

# Business Jets Workshop 2025



21<sup>st</sup> – 22<sup>nd</sup> January 2025  
EASA Headquarters  
Cologne, Germany

#easabusinessjets





# CMT - Certification Management Team Updates



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# CMT Term of Reference – 25 June 2020

## → Objective of the CMT

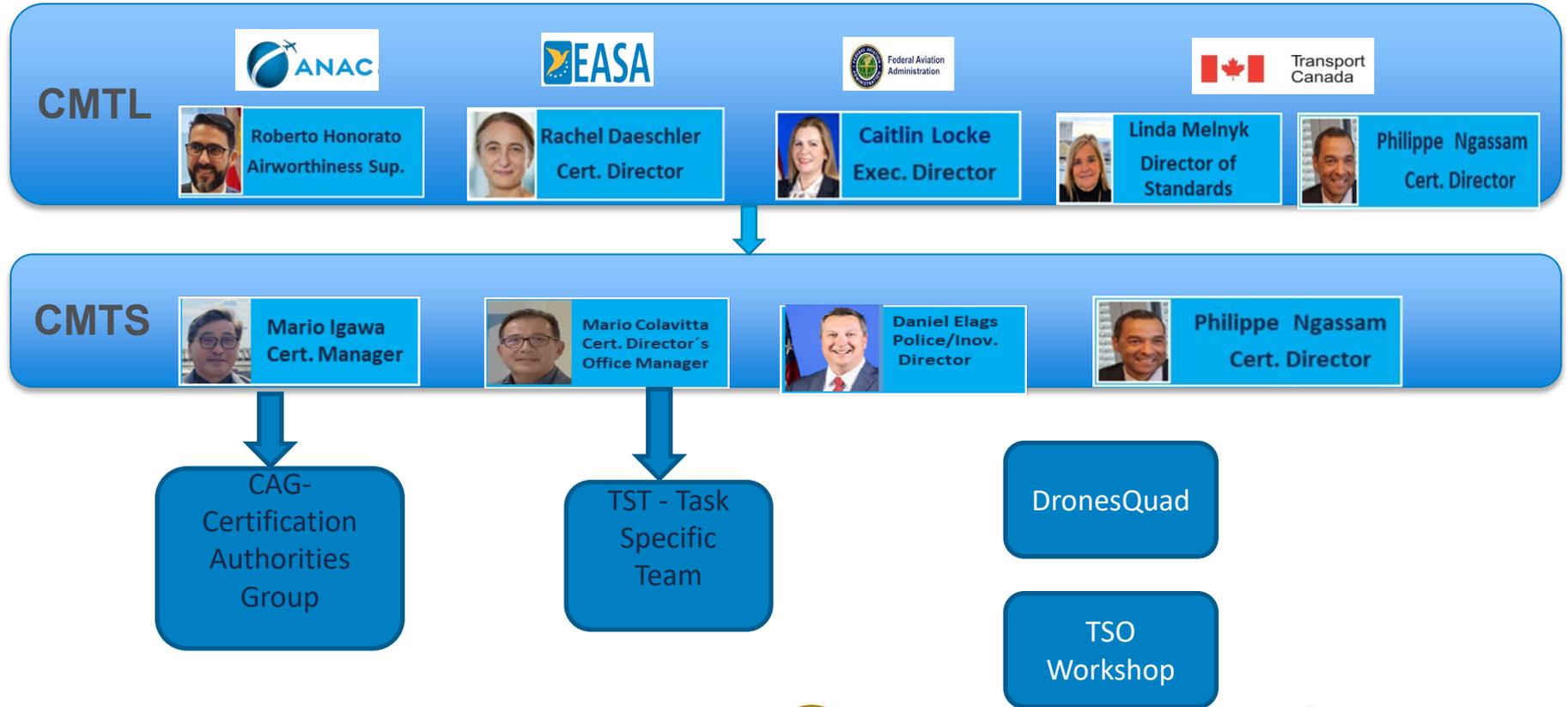
The CMT's main objective is the improvement of the efficiency of product certification activities among the four Authorities, assuring continuity of the high level of safety provided by their individual certification systems.

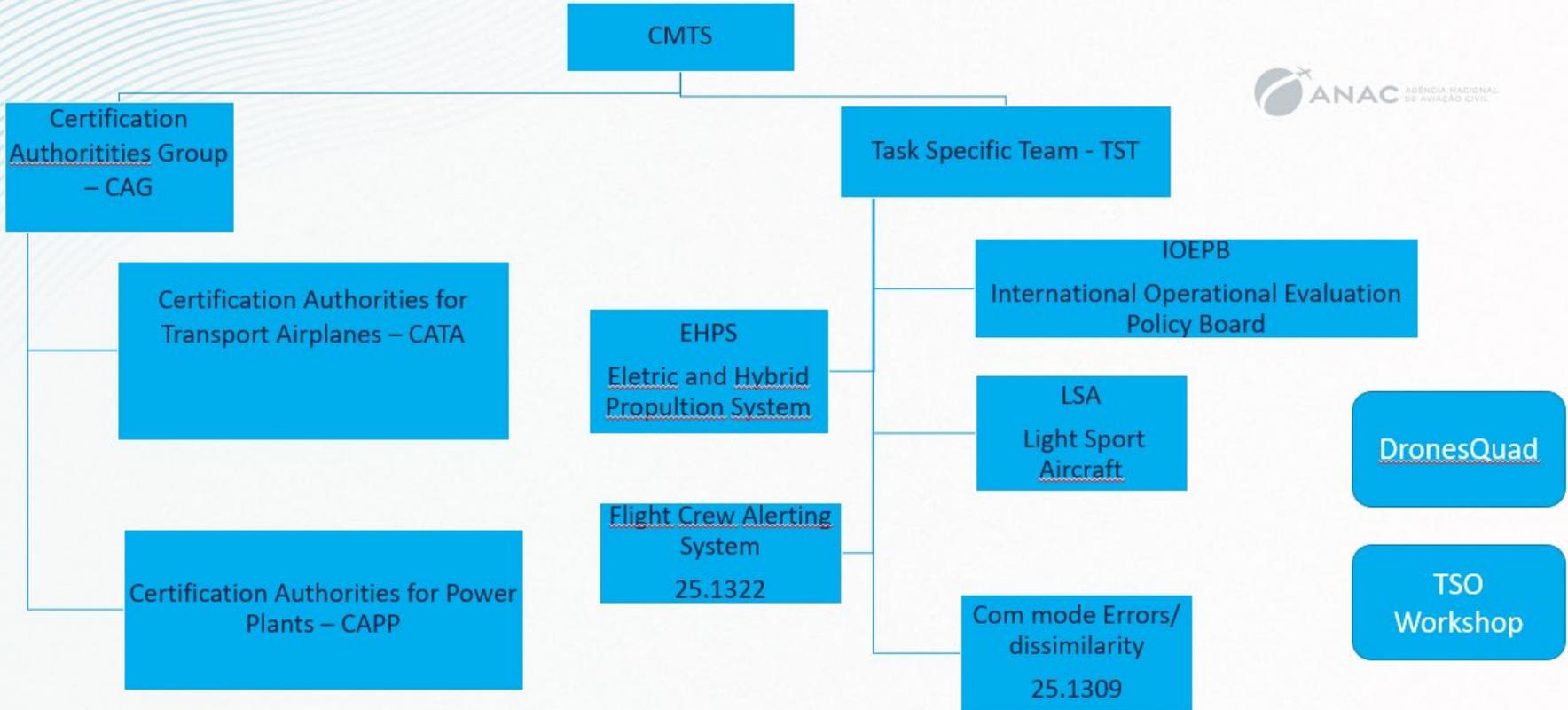


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# Certification Management Team - CMT





# Main Accomplishments

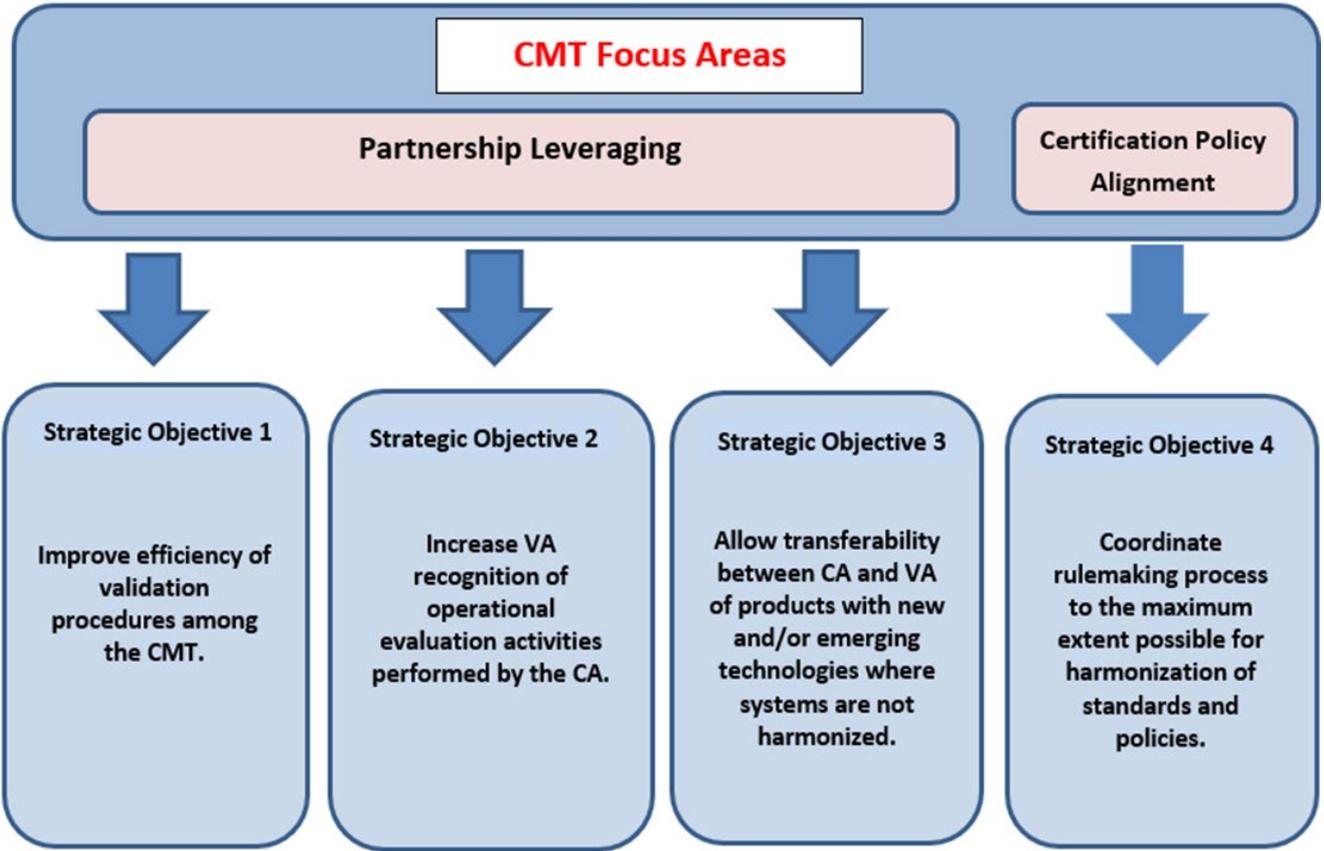
## CMT Collaboration Strategy Signed



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Collaboration Strategy



# Collaboration Strategy

CMT Strategic Objectives	Desired Outcome	Desired Key Results
<p><b>Objective 2:</b></p> <p>Increase VA recognition of operational evaluation activities performed by the CA, eliminating redundant/duplicative efforts by the VA.</p>	<p>The operational evaluation activities performed by the CA will be recognized/accepted by the VA where the procedures are sufficiently similar or equivalent.</p>	<p><b>2.1. Validation of Operational Evaluation Activities</b> Establish common validation procedures for Operational Evaluation between CMT Authorities.</p> <p><b>2.2. Recognition of Operational Evaluation Activities</b> Establish criteria for increased recognition of CA operational evaluation under bilateral agreement between CMT Authorities.</p> <p><b>2.3. Recognition of Maintenance Review Board Reports (MRB) and Instructions for Continued Airworthiness (ICA):</b> Establish criteria for increased recognition by the VA of MRB report and ICA issued by the CA.</p> <p><b>2.4. Recognition of Master Minimum Equipment List (MMEL):</b> Establish criteria for increasing the recognition by the VA of the MMEL issued by the CA.</p>

# Collaboration Strategy

CMT Strategic Objectives	Desired Outcome	Desired Key Results
<p><b>Objective 4:</b></p> <p>Coordinate during rulemaking processes (to the maximum extent possible) to seek harmonization of new (or revised) standards and/or policies.</p>	<p>The CMT Authorities will be able to discuss and coordinate on studies and development of new/revised standards during each other's rulemaking processes. The new/revised standards will be implemented in a harmonized manner, to the maximum extent, given specific CMT Authority's rulemaking processes.</p> <p><i>Note: There is no intent to have joint rulemaking processes or condition a CMT Authority's rulemaking process to another CMT Authority's, but rather to coordinate among CMT Authorities within the existing legal possibilities.</i></p>	<p><b>4.1. Policy Harmonization</b></p> <p>Approve joint reports on policy and interpretations to increase the level of harmonization of certification requirements, interpretations, and finding of compliance procedures.</p>
		<p><b>4.2. Cooperative pre-rulemaking studies</b></p> <p>Establish mechanism to allow CMT Authorities to jointly perform pre-rulemaking studies or coordination on topics of common interest to the CMT (e.g., EASA TSO Proportionality concept, Safety Management System, Changed Product Rule, etc.).</p>
		<p><b>4.3. Systematic communication on rulemaking</b></p> <p>Establish a routine of consultation/communication among the CMT Authorities on intended subjects for rulemaking, as well as ongoing rulemaking, considering the existing legal boundaries of each CMT Authority's rulemaking processes.</p>

# CATA Recent Accomplishments

- TCCA-006 - Evacuation slide system installed in non-pressurized compartment.
- ANAC-001 - Fuel Line Crashworthiness.
- EASA-002 - 2D Nacelle/Fire Protection
- FAA-004 – Runway Excursion Hazard Classification



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# CATA Top Priority CWI

## CWI

ANAC-002 Fuel System Ice Test

EASA-007 Human Factors in System Safety Assessment

EASA-004 Structural elements in systems

FAA-006 Stability Augmentation and Automatic Power-operated Systems (EASA Leads)

TCCA-007 Criteria and guidance for ESF/ELOS to increase emergency exit rating

# CAPP recent achievement

- **Icing CWI-4 (Air Data Probe Icing)** Engine air data probes have experienced ice clogging in ICI conditions, which have resulted in engine rollbacks, lack of throttle response, and out-of-range crew warnings.

## CAPP Top Priority

Task	
Endurance – CWI-1 Turbine Gas Temp	FAA.SSD.9.2 Requires engine testing using minimum temperature
	EASA.SSD.10 Requires adjustment of maximum exhaust gas temperature (average)
Endurance – CWI-2 Transients	FAA.SSD.9.1 FAA requires testing of transient <u>overspeeds</u> / torques / temperatures
Icing – CWI-2 Heavy Snow	•Engines in service may encounter higher water concentrations from heavy snow during taxiing than the engine is required to demonstrate during certification.

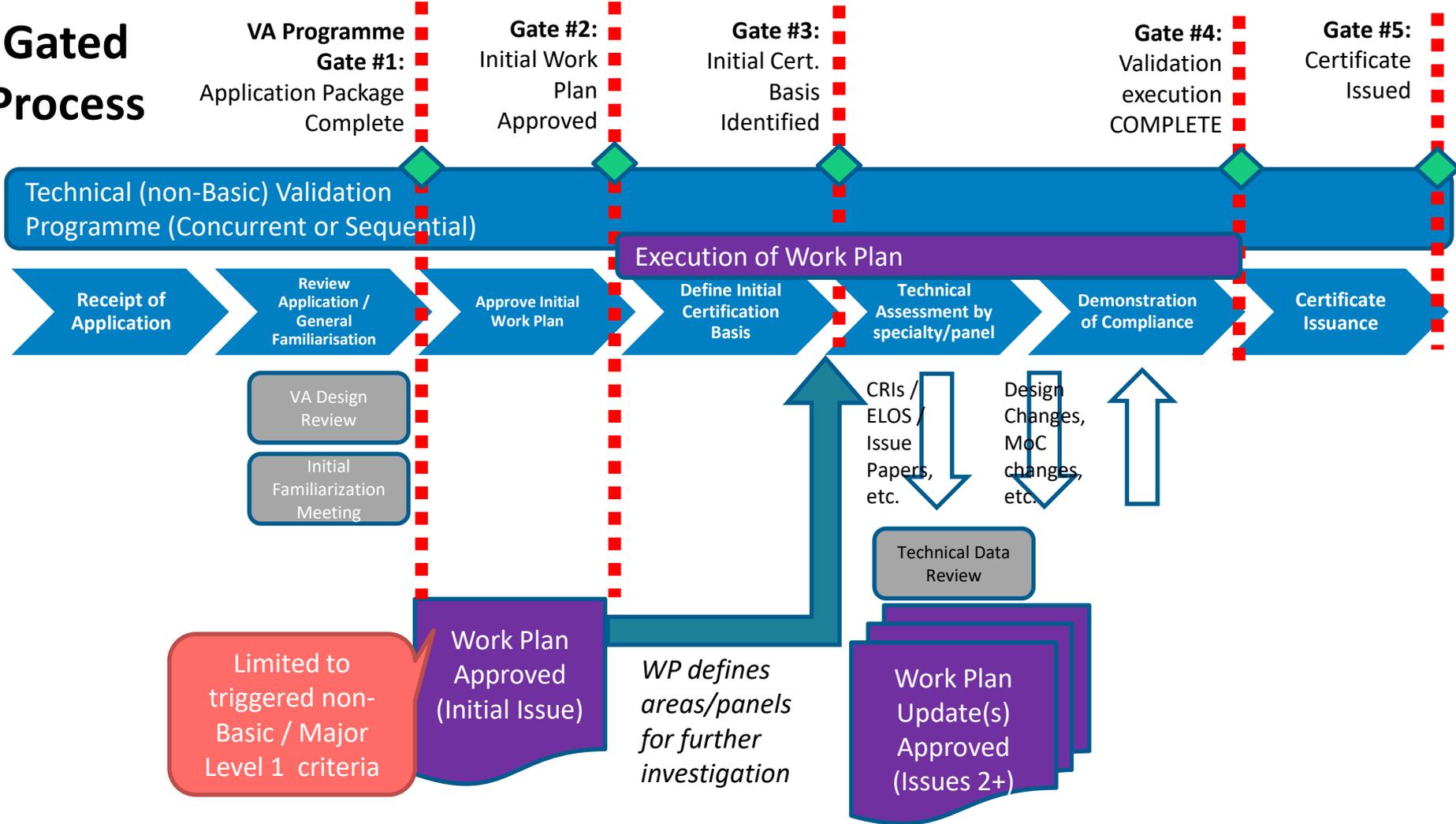
# Industry Validation Survey 2024

- **2023-Oct:** Industry proposal presented at CMT-Industry Meeting in Brazil
- **2024-Jan:** Survey questions reviewed with CMT-S
- **2024-Mar:** Survey Launched

## Survey Objectives:

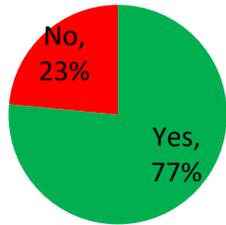
- Consistent and simple implementation
- Serve both regulators and applicants navigating non-basic/Level 1 validation projects
- Collect data to measure the effectiveness of the tools and validation processes in place
- Provide management across Validating Authorities (VA), Certifying Authorities (CA), and Applicants usable data for the purpose of continuous improvement
- Promote a consistent and collaborative approach between CA/VA/Applicants in line with current CMT validation procedures
- Measure the health of the validation project in all phases

# Gated Process

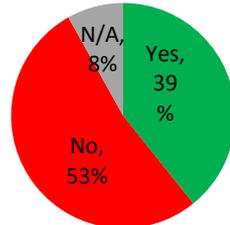


# Project Dashboard – excluding AFM-only projects

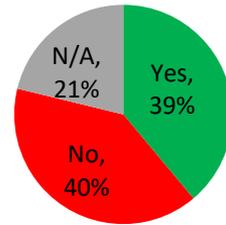
VA = ALL  
 CA = ALL  
 Incl. Incomplete = YES  
 Incl. AFM-only = NO



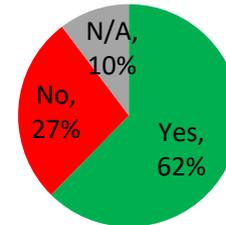
2.1 Did the completion of the general familiarization phase meet Applicant expectations?



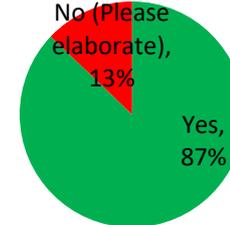
3.1 Was a work plan established to define the VA scope of compliance review?



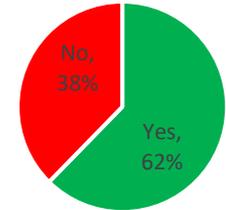
4.1 Was the certification basis formally documented by the VA?



5.1 Did completion of the validation execution phase meet the Applicant's expectations?



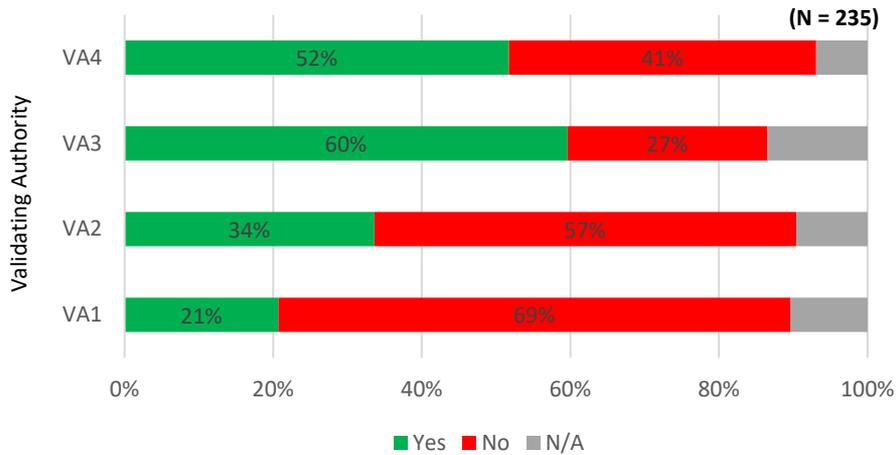
6.1 Was the overall scope of validation items investigated by the VA aligned with CMT validation principles?



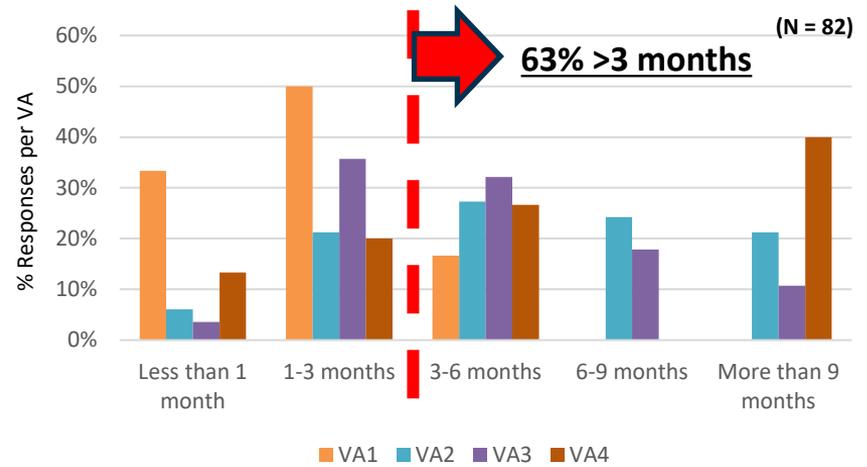
7.5 Was the validation project completed within the expected and agreed upon time frame?

# Validation Work Plans

## 3.1 Was a work plan established to define the VA scope of compliance review?

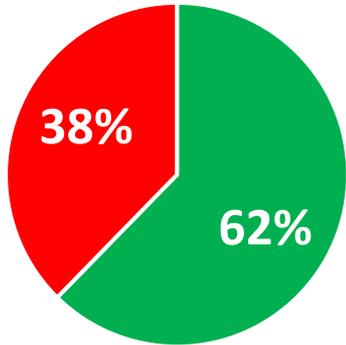


## 3.1.1 How many months after the general familiarization was the initial approved work plan provided?

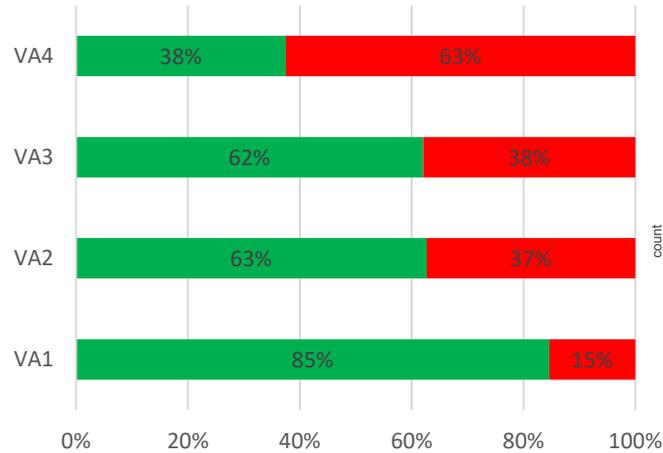


# Validation Performance Survey:

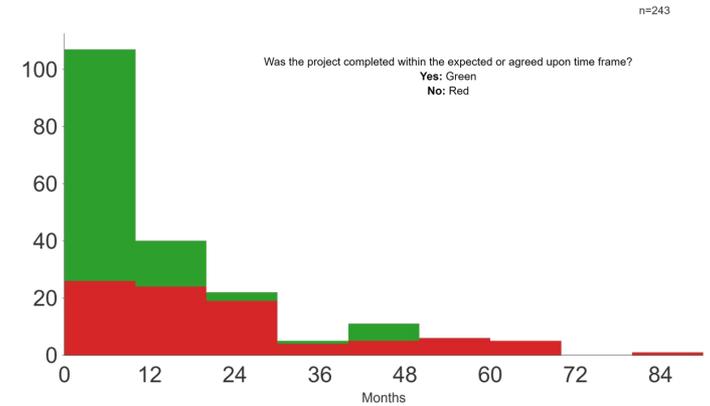
*Was the validation project completed within the expected and agreed upon time frame?*



■ Yes ■ No



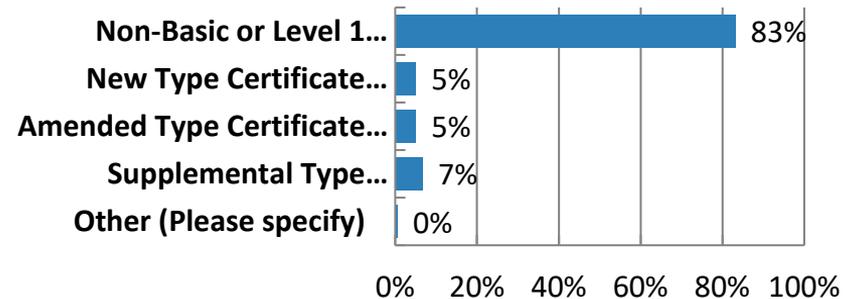
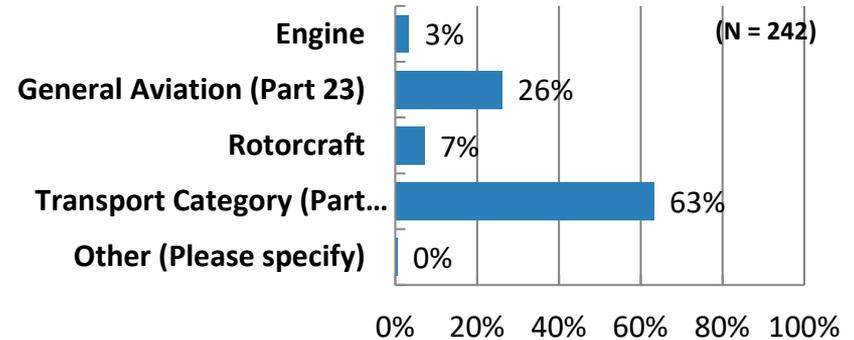
■ Yes ■ No



# Summary of Responses

% of TOTAL	Which regulator is the Validating Authority (VA) for this project?				
	ANAC	EASA	FAA	TCCA	Total
Which regulator is the Certifying Authority (CA) for this project? ↓					
ANAC		28%	15%	3%	111
EASA	3%		5%	3%	27
FAA	9%	16%		7%	76
TCCA	0.4%	8%	2%		28
Total	30	125	54	33	242

- **23** OEMs/applicants
- **242** Validation Projects (of which 36 not yet completed)



# 2024 Industry Recommendations to CMT

- **Work Plans**
  - Approve earlier
  - Ensure management oversight
  - New templates & training (planned early 2025)
- **Agreement on Certification Basis and applicable CRIs/IPs**
  - Early identification and publication
  - Ensure justification for CRIs/IPs
- **Overall Program Management**
  - Metrics (industry collection will continue)
  - Agree a common gated process earlier in projects
  - Training for PM/PCMs on their critical leadership role



Industry has a regular dialogue with the CMT-S to progress actions on the 13 actions from the 2024 CMT-Industry Meeting and to prepare for the 2025 meeting in Canada

# Where to find CMT documents:

<https://www.easa.europa.eu/en/document-library/bilateral-agreements>

[https://www.faa.gov/aircraft/air\\_cert/design\\_approvals/transport/transport\\_intl/cata](https://www.faa.gov/aircraft/air_cert/design_approvals/transport/transport_intl/cata)

<https://tc.canada.ca/en/aviation/aircraft-airworthiness/international-agreements-arrangements/certification-authorities-transport-airplanes-cata>

<https://sistemas.anac.gov.br/certificacao/Acordos/AcordosPais.asp?PaisCodi=0122>



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Thank you

Any questions?