

TECHNICAL SESSION: THE EVOLUTION OF MAINTENANCE COOPERATION UNDER THE BASA EASA PERSPECTIVES

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EASA Safety Management Systems (SMS) Requirements

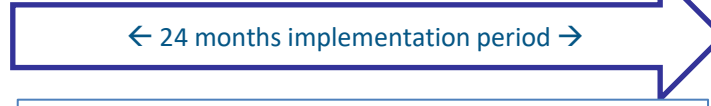
Reminder: key dates

Reg. (EU) 2021/1963

amending Regulation (EU) No 1321/2014 as regards to safety management systems in maintenance organisations and correcting that Regulation



Applicability
2-Dec-2022



Full compliance
2-Dec-2024



GUIDE FOR COMPLIANCE WITH PART-145 AS AMENDED BY EU Regulation 2021/1963 (Revision June 2022)

Foreword

Regulation (EU) 2021/1963 amending Regulation (EU) No 1321/2014 introduces new requirements as of 02 December 2022 for organisations certified pursuant Part-145. This guide offers the view of EASA on the transition of existing Part-145 organisations and competent authorities to the new requirements, based on the Article 4 of Regulation (EU) No 1321/2014 as amended by Regulation (EU) 2021/1963. This is not binding material.

EASA reminds that this transition process will be under the oversight of the competent authority and that any particular case or situation should be discussed and agreed with the competent authority.

NOTE:

This guide does not cover the changes to Part-145 introduced by Regulation (EU) 2021/700 of 26 March 2021, Maintenance data and installation of certain aircraft components, for which several Part-M and Part-145 requirements enter into force on 18 May 2022. Approved maintenance organisations are supposed to be compliant with those requirements.

EASA Safety Management Systems (SMS) Requirements

EASA Actions with regards to SMS Requirements under BASAs

- **All BASAs (Maintenance Annexes) have been evaluated by the MMT Task Team**
- **Canada and Brazil: No significant difference in scope and applicability**
- **US: Significant difference has been identified due to the voluntary nature of implementation for US repair stations**
- **After publication of FAA NPRM early this year, process for Annex update has been initiated, i.e. report to the Bilateral Oversight Board (BOB)**

Information Security: EASA Part IS Regulation

What do we want to achieve?

→ **Objective**

Protect the aviation system from information security risks with potential impact on aviation safety

→ **Scope**

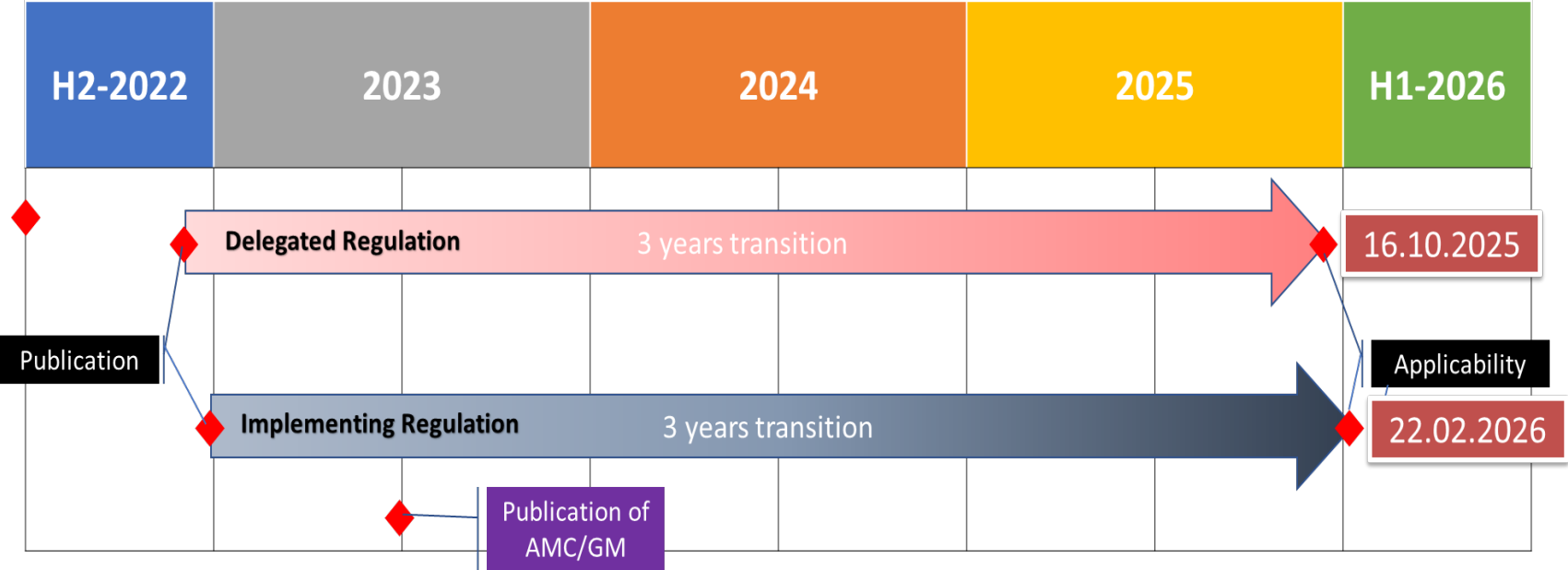
Information and communication technology systems and data used for civil aviation purposes

→ **Approved organisations and authorities able to:**

- **identify and manage** information security risks related to information and communication technology systems and data used for civil aviation purposes;
- **detect** information security events, identifying those which are considered information security incidents; and
- **respond** to, and recover from, those information security incidents

Information Security: EASA Part IS Regulation

Part-IS implementation journey



Digitalisation: The Maintenance Management Team (MMT)

Why did we decide to create a task team

The aviation industry is investing heavily in **digital technologies and solutions**

The **maintenance** domain is significantly impacted by this transformation

- Digitalisation enables **safety** and **performance** improvements
 - Maintenance tasks planned and recorded electronically
 - Transition from aircraft health monitoring to health management
- Digitalisation also enables significant **efficiency** gains
 - Transparent digital supply chain
 - Real-time visibility of location and status of parts and their technical history
 - Aircraft transfer between operators

Digitalisation: The Maintenance Management Team (MMT)

Our vision

Digitalisation is happening across the **world**, although at different speeds

For the time being there is **little coordination** amongst authorities to:

- **Harmonise** the solutions being developed
- Ensure their **interoperability** or **mutual recognition**

Lack of harmonisation → Inefficiencies and additional costs for all stakeholders

Lack of mutual recognition → Uncertainty on acceptance → Less investments

**Aviation needs authorities to agree on harmonised,
interoperable, and mutually recognised digital solutions**

Thank you for your attention

Questions at the end of the presentations are welcome