EASA
European Union Aviation Safety Agency

Federal Aviation Administration

Panel 8

Leveraging Synergies to Reduce Duplicate Certification Activities

Your safety is our mission.

An Agency of the European Union

What the Panel Title Means….

- Bilateral Agreements provide legal framework for reduction of duplication of effort.
- From the Industry and Authority perspective how successful are these efforts thus far?
- Has the harmonization of Part/CS 23 been successful to date?
- How should we work together in the future on other Part/CSs, and how do we further simplify the seamless transfer of products to focus on the areas of greatest safety risk?

Moderator's thoughts…

- Reduction of Duplication of Effort has been a work in progress
  - No question there has been progress - evolution of the Bilateral Implementation Procedures shows this (acceptance, streamlined validations, technical validation etc.)
  - Could be argued that insufficient progress is evident with the larger projects (subject to technical validation), despite the principles being in place…are we demonstrating a risk based (therefore selective) validation effort? Let's explore that…
- Do incidents / accidents interrupt the momentum of these efforts?
  - When public confidence is negatively impacted, should we not pull together and show the structure and controls we have in place do indeed cater for such situations?
- Do performance based standards (+ use of agreed industry standards) lend themselves well to greater harmonization and thus reduction of validation effort? Let's discuss…

EASA

- Achievements
  - Harmonisation- regulations/standards/policy
  - Reciprocal acceptance of certificates
  - Streamlined validation
  - Validation workplan
- Enablers
  - Jointly developed training
  - Feedback from industry stakeholders
  - Common EASA/FAA approach
- Challenges
  - Innovation
  - Adaptability
  - Efficiency
  - Standardisation

FAA

- Global Aviation Environment
  - The dynamic aviation system is challenging Civil Aviation Authorities (CAA) to be more agile
    - However, our excellent aviation safety record must be maintained
      - New entrants and pace of Innovation introduce challenges
  - The world is investing billions of dollars in innovation
    - We need to innovate our regulatory system:
      - performance based and consensus standards;
      - early engagement;
      - manage risks from innovation across the product lifecycle
  - Demands on our agencies increase while our time to react diminishes
    - Must meet the demands of public safety expectations
      - Communicate - Enhance transparency and knowledge sharing
      - Promote safety assurance and mutual confidence

FAA

- How can CAAs work together?
  - Identification of safety elements that will allow us to further build confidence in each other
    - Understanding validation principles in order to solidify confidence
  - Processes to optimize resource allocation
    - Must match or exceed the speed of innovation
  - Considering further collaboration with industry
    - Identify methods of improved/expanded delegation
  - Developing the workforce of the future
    - Commitment to change management and training from the top down
  - Sharing of best practices
    - Refresh and/or update bilateral agreements and procedures

Lufthansa Technik

- Basic framework and principles are established in the Bilateral Agreements & TIPs
- However:
  - More efforts and additional steps are required to **reduce the time and effort for validation of STCs**
  - We see considerable uncertainties and ambiguities regarding **acceptance of Minor Changes** (language of the TIPs; mindset within the validating authority).
  - The issue of **FAA Parts Manufacturing Approval for EASA originated changes** is unresolved for Minor Changes and only partially resolved for STCs
- *Airline customers are not prepared to invest additional downtimes just for the process of reciprocal acceptance of modifications between the major aviation authorities!*
- Lufthansa Technik is engaged in forging an alliance with other STC makers to increase our momentum, among others to achieve more seamless aircraft modification processes worldwide (IAMA)

Textron Aviation

- Well done on the harmonization of Part/CS-23
  - but this was just one step
  - The real task is the follow on development of the ASTM means of compliance
- Recognition of Regulatory Systems
  - With a high level of confidence, what difference does it make to work concurrent or sequential?
  - Appropriate use of SEIs, could be value added in development of validation work plans.
    - Applicant or Regulator responsibility?

Panel Debate

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Questions from the Floor