



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop 2018

Feedback from side meetings

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GROUP 6 - STC

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Your safety is our mission.

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Main points of discussion

- Many topics covered LOI through to ETSO product level changes
- Special Conditions and CRIs
- LOI
 - Feedback from those involved in early implementation.
 - Feedback from EASA on early implementation.
- OSD
 - Industry experiences of OSD.
- AML
 - How compliance must be demonstrated for all types.



Main points of discussion

➤ Special Conditions and CRIs

➤ **THERE NEEDS TO BE A LIST OF SPECIAL CONDITIONS AND CRIS MADE AVAILABLE.**

➤ DOAs cannot comply with what they do not know.

➤ Possible to request these but only if you know they exist.



Main points of discussion

➤ Level of Involvement

➤ Feedback from those involved in early implementation.

- Two industry participants, five projects – generally positive experience.
- No one size fits all solution for CDI, adapted for each project.
- Heavy upfront investment in the Certification Programme. 2Days to 2 Weeks.
- Lots of early communication with the EASA for technical familiarisation.
- LOI Focal point PCM very helpful.
- NAAs anecdotally less inclined to use LOI.



Main points of discussion

➤ Level of Involvement

➤ Feedback from EASA on early implementation.

- LOI will not make DOA life any easier.
- It will standardise handling of changes.
- Both DOAs involved have focal point PCMs
- Where no focal point PCM is appointed DOATL can assist as focal.
- Ensure procedures are FLEXIBLE, allow for different approaches to CDI.
- DOA performance feedback – specialists are being trained about how to rate DOAs and what the ratings mean.
- Programme planning, keep it simple! Update the certification plan through out and ensure EASA are on the same page.



Main points of discussion

➤ Operational Suitability Data

➤ Industry experiences of OSD.

- Getting data is challenging/expensive but no one has found it impossible.
- Contracts with OEM for OSD might enable updates to be received.
- CAMOs/Flight training should inform DOA if there is an update that conflicts with any supplement the DOA have provided.
- For any change all OSD aspects must be reviewed.
- OSD can be excluded from changes for non-EU operators but this will result in a limitation on the STC.



Main points of discussion

- Approved Model List STCs
 - Compliance must be demonstrated with all requirements for all types.
 - Re-use of the same certification data.
 - Use of AML STC as an unfinished STC e.g. Garmin 650 (historic)
 - Possibility in future to apply for major change privilege which may serve as an alternative to AML.



What did work well

- No fixed agenda
 - Wide ranging, free discussion took place.
 - All nominated topics covered.
- Participation
 - As a DOA you only get out of these discussions what you put in.



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