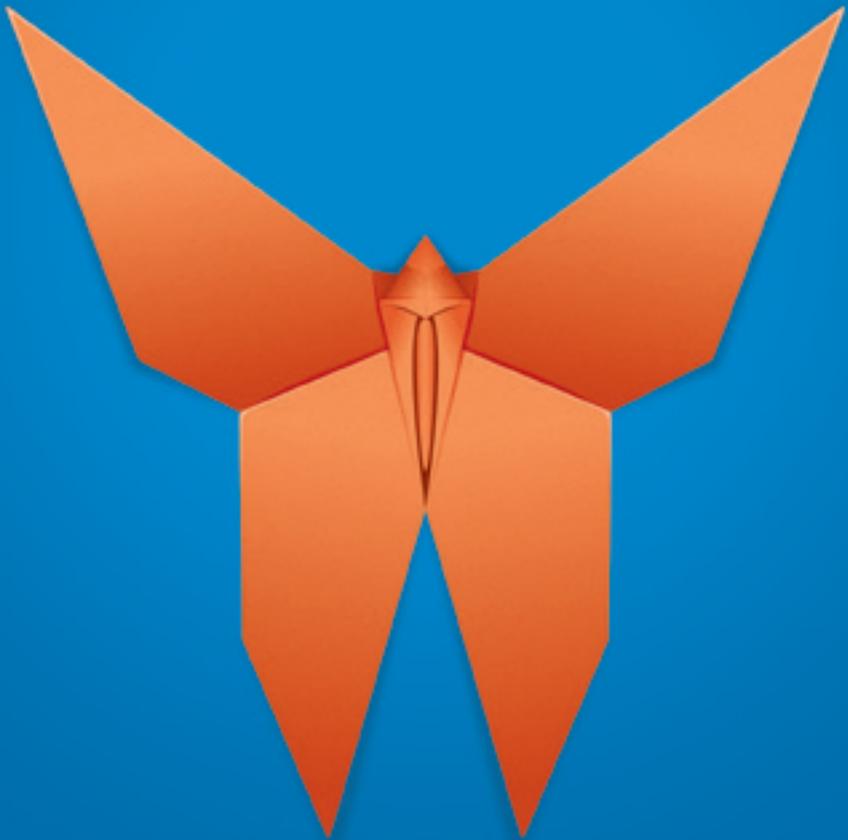




Information Bulletin no. 2018/01

“J-NEWS”



Dear Madam, dear Sir,

Following the overwhelming positive feedback on the initial issue, which we received as result of a targeted survey, I am happy to introduce the second edition of EASA DOA Dpt. Information Bulletin (*J-News*) to you.

What is really encouraging is the fact that more than two thirds of the respondents are ready to contribute to the forthcoming editions. We would like to thank you for your support and your suggestions of topics, to be addressed in the editions to come.

This edition includes beside the technical topics also a brief description of the DOA Department activity in the past years, for you to get a global picture of the DOA landscape in Europe as some of you missed this information during the last DOA & Certification workshop.

On the next pages, you will find additional information on the following topics:

Item 1. External livery changes

Item 2. Qualification of lead flight test engineers (LFTE)

Item 3. NPA 2018-01: Instructions for continued airworthiness

Item 4. TIP Revision 6: highlights of the update

Item 5. General DOA information

Item 6. SEPIAC

Item 7. eRules – Part-21

I hope that we meet your expectations with this new edition of the *J-News* bulletin. We look forward to receiving your feedback.

Yours faithfully,

Markus GÖRNEMANN

Head of the DOA Department

Note: As usual, should you need more information on any of the topics presented, please get in contact with the DOA Team Leader allocated to your DO.



Changes to Type Certificate

Item 2018/1/1

External livery changes

A change to the external livery (e.g. painting or adhesive films) of an aircraft is considered a change to the Type Design and DOA holders having the scope “*External schemes, placards and markings*” within their Terms of Approval are entitled to perform this activity.

Demonstration of compliance for several technical disciplines might be required. For example:

1. In the field of structures the change of external livery could

introduce a corrosion initiator on a metallic aircraft,
alter the conductivity behaviour during lightning strike on composite aircraft,
adversely affect (i.e. increase) the surface temperature when dark colours or different paint types are used,
adversely affect UV protection capability of composite structure,
influence the mass balance of the control surfaces.

2. In the field of cabin safety

marking requirements,
colour contrast, and
emergency markings
need to be considered.

In case of the use of adhesive films or foils, it must be ensured that they cannot rip off in flight, especially not in large pieces.

3. In the field of flight performance,

static port measurements, and
information used for operation in RVSM (“Reduced Vertical Separation Minimum”),
could be affected.

Finally, regarding effects on ICA, existing approved maintenance requirements may necessitate that the adhesive film is either removed, so inspections such as GVI (General Visual Inspection), DET (DETailed inspections), Dye Penetrant or UT (Ultra-sonic Testing) can be performed, or alternatively a change in inspection might be appropriate.

Please note you can also refer to **FAQ n.20134**, on the EASA website.

EASA regulatory update

Item 2018/1/2

Qualification of lead flight test engineers (LFTE)

On 14th December 2017 a regular **update of AMC/GM to Part 21** has been published (**ED Decision 2017/024/R**)

In addition to an update to GM on Changed Product Rule (21.A.101) it also contains an update of AMC and GM related to the qualification of lead flight test engineers (LFTE).

AMC No.3 to Appendix XII provides guidelines on how compliance with the requirement for completion of competence level 1 or level 2 training course for LFTEs can be demonstrated.

In addition to internal training provided by the DO itself, training courses could also be provided by an Approved Training Organisation, according to ORA.ATO.355. This AMC provides the link between Part 21 and Part ORA, clarifying the acceptance of certificates of course completion issued by ATOs holding the respective privilege.

Acknowledging that it is not unusual for nominated LFTEs to have gained their competence and experience as required by Part 21 under a national scheme (usually, but not limited to, military services) the AMC clarifies under which prerequisites licenses issued by a Member State may be accepted as proof for the required competence. Such a national license, however, does not exempt the DO from its responsibility to authorize its LFTEs according to the DO's procedures.

GM No.3 to Appendix XII clarifies that whenever there is uncertainty if the criteria for issuance of a national license match Part 21 competence requirements, the final responsibility to provide proof of compliance (e.g. Member State's documents identifying criteria for license issuing) remains with the DO.

Detailed explanation of the changes is provided in the **Explanatory Note**.



EASA regulatory update

Item 2018/1/3

NPA 2018-01: Instructions for continued airworthiness

The objective of this Notice of Proposed Amendment (NPA) is to mitigate the risks linked to the uncertainty of the status of instructions for continued airworthiness (ICA) and therefore to avoid there being too much room for interpretation in the rules and standards, leading to differences and possible safety risks.

This NPA proposes to amend Annex I (Part 21) of Regulation (EU) No 748/2012 to clarify that ICA are part of the type certificate (TC), and to develop the related acceptable means of compliance (AMC) and guidance material (GM). It also merges the requirements related to record keeping, manuals and ICA in the various subparts into a single requirement for each of these aspects in Subpart A (new points 21.A.5, 6 and 7).

The proposed changes are expected to improve the harmonisation of ICA among the design approval holders (DAHs) in relation to the identification, approval, formatting and availability of ICA to the end users.

The Agency is encouraging you to review and comment this NPA by May 30th, 2018 by using the **EASA Comment Response Tool (CRT)**. On the **EASA library of NPAs**, you will find the **NPA text** together with the link to the CRT.



International cooperation

Item 2018/1/4

TIP Revision 6: highlights of the update

On 22nd September 2017, the European Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) signed the Technical Implementation Procedures (TIP) Revision 6, which entered into force in **March 2018**.

This Revision encompasses several achievements that are worth noticing:

- All design changes now have common approval path:
 - Accepted - Certificates or approvals from the Certifying Authority (CA) are automatically accepted by the Validating Authority (VA);
 - Streamlined validation (Basic) - VA issues its certificate on the basis of the CA certificate without technical involvement;
 - Technical Validation (non-Basic) - VA performs a validation focused on non-basic criteria in accordance with a work-plan.
- Expansion of accepted data and approvals, as the following items are now accepted:
 - All repair data;
 - All TSO/ETSO articles.

EASA plans to update its online resources to provide you with further training material, should it be needed.

Additional content is also available in the **EASA Press Release**, where you will find hyperlinked the signed **EASA-FAA Technical Implementation Procedures for airworthiness and environmental certification (TIP) - Revision 6**.

If your Design Organisation is pursuing FAA validation for your design projects, we recommend you to review the content of this TIP revision and make the necessary updates in your procedures.

General DOA information

Item 2018/1/5

DOA Department activity

Following some requests received after the last DOA & Certification workshop we decided to release additional information on the activity of the DOA Department.

In the past 5 years, the Agency delivered on average 17 new DOAs per year, to reach 345 approved DOA holders in 2017, which are now under surveillance.

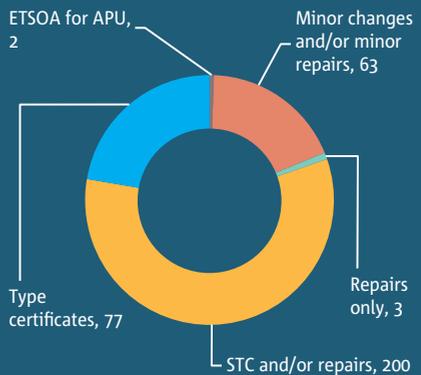
On the ADOA side, an average of 10 new ADOAs have been issued each year since 2013. As of December 2017, the Agency recognised 255 valid ADOA holders.

To keep providing you with adequate support despite the DOATLs retiring, we have the pleasure to announce that 2 new DOA Team Leaders (DOATL) will join the Agency in the first half of this year. We aim to recruit more TLs in the course of the year.

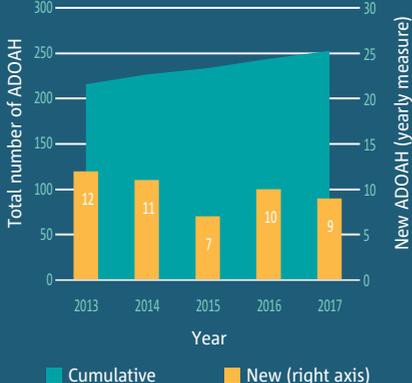
DOA Holders evolution



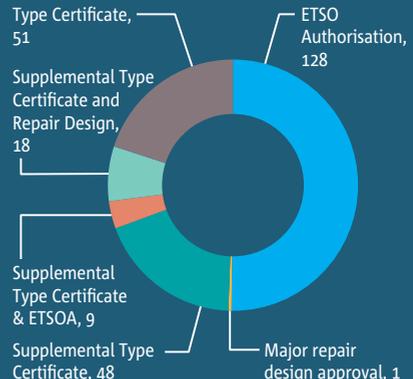
Approved DOAs by scope of work



ADOA Holders evolution



Approved ADOAs by scope of work



General DOA information

Item 2018/1/6
SEPIAC

In summer 2017, EASA put in production the first release of the new **Shared Electronic Platform for Initial Airworthiness Certification (SEPIAC R1)**.

As part of the CORAL programme, SEPIAC allows applicants, NAA and EASA staff to work on a centralised platform, exchanging documents and comments, while keeping an overview of on-going projects and their status. SEPIAC will soon be the default tool for communication with EASA during a certification project and is a significant milestone for the CORAL programme into a more integrated and digitalized end-to-end process, with clear efficiency gains for all EASA stakeholders.

The platform today works on a voluntarily basis, thus allowing the SEPIAC team to gather feedback and ideas for improvements. Please inform your PCM either in the application form or later by email if you wish to have your project hosted on SEPIAC.

Training material is available online on SEPIAC and several roadshows are organized across Europe to train applicant staff.

The 2nd release of SEPIAC is planned for April 2018 and will provide a number of improvements, such as a task list, a project planning, better dashboards and more.

Stay tuned!

General DOA information

Item 2018/1/7
eRules – Part-21

As part of the *eRules* project, several “**Easy Access Rules**” have been published, including the **Easy Access Rules for Airworthiness and Environmental Certification (Regulation (EU) No 748/2012) – Part-21**

This document contains the applicable rules on Airworthiness and Environmental Certification. It includes the current applicable Implementing Rules (IRs), Acceptable Means of Compliance (AMC) and Guidance Material (GM), displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks. Being generated through the eRules platform, the document will be updated regularly to incorporate further changes and evolutions to the IRs, AMC & GM.

