

Seasonal
Technical
Communication

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Dear "e-STC Newsletter" readers,

My colleagues and I wish you a happy and successful year 2020!

If you look those days at the forests, you will notice that the different trees are very similar once the leaves have fallen.

Similarly you will encounter numerous different contact persons during the EASA assessment of your projects, and EASA is putting a lot of efforts to "speak with one voice" despite the diversity of individual backgrounds.

For instance, EASA has fully integrated in its system the support given by several European National Airworthiness Authorities (NAA) in terms of experts and PCM competences. The digitalisation of our workplaces and of our processes allows the EASA Staff and the NAA staff to interact efficiently. Most important, coordination at expert's panel level is not different whether a colleague is sitting in Madrid or in Basel or in Cologne.

Should you pay us a visit at the EASA headquarters, you might even meet one of the NAA colleagues who are in Cologne for a meeting or for a longer period of time in the frame of an exchange program.

There is in this Newsletter a contribution from Austrocontrol staff: this is the perfect illustration of the symbiotic relationship between EASA and the European NAA.

Whether you know the background of your current contact person or not, please remember that there are online possibilities to reach out to EASA (Website, EASA Youtube channel, Facebook, Twitter...) and spread this message to your colleagues!

In this edition, you will discover the following topics:

- Inside the story: Florian Glatzl,
- BREXIT is now!
- Cabin Safety - ashtrays location requirement changes
- Technical subject - the impact of changes on Cabin Crew Operation Suitability Data (CCD)
- Rulemaking - updates
- Validations - Aircraft models not validated by all authorities
- International Cooperation – EU-Latin America and Caribbean Aviation Partnership Project (EU LAC APP)
- Questions and answers
- Upcoming events

Please check the online possibilities to reach out to EASA (Website, EASA Youtube channel, Facebook, Twitter...) and spread this message to your colleagues!

I hope you will enjoy reading this Newsletter and look forward to hearing from you!

Nicolas Duprez
EASA Large Aeroplanes Department - STC Coordinator

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For this edition of the e-STC Newsletter, special thanks to:

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INSIDE THE STORY



My name is Florian Glatzl and I am a Structures Expert in the department of Airworthiness and Certification of Austro Control, the Civil Aviation Authority (NAA) of Austria.

I joined Austro Control in 2014 after completing my studies of Aeronautical Engineering and Aviation Management with a major in Certification in Graz/Austria. In the course of my Austro Control internal training program, which started immediately after joining the NAA, I was able to gain experience in the field of continuing airworthiness and certification through national projects for Annex I aircraft. With Austro Control entering a partnership program with EASA, where several tasks in the field of certification, continued airworthiness and surveillance are seconded to NAAs by EASA, I joined the structures team within Austro Control receiving both internal and external trainings in that field, as well as on the job trainings contributing to numerous CS-23, CS-25 and CS-27 projects. After completion of EASAs and Austro Controls qualification requirements, I was nominated as Structure Expert working mainly in the field of large aeroplanes.

The world of structures certification fascinated me since the beginning of my studies in Graz. Applying both traditional hand calculations and high end technologies for solving complex problems and the physical verification thereof in different scales are a rather fascinating aspect in aviation for me. Therefore I was thrilled to join the Austro Control structures team and being able to contribute and to apply knowledge from both university and international training organizations to innumerable projects. My initial training concluded in the participation of the EASA Exchange Program. In that course I had the chance to work alongside EASA Structures Experts in Cologne for 10 weeks and provide my support for CS-25 related projects as well as audits. The Exchange Program did not only contribute to a higher degree of standardization between EASA and Austro Control, but also ensured an exchange of information on hot-topics in regard of STC-related matters.

I really appreciated working in a multi-cultural team and learning from accredited and highly regarded experts of EASA.

Personally I am looking forward to continue supporting the European aviation industry in achieving their goals and contributing to a safer aviation system in Europe.

BREXIT IS NOW!

January 31st 2020 is now the official Brexit day. Find out what it means to you and to others.

The date is January 31st

On October 30th 2019, the European Council adopted [a decision](#) to extend the period under Article 50.3 (of the Treaty on the European Union), in the context of the UK's intention to withdraw from the EU.

The extension was decided to last until January 31st 2020 to allow more time for the ratification of the withdrawal agreement.

Are you impacted?

STC holders having any kind of relationship with UK-based organisations should regularly check the [BREXIT-dedicated page](#) on the EASA website.

It reflects the position of the Agency and the upcoming changes in the European certification system, such as validity of certificates or transition phase.



Our tip:

In case of doubt, please contact:

- your DOA Team Leader for questions about organisations approvals
- your project PCM for questions about design approvals (STC, repairs...)

CABIN SAFETY - ASHTRAYS LOCATION REQUIREMENT CHANGES

One ashtray location is not required anymore as per CS 25 amendment 23. Find out how to take advantage of this change.

CS 25.853 amendment 22 vs. amendment 23

In July 2019 [CS 25 amendment 23](#) was published.

In an effort to harmonize EASA and FAA regulations, the wording of CS 25.853(g) was amended removing the requirement for an ashtray inside the lavatory.

CS 25.853 (g) issue 22

(g) Regardless of whether smoking is allowed in any other part of the aeroplane, lavatories must have self-contained removable ashtrays located conspicuously **both inside and outside** each lavatory. One ashtray located outside a lavatory door may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served.

CS 25.853 (g) issue 23

(g) Regardless of whether smoking is allowed in any other part of the aeroplane, lavatories must have self-contained removable ashtrays located conspicuously **on or near the entry side of each lavatory door, except that** one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served.

Can you use this in your interiors completion project?

Yes you can if you elect to comply with CS 25 at amendment 23 for CS 25.853 (g) in the frame of your STC project.

This is necessary as there is currently no aircraft certification basis taking CS 25 amendment 23 as baseline.

The validation process with the FAA remains unchanged

As the EASA requirements were more stringent with previous amendments of CS25 than the FAA requirements, this change does not affect the validation process for European applicants willing to receive a FAA STC. As a matter of fact, each step toward harmonized requirements lowers the validation efforts for all stakeholders.



The expert tip:

for VIP interiors, Appendix S requirements introduced with amendment 19 (S25.40 Markings and Placards) are even more relaxed than 25.853(g) for ashtrays location.

Other topics of interest in CS 25 amendment 23

The removal of the inner ashtray requirement is one of the several topics that CS 25 amendment 23 introduces.

The other topics consulted via [NPA 2018-03](#) and [NPA 2018-05](#) are:

- full and unrestricted movement of cockpit controls. New AMC 25.777(c) to clarify the intent of CS 25.777(c).
- flap and slat interconnection. AMC 25.701(d) amended to correct the reference to FAA AC 25-14
- ventilation. Full harmonisation of CS 25.831(a) with FAA FAR 25.831(a) and amendment of AMC 25.831(a) to add acceptable means of compliance for operations without air conditioning.
- quantity of available oxygen. CS 25.1441(c) amended by introducing an exception applicable to oxygen chemical generators or small sealed, one-time use, gaseous oxygen bottles. New AMC 25.1441(c) regarding the design and maintenance of these sources of oxygen supply to ensure that oxygen is actually available.
- Changes to enhance and modernise the specifications for the installation of flight recorders on board large aircraft, and addresses the following subjects:
 - o cockpit voice recorder (CVR) power supplies;
 - o automatic stopping of the recording after a crash;
 - o combination recorders;
 - o deployable recorders; and
 - o performance specifications for flight recorders.

TECHNICAL SUBJECT - THE IMPACT OF CHANGES ON CABIN CREW OPERATION SUITABILITY DATA (CCD)

Does your change turn the aircraft into a “new type” for Cabin Crew training and operations?

Are you unintentionally defining a new aircraft type?

Correctly assessing the impact of your design data on the existing aircraft Operational Suitability Data is an obligation that can become challenging, at times.

The impact of an STC design change can be such that the Cabin Crew Operational Suitability Data (CC OSD) assessment may turn the aircraft with the change into a new aircraft type.

The purpose of the CC OSD (as regulated by CS-CCD) is to determine the aircraft types and variants for CC operation, and to establish the associated type-specific data for cabin crew training.

From a CCD perspective, the definition of the aircraft as a “new type” or “variant” is based on the associated CC training, which is detailed by the IR, Annex III, Part ORO, Subpart CC requirements pertaining to Operators (see ORO.CC.125 “Aircraft type specific training” and ORO.CC.130 “Differences training”). Furthermore, the same ORO.CC rules limit CC operations to a certain number of aircraft types (see ORO.CC.250 “Operation on more than one type or variant”). Hence, it is important to accurately determine the status of the aircraft as a “new type” or a “variant” for cabin crew, and to provide appropriate cabin crew data to support Operators in developing customised Cabin Crew training programmes.

The CS-CCD rules define the framework of the CC OSD instances.

CS CCD.105 Definitions:

- (d) *New type* means an aircraft different from the base aircraft requiring completion of aircraft type specific training.
- (j) *Variant* means an aircraft that has differences to the base aircraft requiring completion of differences training.

The impact of your design data

More recently, EASA came across some VIP interior STC projects where the changes involved turned the aircraft into a “new type” for cabin crew, in accordance with CS CCD 205 “Determination elements” and CS CCD.210 “Determination of a new type”. At the Operator level, this conclusion triggered the need for cabin crew aircraft-type-specific training in accordance with ORO.CC.125. It also triggered the need to consider the number of aircraft types that cabin crew are authorised to operate on, in accordance with ORO.CC.250.

The criteria used for the above-mentioned CCD assessments are included below.

CS CCD.205 Determination elements

- (a) At least the following type specific elements, as specified in Appendix 1 to CS CCD.200(b)(1) are assessed to determine whether a candidate aircraft is a new type or a variant of the base aircraft:
 - (1) aircraft configuration;
 - (2) doors and exits;
 - (3) aircraft systems; and
 - (4) normal and emergency operations.
- (b) When identifying differences of the elements specified in (a), the applicant assesses the following:
 - (1) aircraft configuration:
 - (i) number of aisles - single/multi; narrow/wide-bodied; and
 - (ii) number of passenger decks;
 - (2) doors and exits:
 - (i) number, types and location;
 - (ii) direction of movement of the operating handle;
 - (iii) direction of door/exit opening;
 - (iv) door/exit arming/disarming;
 - (v) power assist mechanism;
 - (vi) assisting evacuation means; and
 - (vii) door/exit electrical warning system;
 - (3) aircraft systems:
 - (i) system operation (i.e. system function, method of operation, malfunction, reset, duration); and
 - (ii) location;



- (4) in normal and emergency operations, any design-related element that would impact either on normal operations or on emergency operations or on both normal and emergency operations.

CS CCD.210 Determination of a new type

- (a) The candidate aircraft is determined a new type:
 - (1) if so documented in the application and demonstrated to the Agency; or
 - (2) as a result of the determination process required by CS CCD.200.
- (b) The candidate aircraft is determined a new type if the type specific elements of CS CCD.205(b)(1) and (b)(2) are different to the base aircraft.
- (c) The following need not be a factor in determining the candidate aircraft as a new type unless as specified in (d):
 - (1) one additional pair of doors/exits of the same type and operation as any type installed on the base aircraft; or
 - (2) doors/exits that are de-rated; or
 - (3) self-help exit types as defined by CS-25.
- (d) If no differences are identified in the type specific elements of CS CCD.205(b)(1) and (b)(2), but differences are identified in the type specific elements of CS CCD.205(b)(3) or (b)(4) or in both and are combined with one or more of the differences specified in (c), the impact of those differences is assessed and determination of the candidate aircraft as a new type is considered.
- (e) When identifying differences in accordance with CS CCD.205(b)(2)(i), if the number, location and operation of doors/exits is the same but the type of installed door/exit is different to the base aircraft, the candidate aircraft need not be determined as a new type.
- (f) If differences are identified in CS CCD.205(b)(3) only, the candidate aircraft need not be determined as a new type.

For a better understanding of the CCD rationale in general, and as an example, imagine an A320 VIP interior outfitted for Commercial Operations with an option for Private Operations, having a maximum seating capacity of 19 seats, 1 minimum required cabin crew member, and with changes to almost all the cabin systems.

The following CCD criteria would determine the aircraft undergoing such cabin changes to be a “new type” for cabin crew:

- deactivated doors and exits modifying the available number of exits compared with the existing data, and generating dead-end zones with impact on the initial evacuation procedures;
- significant modifications to almost all the cabin systems: smoke detection / communication / passenger call/electrical/lighting/water/fixed O2, having a drastic impact on the existing cabin crew type specific data; and
- the combination of changes impacting on cabin crew performance/proficiency, for which extensive training is required.

The need for clear communication

As there is no entry in a published document similar to the EASA Type Certification Data Sheet, the public (i.e. Operators) would not know the outcome of the STC project concluding that the aircraft was a “new type” for cabin crew. In order to cater for this lack of information, currently, EASA considers it to be an appropriate approach if the EASA OSD CCD Expert and the PCM include, in the STC Approval under “Limitations and Conditions”, the condition that for cabin crew training and operations, the respective configuration is a “new aircraft type”.

The following wording should be used for that purpose:

Aeroplanes modified per this STC are considered to be a “new type” for cabin crew training and operation. Cabin crew operating aeroplanes modified per this STC must complete aircraft type specific training in accordance with ORO.CC.125, which must include the OSD-Cabin Crew Data (CCD) approved per the CS-CCD, Initial Issue, dated 31 January 2014, and contained in the XX document: “XXXX CCD, Issue X, dated XX XX XX”.

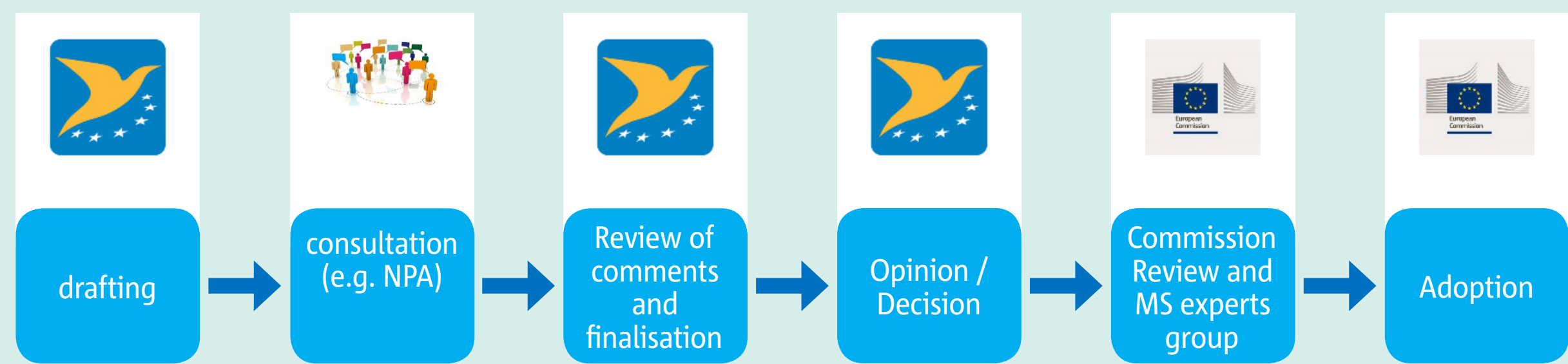
The cabin crew type specific data for the “new type” is subject to the EASA approval of the CCD, for the STCH’s showing of compliance with Part 21.

Should you need further details, please contact our Senior Expert for OSD CCD, [Luana Herescu](#).

RULEMAKING – UPDATES

Rulemaking is the process used by EASA to contribute to the production of EU legislation related to civil aviation safety and environmental compatibility, and related material supporting its application.

Starting with the rule drafting, the process is initiated. Afterwards, the proposal will be consulted publically through a Notice of Proposed Amendment (NPA) or with the advisory bodies. During this period, the industry and community can provide their points of view on the proposed rule. Once this period is finished, the comments are reviewed and answered by EASA, and an Opinion (for proposed amendments to Regulations, e.g. Part 21) or a Decision (for amendments to CS or to AMC/GM material) is issued. Whereas the rulemaking process for CS and AMC/GM ends with the EASA Decision, amendments to Regulations have to be adopted by the European Commission. It is therefore necessary that the proposed rule is sent to the European Commission which will follow the EU legislative process and consult experts from the Member States before the rule is adopted.



The following tables present the status of those current rulemaking tasks in EASA, including their code, title, affected regulations, actual step and next step of their process, which may be of interest for STC holders. In particular, as STC holder you need to be aware of the upcoming changes to Part-21. The table below can be used as a reference for the near future.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|------------------------|----------------------|----------|--|--|---------------|----------------------|------------|
| Part-21 | Part-21 | RMT.0262 | LOI | Reg 897/2019 | June 2019 | - | - |
| | Part-21 | RMT.0514 | CAEP 10 | EDD 2019/018/R Published CS-34, CS-36, CS-CO2 | August 2019 | - | - |
| | Part-21, OPS | RMT.0393 | Maint. Check flight | EDD 2019/018/R Published AMC to Part-M | August 2019 | - | - |
| | Part-21, Part-M | RMT.0252 | ICA | Opinion (07/2019) | December 2019 | Dec-IR | Pending |
| | Part-21, Part-M | RMT.0018 | Parts w/o Form 1 | Opinion (07/2019) | December 2019 | Dec-IR | Pending |
| | Part-21, Part-145 | RMT.0251 | SMS | NPA (2019-05) | May 2019 | Opinion | Q3/2020 |
| | all | RMT.0681 | Alignmt with Reg 376 | Merged into NPA 2019-05 (RMT.0251) | - | - | - |
| | all | RMT.0230 | Drones (certified) | - | - | NPA | Q4/2020 |
| | Part-21 | RMT.0727 | Implementation of the NBR into Part 21 | ToR | December 2016 | Focused Consultation | Q1/2020 |
| | Part-21 | RMT.0720 | Management of information | NPA (2019-07) | May 2019 | Opinion | Q2/2020 |
| Only AMC/GM to Part-21 | AMC/GM to Part-21 | RMT.0689 | Part 21 proportion | EDD 2019/3/R | February 2019 | - | - |
| | AMC/GM to Part-21 | RMT.0031 | AMC/GM to Part 21 | ToR | December 2016 | NPA | Q1/2020 |



| Legend of Rulemaking steps | |
|----------------------------|--|
| ToR | Terms of Reference |
| NPA | Notice of Proposed Amendment |
| Dec-CS | Decision re Certification Specification |
| Dec-AMC | Decision re Means of Compliance to IR |
| Dec-IR | Decision pending adoption of Implementing Rule |
| Opinion | Proposal to European Commission |
| Dec/O | Combined Decision (CS or AMC) & Opinion |
| RU | Regular Update |



In the recent years, Additional Airworthiness Specifications for given type of operations have been adopted in Part-26. This regulation was recently amended and will be further updated with the following rulemaking items, affecting among others cabin safety topics.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|---------------------|--------------------------------|----------|-----------------------|------------------------------|-------------------------------|----------------------|------------|
| Part-26 (and CS-26) | Part-26, CS-26 | RMT.0069 | Seat crashworthiness | Reg 2019/133 EDD 2019/6/R | January 2019 February 2019 | - | - |
| | Part-26, CS-26 | RMT.0071 | Thermal acoustic ins. | Reg 2019/133 EDD 2019/6/R | January 2019 February 2019 | - | - |
| | Part-26, CS-26 | RMT.0560 | Halon | Reg 2019/133 EDD 2019/6/R | January 2019 February 2019 | - | - |
| | Part-26, CS-26, Part-M, AMC-20 | RMT.0225 | Ageing aircraft | Opinion (12/2016) | October 2016 | Regulation amendment | Pending |
| | Part-26, CS-26, CS-25 | RMT.0570 | Reduction Rwy excur. | Opinion (04/2019) | October 2019 | Regulation amendment | Pending |
| | Part-26, CS-26 | RMT.0070 | Class D cargo comp. | Opinion (04/2019) | October 2019 | Regulation amendment | Pending |
| | Part-26, CS-26, CS-25 | RMT.0586 | TPMS | ToR | May 2017 | NPA | Q1/2020 |
| | Part-26, CS-26, CS-25 | RMT.0118 | On-ground wing con. | ToR | March 2017 | NPA | Q1/2020 |
| | Part-26, CS-26 | RMT.0120 | Helicopter ditching | ToR | October 2012 | NPA | Q1/2020 |
| | Part-26, CS-26 | RMT.0710 | Survivability of r/c | - | - | ToR | Q2/2020 |
| | Part-26, CS-26, CS-27, CS-29 | RMT.0725 | R/c oil monitoring | - | - | ToR | Q1/2020 |
| | Part-26, CS-26, CS-27, CS-29 | RMT.0726 | R/c bird strike | - | - | ToR | Q3/2020 |

Our tip:

Be prepared!
Follow the NPA publications [on our website](#) to know what changes will impact your project in the near future.



Regarding Large Aeroplanes, there will be some rulemaking tasks affecting CS-25. In particular, some update to CS-25 integrates topics formerly covered by CM or Special Conditions, such as e.g. Cybersecurity.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|----------------|---------------------------|----------|--------------------------|-------------------|---------------|-----------|------------|
| CS-25 | OPS, CS-25, CS-27, CS-29 | RMT.0249 | Recorder installation | EDD 2019/013/R | July 2019 | - | - |
| | CS-25 | RMT.0673 | RU CS-25 | NPA (2019-12) | November 2019 | Dec-CS | Q3/2020 |
| | OPS, CS-25 | RMT.0296 | CAT A Performance | - | - | NPA | Q1/2020 |
| | OPS, CS-25 | RMT.0296 | CAT A Performance | Opinion (02/2019) | February 2019 | Dec-CS | Q3/2020 |
| | CS-25 | RMT.0049 | Aircraft safety assessm. | EDD 2020/001/R | January 2020 | - | - |
| | Part 26, CS-26, CS-25 | RMT.0570 | Reduction Rwy exc. | EDD 2020/001/R | January 2020 | - | - |
| | CS-25, CS-23, CS-27, etc. | RMT.0648 | Cybersecurity | NPA (2019-01) | February 2019 | Dec-CS | Q1/2020 |
| | Part-26, CS-26, CS-25 | RMT.0118 | On-ground wing con. | ToR | March 2017 | NPA | Q1/2020 |
| | CS-25 | RMT.0453 | Ditching parameters | - | - | ToR | Q1/2021 |
| | Part 26, CS-26, CS-25 | RMT.0586 | TPMS | ToR | May 2017 | NPA | Q1/2020 |



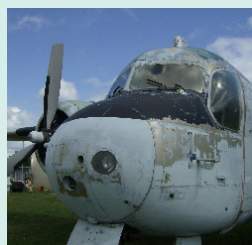
At the same time, there will be changes for a number of the Certification Specifications relevant for Small Aeroplanes.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|--------------------|---------------------------|----------|---------------|----------------|---------------|-----------|------------|
| Small Aeroplane CS | CS-25, CS-23, CS-27, etc. | RMT.0648 | Cybersecurity | NPA (2019-01) | February 2019 | Dec-CS | Q1/2020 |
| | AMC to CS-23 | RMT.0687 | RU CS-23 | EDD 2019/020/R | October 2019 | - | - |
| | CS-22 | RMT.0037 | RU CS-22 | ToR | January 2016 | NPA | Q2/2020 |
| | CS-LSA | RMT.0605 | RU CS-LSA | ToR | January 2016 | NPA | Q2/2021 |
| | CS-STAN | RMT.0690 | RU CS-STAN | ToR | June 2016 | NPA | Q1/2021 |



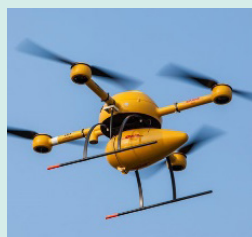
If your company works with small or large VTOL vehicles (formerly known as “rotorcraft”), the following rulemaking tasks might be of your interest.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|----------------|------------------------------|----------|------------------------|----------------|----------------|-----------|------------|
| CS-27/29 | OPS, CS-25, CS-27, CS-29 | RMT.0249 | Recorder installation | EDD 2019/013/R | July 2019 | - | - |
| | | | | NPA (2019-12) | November 2019 | Dec-CS | Q3/2020 |
| | CS-25, CS-23, CS-27, etc. | RMT.0648 | Cybersecurity | NPA (2019-01) | February 2019 | Dec-CS | Q1/2020 |
| | CS-27, CS-29 | RMT.0712 | R/c safety assessmt. | ToR | October 2018 | NPA | Q1/2021 |
| | CS-27, CS-29 | RMT.0713 | R/c human factors | NPA (2019-11) | October 2019 | Dec-CS | Q3/2020 |
| | CS-27, CS-29 | RMT.0128 | RU CS-27/29 | ToR | September 2016 | NPA | Q1/2021 |
| | CS-27, CS-29 | RMT.0134 | RU AMC to CS-27/29 | ToR | October 2010 | NPA | Q1/2021 |
| | CS-29 | RMT.0711 | Critical rotor compts. | - | - | ToR | Q2/2020 |
| | CS-27, CS-29 | RMT.0127 | Pilot compartment view | - | - | ToR | Q1/2020 |
| | CS-27, CS-29, CS-ETSO | RMT.0709 | R/c hoist issues | - | - | ToR | Q1/2020 |
| | CS-29 | RMT.0724 | R/c FCOM | - | - | ToR | Q3/2020 |
| | Part-26, CS-26, CS-27, CS-29 | RMT.0725 | R/c oil monitoring | - | - | ToR | Q1/2020 |
| | Part-26, CS-26, CS-27, CS-29 | RMT.0726 | R/c bird strike | - | - | ToR | Q3/2020 |
| | CS-29 | RMT.0714 | R/c fly by wire | - | - | ToR | Q2/2020 |



With regard to Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances, there will be some changes in the AMC-20. In particular, the ageing aircraft RMT.0225 is still pending and we will update you as soon as some progress has been achieved.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|----------------|---------------------------|----------|------------------------|-------------------|---------------|-----------|------------|
| AMC-20 | Part-21, AMC-20 | RMT.0225 | Ageing Aircraft | Opinion (12/2016) | October 2016 | Dec-CS | Q1/2020 |
| | AMC-20 | RMT.0561 | IFE and other topics | NPA (2017-09) | June 2017 | Dec-CS | Q1/2020 |
| | | | Lead free soldering | NPA (2017-09) | June 2017 | Dec-CS | Q2/2020 |
| | AMC-20 | RMT.0643 | HIRF and lightning | - | - | NPA | Q2/2020 |
| | | | ETOPS, EWIS | - | - | NPA | Q2/2020 |
| | | | Multi core processors | - | - | NPA | Q3/2020 |
| | all | RMT.0681 | Alignment with Reg 376 | NPA (2016/19) | December 2016 | Dec-CS | Q1/2020 |
| | CS-ACNS, AMC-20 | RMT.0519 | RU CS-ACNS | - | - | NPA | Q3/2020 |
| | various | RMT.0695 | Non-ETOPS | Opinion (02/2019) | February 2019 | Dec-CS | Q2/2020 |
| | CS-25, CS-23, CS-27, etc. | RMT.0648 | Cybersecurity | NPA (2019-01) | February 2019 | Dec-CS | Q1/2020 |



In addition, the following years will also bring changes into the Certification Specifications of European Technical Standard Orders, summarised below.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|----------------|---------------------------|----------|------------------|---------------|---------------|-----------|------------|
| CS-ETSO | CS-25, CS-23, CS-27, etc. | RMT.0648 | Cybersecurity | NPA (2019-01) | February 2019 | Dec-CS | Q1/2020 |
| | CS-ETSO | RMT.0457 | RU CS-ETSO | NPA (2019-06) | May 2019 | Dec-CS | Q1/2020 |
| | CS-ETSO | RMT.0230 | Drones CS-ETSO | - | - | NPA | Q4/2020 |
| | CS-27, CS-29, CS-ETSO | RMT.0709 | R/c hoist issues | - | - | ToR | Q1/2020 |

Finally, other rulemaking tasks that could affect you as a STC holder would include modifications in the OSD related CS and All Weather Operations.

| RMTs affecting | Affected regulations | RMT code | Title | Current step | Issue date | Next step | Issue date |
|----------------|----------------------|----------|------------------------|---------------|----------------|-----------|------------|
| Other | CS-MMEL | RMT.0499 | RU CS-MMEL | NPA (2018-08) | August 2018 | Dec-CS | Q1/2020 |
| | CS-AWO | RMT.0379 | CS-AWO | NPA (2018-06) | July 2018 | Opinion | Q3/2020 |
| | | | CS-AWO for helicopters | NPA (2019-09) | September 2019 | Opinion | Q3/2020 |

Please, remember that despite our efforts to present the rulemaking changes in a tailored way for STC holders, the official channel of communication is our website. For additional information about the presented rulemaking tasks, check *The European Plan for Aviation Safety (EPAS) 2020-2024*, and in case of questions, please contact [Michael Gerhard](#).

VALIDATIONS – AIRCRAFT MODELS NOT VALIDATED BY ALL AUTHORITIES



While harmonisation is a continuous effort between the main civil aviation authorities, some aircraft models are not validated, which can kill your business case.

Not all models are validated!

You have mastered your STC project. Well done!

For several reasons, you now need to have your certificate validated.

Be aware that there is a trap:

some aircraft types, including the most popular ones, do not have completely identical lists of models on the TCDSs of all the civil aviation authorities that have bilateral agreements with EASA (TCCA, the FAA, ANAC and the CAAC).

For instance, Boeing never applied to EASA for validation of the 737-700C (pictured above). As a result, European DOAs have no possibility to develop design data for this model. In other words, those organisations cannot be involved in business that affects this model.

The impossible process

There is currently no possibility to:

- Have a list of applicable models on the validation authority (VA) STC that contains a model not yet validated by the VA. The VA's type certificate data sheet (TCDS) is the reference showing the validated models.; or
- Add a model to the VA's STC applicability list that is not on the CA's applicability list, because the model is not on the CA's TCDS.

Please keep in mind that the CA is the authority in charge of surveillance of design organisations, such as EASA for European DOA organisations, or the FAA for US ODA organisations.

The validation process, amongst other aspects, has to verify the following three axioms:

- 1 The overall process can take advantage of the CA's regulatory environment;
- 2 There is no direct application from the applicant to the VA, making design organisation surveillance by the VA unnecessary; and
- 3 The applicant shall demonstrate compliance with the VA certification basis.



Application to
Certification
Authority

processing



Validation
Authority
certificate
issuance

If a model certified by the CA (as State of Design) was never validated by the VA (not primary authority of the applicant), the third axiom is not verified.

For instance, the Airbus A319-153N was never validated by the FAA (VA). European DOA cannot see their STC on that model validated by the FAA.

If a model certified by the other party as “State of Design” was never validated by the primary authority of the applicant (CA) the first axiom is not verified; the applicant cannot go directly to the VA because of the second axiom.

For instance, the Boeing 737-700C was certified by the FAA (State of Design), never validated by EASA (CA for European DOA). European DOA cannot produce design data on that model.

This is more common than you think

The following list is not exhaustive and shows some models for which validation has not occurred:

1. Airbus SAS A300-B1 /-B2-202 / -B2-320 / -B4-102 / -B4-120 / -B4-220 / -C4-203/ -C4-620 / -F4-203 (not validated by the FAA/ANAC)
2. Airbus SAS A310-203C (not validated by the FAA/ANAC)
3. Airbus SAS A310-308 (not validated by the FAA)
4. Airbus SAS A319-151N (not validated by ANAC)
5. Airbus SAS A319-153N (not validated by the FAA/TCCA/ANAC)
6. Airbus SAS A320-215 (not validated by the FAA/TCCA/ANAC)
7. Airbus SAS A340-542/-643 (not validated by the FAA/TCCA)
8. ATR 42-200 / -400 72-211 (not validated by TCCA/ANAC)
9. Bell 412 CF (not validated by EASA)
10. Boeing 737-700C (not validated by EASA)
11. Boeing 747-SR (not validated by EASA)
12. Boeing 747 -100B / -400D (not validated by EASA)
13. Airbus Helicopters EC 635-T1 / -T3 / -P2+ / -T2+ (not validated by ANAC/the FAA/TCCA)
14. Airbus Helicopters AS 350-BB (not validated by the FAA/TCCA)
15. Airbus Helicopters AS 350-B / -BB / -D (not validated by ANAC)

Please note that this list is only a snapshot at the date of publication of this newsletter. Validation efforts are ongoing.

Guidelines to be followed

1. Check upfront the TCDSs of all the authorities involved in your project for the lists of models.
2. Make sure that the validation needs are recognized as early as possible (country of registration, US PMA parts, relation to other STCs...).
3. Contact your CA in case of doubt.

These guidelines apply to your projects, and to those of your partner organisations who issue STCs that interact with yours. For instance, as a European DOA, should you wish to work together with an FAA organisation on an STC project on a Boeing type, make sure that the aircraft model has already been validated by EASA.

Please note that applications/certificates should not reference the applicability as “all models” or “series”. Future developments in the list of models might incorrectly be considered to be covered by the project data. Confusion might arise regarding the applicability of the design data during the validation process.

Should you need more detailed explanations about the validation process, please contact our Chief PCM for validation processes [Charles Leboeuf](#).

What is “certificate validation”?

1. An Authority-to-Authority process
2. The Validation authority (VA) relies on the Certification Authority (CA) system according to a upfront defined level of confidence (Working arrangement or Bilateral Agreement applies)
3. The goal of the process is the issuance of an approval by the VA based on the original CA approval
4. The primary authority of the aircraft manufacturer is called “State of Design”

INTERNATIONAL COOPERATION – EU-LATIN AMERICA AND CARIBBEAN AVIATION PARTNERSHIP PROJECT (EU LAC APP)

Enhancing the aviation partnership between the EU and Latin America and the Caribbean facilitates business for European STC holders

The Latin America market

The growth of air transportation in Latin America and the Caribbean countries is a reality that EASA is taking into account, as is the aviation industry.

In December 2017, EASA signed a contract with the European Commission to manage an EU aviation project for cooperation with Latin America and the Caribbean on civil aviation.

In line with the Europe 2020 strategy and the European Commission's Aviation Strategy for Europe, this project is developing and supporting the interests of the European Union and Latin American in civil aviation.

EASA support for a regional initiative

Strengthening institutional links, promoting regulatory harmonisation, addressing capacity limitations and supporting environmental protection and climate action are the lines taken by EASA in order to reach its goals.

The main focus is on Argentina, Brazil, Chile, Colombia and Mexico, as well as on regional safety oversight organisations, such as ACSA (Central American Agency for Aviation Safety), CASSOS (Caribbean Aviation Safety and Security Oversight System) and SRVSOP (Regional Safety Oversight Cooperation System of South America).

STC validation process and opportunities

The most recent event organised has been a workshop which took place on 11-13 December in Lima (Peru) where EASA staff met with representatives of the ACSA and SRVSOP countries.

As well as discussions related to the EASA DOA and ADOA systems, their approval and investigation processes, the validation of EASA certificates, including STCs, was on the agenda. While a bilateral agreement with Brazil has been in place for several years, as well as a working arrangement with Mexico, the other countries have no agreements in place with EASA.



The COCESNA Executive president (left) and The EU Commissioner for Transport (right) inaugurated the EU-LAC APP Project Office at the ACSA Headquarters in Costa Rica

The absence of such agreements has left the Latin American authorities with some uncertainties as to how to handle EASA TCs/STCs. The following conclusions can be drawn from the exchanges:

- EASA STCs are in principle accepted by authorities without working arrangements / bilateral agreements;
- EASA can support the validation process, provided that a CSV application ([Form 41](#)) is sent by the European applicant; and
- A CSV application is not necessary for a validation of an EASA STC by the local authorities.

In other words, there is a formal communication channel established between EASA and the Latin American countries / the Caribbean, even without working arrangements. This reassures EASA STC holders that EASA can provide the necessary support when starting business in this region.

If you would like more details about this topic, you can visit the [dedicated EASA Webpage](#) or the [EU-LAC APP website](#).

QUESTIONS AND ANSWERS

We keep on working on your questions and the answers are published regularly.

Are there any differences which has to be considered in certification of COTS between CS-25 and CS-23?

For a given Software level or Airborne Electronic Hardware (AEH) design assurance level (DAL), there is no difference between CS-23 and CS-25 recognized means of compliance when dealing with Software/AEH COTS guidance. There are however noticeable differences in terms of proportionality between CS-23 and CS-25, as well as within CS-23 between the various classes of aircrafts, leading to different level/DAL allocations.

How does EASA classify antenna installations for General Aviation aircraft?

This question is answered by reference to the table [FAQ table of design change classification](#). It provides typical examples where an applicant, DOA, or STC holder gets help in the decision process to classify a design change as Minor or Major. Note that there could be updates in the table without expressive notice.

If you have a specific questions, please first check out [our FAQ webpage](#). If you cannot find an adequate answer there, do not hesitate to send your question to STC_news@easa.europa.eu.

A large number of questions was recorded, in particular about topics that were raised in the frame of the yearly EASA STC workshops.



UPCOMING EVENTS

EASA is inviting industry participants to attend to events in for coordination, information and support purpose. Come and help us prepare the future of aviation!

The 2020 EASA STC Workshop will take place on May 05th and 06th in Cologne.

Stayed tuned: check the upcoming events on our [website](#).

As the question was raised on several occasions, you will find below a list of bank holidays during which the Agency is closed.

Upcoming EASA Bank holidays 2020:

- > 24th Feb – [Cologne Carnival](#)
- > 9th - 13th Apr – [Easter Holidays](#)
- > 1st May – [Labour Day](#)
- > 21st May – [Ascension Day](#)
- > 1st Jun – [Whit Monday](#)
- > 11th Jun – [Corpus Christi](#)
- > 2nd Nov – [All Soul's Day](#)
- > 24th - 31st Dec – [Christmas Holidays](#)



Let's continue this
two-ways communication
and cooperation.
We kindly invite you
to share by e-mail to:
STC_news@easa.europa.eu

