EASA
European Union Aviation Safety Agency

# Product Certification and Design Organisation Approval Workshop 2019

*Feedback from side meeting 8 Continued Airworthiness*

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# Main points of discussion

- List of the top 4 topics discussed
  - Events occurring in maintenance
  - Repairs approved by FAA/EASA
  - Documents considered as ICA
  - Accident-Serious Incident vs Occurrences-OR

# Discussion details

- **Occurrences resulting from maintenance errors (Human errors, training levels, oversight).**
- TC Holder has limited opportunity to avoid reoccurrence.
- EASA to consider the above when requesting TCH reactions (design changes) to occurrence reports.
- EASA interfaces to Member States/Non EU?

# Discussion details

- **Accident-Serious Incident vs Occurrences-OR**
- It is needed to clarify the perimeter of Continued Airworthiness and the Accident Investigation, the related interfaces (EASA / Investigation Body) and the identification of when it is possible to transfer information from one process to another one.

# Discussion details

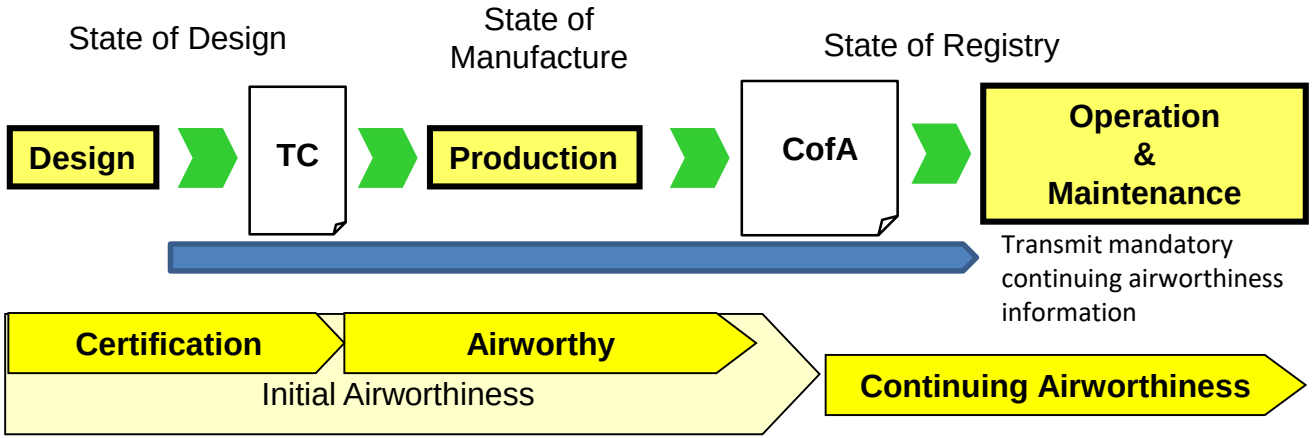
## → Repairs approved by FAA/EASA

- → A DER approved repair is much easier / cheaper than a DOA approved repair
- → The BASA has most probably identified this.
- → BASA TIP R6 mentions the following in a note:
- → An EASA approved maintenance organization must use EASA Part 21 for the approval of repair data for use on an EU-registered aircraft, unless the data for a minor repair has been previously used to repair an N-registered aircraft.
- → EASA is asked to make this note more explicit for CAMO / Maintenance Organizations.

# Discussion details

- **Documents considered as ICA**
- If the document is the only place where the information is put (i.s.o. the AMM), then that document is part of the certification effort
- NPA 2018-01 (expected Q1 2021) should give more information on this.
- There is a difference between the FAA and the EASA how they deal with the readiness of ICA (all before EIS)

# Summary of Annex 8




**The process to show compliance with appropriate airworthiness requirements.**

**The status of an aircraft, engine, propeller or part when it**
**(1) conforms to its approved design and**
**(2) is in a condition for safe operation.**

**The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.**

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# End of slides

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