EASA
European Union Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop 2019

*Feedback from **STC side meeting***

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STC Participants:

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With kind support from EASA:

Robert Boersma, Raphael Aubert, Nicolas Duprez

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Main points of discussion

- → Occurrence Reporting Data Base
- → LOI experience sharing
- → Special Conditions and Cert. Review Items availability to applicants
- → Importance of a clear TC Basis definition in TCDS
- → Operational Suitability Data

Occurrence Reporting Data Base

Stakeholder are providing data (IORS) but no feed back is provided to them: means no database is available to stakeholders to learn from findings.

QUESTION:

Does EASA plans to make the data collected through IORS available to DOAs to meet their obligation i.a.w. GM 21.A.239a: *"Monitoring of significant events on other aeronautical products as far as relevant to determine their effect on airworthiness or operational suitability of products being designed by the design organisation."*?

LOI experience sharing

- The participants were looking for experience with LOI and how to deal with it.
- Topics discussed were:
  - Keep the individual company process as flexible as possible
  - LOI implementation
  - Meaningful grouping
  - Position of Office of Airworthiness in the process

ACTION EASA: Provide a clearer definition of what requirement is covered by which panel. E.g. 25.571 to Panel 3

Special Conditions and Cert. Review Items availability to applicants

- The industry identified that we are lacking criteria to correctly classify. Namely we are missing the public availability of special conditions and Certification Review Items (the generic wording of it)
- We recognize that EASA has worked to improve this on TCDSs of large aircraft, but there seem to be slow progress down to 5,7 t.

ACTION EASA: Could EASA invest in continuing the process on the TCDS Annexes and also on stand-alone CRI/SC ?

Importance of a unambiguous TC Basis definition in TCDS

- Industry claims that some TCDS of mature and multiple amended TCDSs become more and more unreadable (not understandable) in regard to TC BASIS.
- Examples were provided (but not limited to):
  - A320 Family
  - AS 332/330

ACTION EASA: Please improve readability of the TCDS in regard to Certification Basis

Operational Suitability Data

→ Stakeholders identified difficulty to appropriately apply OSD on projects due to lack of feedback from EASA (on MINOR OSD)

→ Conditions under which OSD is not provided to the operator (optional equipment)

QUESTION:

- Could EASA provide some real case examples of FCD and CCD changes to support understanding
- Do OSD Changes need to be identified in an STC document. Does this apply to MAJOR and MINOR OSD?

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THANK YOU !

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