European Union Aviation Safety Agency

Continued Airworthiness

The Continuing Airworthiness Management Organisation (CAMO) has to evaluate the cumulative effect of many modifications. Does the DOA have to, therefore, provide the CAMO with Safety Assessment data?

Answer

The determination of a cumulative effect must be made within the justification of flight safety that is based upon the specific configuration. With that in mind, the CAMO will not evaluate the combined effect but rather assess conformity to the approved condition.
The applicant for a flight conditions approval may be asked to provide a safety assessment to the approving organisation.
When an STC is installed, the installer is obliged to determine possible incompatibilities of the intended installation with other design that may already be installed. In such cases, the CAMO may need to contact the DOA to get further advice or need approved changes to the installation instructions.

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Link:
https://www.easa.europa.eu/en/faq/104927

When did the community get information about the reported Continued Airworthiness occurrences recorded in the IORS tool? Without a summary of the reports, we will not have any positive impact to our design.

Answer

There is no publication for individual occurences.
This is about the benefit of the IORS tool to reporting organisation, e.g. when findings are made that affect multiple products and are independent from an individual occurrence for which the reporting organisation would receive feedback automatically.
Conclusions become visible to all when EASA issues Safety Information Bulletins about certain technical subjects.

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If an STC holder determines that its modification does not affect FCBS (or create new FCS), there is no action per your presentation. Is there any data that is needed to be presented to EASA to obtain EASA's approval for the no action determination?

Answer

No. Subsequently, during an audit or if an operator or NAA identified one issue, something could come up and EASA would take action.
According to the EU regulation framework, design approval holders are responsible for the conduction of such evaluations.. Non-EU STCH located in the US should already hold compliant data for ageing aircraft regulation because of their compliance with CFR 14 under section 26.47. EASA can rely to a certain extent on these data and on a design approval holders to make their assessment correctly. However, STCHs should be conservative if they're not sure about the affect of an STC on FCBS.

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