



EASA

European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

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TE.GEN.00409-001



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On Specific De-risking Measures Before Conducting The Agency Certification Flight Test Activity

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OBJECTIVES

- Familiarize the audience with the new EASA tool to de-risk flight test activity;
- Clarify possible questions from the audience;



CONTENT

- Introduction;
- The checklist;
- The recommended actions;



INTRODUCTION

- Since the implementation of COMMISSION REGULATION (EU) 2015/1039, Flight Panel has been exposed to a series of issues which seem to show that such a regulation may not have been properly implemented by small/medium organizations.
- In order to compensate for the above risk, a **temporary mitigation document** has been developed that can be used any time the Agency has got clues that suggest so.
- The document can be used by the Panel 1 Experts or other EASA staff before or while being engaged in the certification flight test activity.



The Checklists

- The fundamental part of the document is a number of checks that may be accomplished to de-risk the flight test activity
- In order to proceed with a systematic approach, the checks have been grouped appropriately and divided in the following areas:
 - Organization related checks;
 - Test crew related checks;
 - Operations related checks.



Organization Related Checks 1/2

1. The organization Terms of Approval must not have any limitation regarding “Flight Test” for the scope of work granted to the organization itself
2. Review the organization rating and specifically in the FT domain
3. Review previous organization audit reports
4. Verify the current “status” of the FTOM
5. Review the organization FTOM and assess if it describes a sound SMS related to flight test activities/categories

These checks can be carried out before issuing the F.C.



Organization Related Checks 2/2

6. The certification flight test programme or similar documents must be, at least, reviewed and agreed;
7. Review any preliminary flight test data or reports;
8. Verify that the flight test activity has been properly classified;
9. The EASA flight test team must be happy with the flight test order/flight test cards;
10. Review any specific risk analysis, mitigation and limitation associated to a specific test.

These checks can be carried out by the relevant Flight Expert



1. Ensure that the Flight Test Personnel employed/hired by the organization have the correct qualifications in relation with the intended scope of the flight test activity
2. Make sure that organizations that intend to hire a Test Pilot only for the duration of the tests, declare such a business model in their FTOM, specifying all the necessary procedures for the safe conduct of the development and certification flight test activity;

These checks can be carried out before issuing the F.C.



3. Make sure that the EASA safety concerns have been adequately covered;
4. Determine that the applicant's Test Pilot is happy with the EASA crew familiarity and training in relation to the test to be performed;

These checks can be carried out by the relevant Flight Expert



1. Make sure that the specific test crew is qualified and appropriate for the actual test;
2. Ensure that the test flight is adequately briefed;
3. Ask and have the confirmation that the weight and balance of the A/C is known and appropriate for the duration of the flight;

These checks can be carried out by the relevant Flight Expert



4. Make sure that for each EASA certification flight the organization provides an extract of the more relevant operational limitations, publications and systems' information ;
5. Ask and have the confirmation that the aircraft installations, equipment, instruments relevant for the tests and the FTI are calibrated;
6. Ensure the test crew is equipped with the appropriate safety equipment, if necessary.

These checks can be carried out by the relevant Flight Expert



Recommended mitigation actions

If any of the above checks is not satisfactory:

- the PCM should communicate to the applicant that only after adequate rectification of the identified deficiencies the Flight Test Experts can be engaged in the certification flight test activity.
- the EASA flight test crew must:
 1. Pause the test and inform the applicant about the reasons for this pause and the EASA procedural steps in this case.
 2. Call the relevant Head of Section or Senior Expert to explain the circumstances and the EASA Panel 1 concerns and coordinate with them the immediate next steps.



Conclusion

- ✓ The identified checklists are intended to be a temporary measure to mitigate potential/current risks after the introduction of COMMISSION REGULATION (EU) 2015/1039.
- ✓ If deemed necessary, the checks should be carried out before approving the Flight Conditions.
- ✓ If deemed necessary, Flight Experts can still carry out essential checks as they become involved in the flight test certification activity.
- ✓ If any checklist highlights any unsatisfactory area, EASA certification flight test activity should be postponed until proper remedial actions are put in place.



QUESTIONS





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