance task.**
- **EASA will consider need to amend MA.302 either as part of task MDM.047 (SMS implementation/ new structure of rules) or MDM.020 (definition of critical systems)**
  - ★ **NPA for MDM.047: 4st quarter 2009**
  - ★ **NPA for MDM.020: TBD**
  - ★ **New task on Instruction for Continuing Airworthiness: TBD**



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# Human factors in relation with the maintenance programme

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- **Discussion/Conclusion:**
  - ★ **No action**



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# **Indication of applicable airworthiness codes**

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- **Will use simplified procedure for guidance material**
- **Will propose a new paragraph 4 to GM 21B.325(a) that will incorporate the information included in the letter to NAA dated 16 March 2004**





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# Indication of applicable airworthiness codes

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## ➤ Discussion/Conclusion:

- ★ **EASA finding 1-5-03 on EASA form 25**
- ★ **No additional action**



## **Provisions applicable to Annex II aircraft if used for aerial work.**

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- **National competence for airworthiness of annex II applies.**
- **National competence for licensing of pilots and operation of annex II aircraft , except for certain Annex II aircraft when engaged in commercial air transportation:**
  - ✦ **Article 4. 5 of Regulation 216/2008 only refers to commercial air transportation.**
- **At NSOC meeting; the ICAO representative agreed that only Annex II aircraft engaged in international operations should be addressed and suggested to:**
  - ✦ **Explain any specificity to Auditors**
  - ✦ **Put comments if appropriate in the check-list**



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# **Provisions applicable to Annex II aircraft if used for aerial work.**

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- **Discussion/Conclusion:**
  - ★ **No action**



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## **Permit to fly template: statement on limitation to non- commercial flights?**

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- **Permanent permit to fly issued in accordance with paragraph 21A.710 are limited to non-commercial activities:**
  - ✦ **Although not necessary (part of the rule), the approval of flight conditions for such permit should carry the mention.**
- **For other permit to fly, EASA does not plan to put such a statement as a standard statement**
  - ✦ **It will only be introduced if the evaluation of the aircraft at stake makes it necessary.**



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## **Permit to fly template: statement on limitation to non- commercial flights?**

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### **➤ Discussion/Conclusion:**

**★ No action**



## C of A renewal

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- **C of A renewal: guidance on how the renewal is to be performed in the case the NAA is issuing the ARC**
- **Need further clarifications because C of A are of unlimited duration:**
  - ★ **Is the request for more guidance related to Part-M?**



# C of A renewal

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- **Discussion/Conclusion:**
  - ★ **AMC for CAMO can be interpreted very differently**
  - ★ **Therefore, NAAs would like more guidance on what should be checked in case the NAA issue or renew the ARC w/o a CAMO being involved**
- ➔ **Provide AMC Issue**



# Follow-up of the meeting Questions

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## ➤ The table:

- ✦ How to maintain the table
- ✦ Criteria for items to be included
- ✦ Availability of the table
- ✦ Need to informally approach ICAO

## ➤ The process:

- ✦ Need for regular meetings?



# Follow-up of the meeting Decisions

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## ➤ Discussion/Conclusion:

- ✦ **In the table separate what is relevant to ICAO USOAP audit to other items (eg: EASA web site)**
- ✦ **Provide the response (captured in the slides) within the table**
- ✦ **Provide a status of each item within the table**
- ✦ **Record close items in separate table (to keep history of all items)**
- ✦ **Tables to be posted under ICAO USOAP NSOCs and AGNA CIRCA**
- ✦ **NAA and EASA agree to keep this WG (common ICAO USOAP findings/issues) on going linked to AGNA meeting**
- ✦ **Perform this meeting once a year (with an AGNA meeting)**
- ➔ **Propose this approach to EASA Management for agreement**



# Summary-conclusion

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- Presentations will be put on SINAPSE and CIRCA
- Comments are welcome on these reactions:
  - ★ [yves.morier@easa.europa.eu](mailto:yves.morier@easa.europa.eu)