



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop 2018

Feedback from side meetings

Christian Sturm

31/10/2018

Your safety is our mission.

An agency of the European Union 



Main points of discussion

- **CS-23 Amendment 5**
- **Qualification of non-critical equipment**
- **AML STC**
- **Management of Concession for the issuance of Certificate of Conformity for Prototype**
- **Implementation of electric propulsion to current regulation**



Main points of discussion

➤ CS-23 Amendment 5

- Need to have a more detailed AMC to better identified applicable subparts of each ASTM applicable for a specific requirement
- How does the compliance statement can be linked to the ASTM(s)/AMC(s)?
- Requirements for required and not required systems and equipment.
- New AMC is in progress to better describe the relation between requirements and ASTM



Main points of discussion

➤ Qualification of non-critical equipment

- A rulemaking process on Part 21 is on-going to define a proportional policy for the issuance of EASA Form 1 based on the criticality of the part (NPA 2017-19).
- CM-AS-007 Acceptance of EFIS that have no equipment approval in (ETSO) in small aeroplanes
- Best practice: to perform failure mode effect and criticality analysis. Failure consequences on aircraft level determine the qualification efforts.



Main points of discussion

➤ AML STC

- Experience with GARMIN STC and can be used as an example to build up future cases
- In some cases a minor change for installation is required to cover peculiarities on specific aircraft.
- CM-21-A-E Approved model list changes gives further guidance on the topic. Although it is written for large aeroplane the basic philosophy can be also used for GA. There is a template in the attachment for the approved model list.
- Certification Basis of STC has to cover the different type certification basis of the models contained in the AML
- Challenges to take into consideration the OSD impact for all models listed. OSD are not required for a/c types where no OSD is defined in TCDS.



Main points of discussion

- **Implementation of electric propulsion to current regulation**
 - General discussion on the CRI and on the applicable ASTM to some existing projects.
 - Certification basis is established on project basis.
 - Special conditions for E-VTOL.



Actions identified

- There is too little involvement in rulemaking process in GA of European Industries also in ASTM standards. Idea was brought up to have dedicated meeting to foster cooperation among European GA Industries. Kick-off meeting is considered.



What did work well

- Participation of the right persons from EASA for the different topics in Agenda.
- Good stakeholders mixture
- Survey to propose topics for the side meeting



Issues encountered

- Proposal for the next year:
 - it is suggested to have STC holders for GA products in the same side meeting group



Issues encountered

