



EASA
European Aviation Safety Agency

Certification Basis

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➤ What will be covered

- Cert Basis general guidance
- Elect to comply
- ID of CRI / Cert Memo
- Changes to STC's

➤ What will not be covered

- CPR – GM 21.A.101
- Cert basis for validations
- operational requirements (OPS, CS-26)



- General Guidance “Cert Basis” / CB (1)
 - Clearly identify intent
 - CB per TCDS or later amendment?
 - Later Amdt: any “reversion” back to CB per TCDS?
 - Any CRI’s / Cert Memo’s included?
 - CRI’s / Cert Memo’s anticipated?
 - Be generous to identify requirements
 - EASA initially does not know the design
 - “not applicable” is not always self-explanatory



- General Guidance “Cert Basis” / CB (2)
 - Review prior to submittal:
 - Clean “left-overs” from templates
 - [“JAR” / “CS” / Amdt level(s)]
 - Attn: products with a heritage / multiple models
 - single Amdt level may not be appropriate
 - E.g. 737, 777, A320 – later models, winglets, new engines



➤ Cert Basis” / CB – Elect to comply

- EASA CB is “CS” – per definition (stepping up from FAR!!)
- Clearly identify selected code (JAR/CS) amendment
 - See first line – no FAR’s (*clarification post workshop*)
- Any “reversion” back to CB per TCDS?
- CRI’s still compatible or included in later Amdt?
- NPA’s – no supporting process available
- “Tricky” later requirements (examples only)
 - 25.562 “dynamic seats” for “older” aircraft or for stretchers
 - Sometimes 25.1529 not in original CB (discussion later)
 - Icing requirements (Appendix C, Appendix O,P)

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➤ Identification of CRI / Cert Memo's

- CRI's in TCDS -> TCDS Annex / available upon request
- Cert Memos / CM's -> GM per definition

➤ OK to list CRI's per TCDS or CM's in Certification Programme

- -> see later discussion - "re-use of CRI"
- Dedicated compliance matrix may be helpful in the CCL



Anticipation of CRI material

- Similar / previous projects
- Public consultations
- FAA & EASA validation item lists
- FAA TAD list



➤ Changes to STC's

- Ensure compatibility with initially selected CB!

- May need to open a link to the initial STC holder



Useful links

- Certification Memo [link](#)
- JAR's – commercially available [link](#)
- Public consultations (Special Conditions, ESF's, Deviations) [link](#)
- CRI text -> TCDS annex [link](#) (click i for more info) or send request to PCM
- EASA SSD list -> see Certification Memo
- FAA Transport Airplane Directorate VIs / issues list [link](#)
- FAA Rotorcraft Directorate VIs (in work) list [link](#)
- FAA Rotorcraft significant projects list [link](#)
- FAR's [link](#) / Historic FAR's [link](#)

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Discussion

- Identification of CRI's / numbering / re-use
 - 25.1529 (overview only)
 - Other questions



Elect to Comply from FAR

- Some grandfathered products have FAR as Certbasis per TCDS
- Ref EC 218/2008 Article 20: “the certification basis consists of the *applicable* airworthiness code”.
- *Applicable* certification basis in this context means per TCDS or Certification Specification/CS



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Thank you for your attention

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