

Inte presenterad under seminariet

Nästa EASA Standardiseringsinspektion

Hur kan vi förbereda oss

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Nästa EASA STI

- Planerad till vecka 41
- 5-9 oktober

Innehåll

Baserat på:

- EASA – AIR STD Priority checks items (June 2025)
- AIR.SE.09.2023 - Status Report 2025-08-28

EASA – AIR STD Priority checks items (June 2025)



AIR STD PRIORITY CHECKS ITEMS

Initial Issue – June 2025

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List of revision:

Issue	Date	Description
1.0	June 2025	Initial issue

Introduction:

This document lists the items selected by FS.1.1. section based on standardisation experience as well as discussions and questions from the NCA and industry and considered to be addressed with priority during airworthiness standardisation inspections. This list can also be used by the NCA for their own assessment, as well as for oversight of organisations under their oversight.

The list contains between 3 and 6 items per Part and the corresponding main questions for the NCAs and the associated organisations. The questions for the NCA are identified with a B in their number, and the ones for the organisations with A and shadowed in grey.

This list is not exhaustive and can be subject to changes. Additional subjects will be considered based on the results of standardisation inspections or the emergence of new specific areas to pay particular attention to.

Part-145

#	Reference	Questions / remarks
Section 4.1 Support Staff in Base maintenance		
4.1.A.1	145.A.30(d) 145.A.30(h)(1)	How the responsibilities and roles of Support Staff defined in the Maintenance Organisation Exposition (MOE) are documented and communicated within the organisation? (job description?)
4.1.A.2	145.A.35(a) 145.A.35(c)	What is your process for authorising the Support Staff? What are the qualification criteria and how is the scope of authorisation determined?

#	Reference	Questions / remarks
4.1.A.3	145.A.35(d) 145.A.35(e) 145.A.70(a)(6)	What is the ratio Support Staff and mechanics? Is this visible in the manhour plan (shifts)? How does the Support Staff verify the maintenance performed by mechanics?
Section 4.2 Certifying staff (CS) in line maintenance, Specialised Staff and Components certifying staff		
4.2.A.1	145.A.30(f) 145.A.30(g)	What is your process of authorisation of CS in line maintenance and/or components CS and/or Specialised CS (NDT)? How do you define the scope of authorisation for these CS?
4.2.A.2	145.A.30(h) 145.A.30(i)	How do you ensure that the B1 CS does not release B2 tasks? How do you define the scope of B2 tasks in MOE?
4.2.A.3	145.A.35(a)	For component maintenance: do you have a proper qualification standards considering guidance/policy of the NCA?

Part-145

Section 4.3 Components and materials management		
4.3.A.1	145.A.25(d) 145.A.42	How do you ensure that the components and materials are properly stored? (storage conditions according to the manufacturer specifications; parameters monitoring etc.)

#	Reference	Questions / remarks
4.3.A.2		How do you ensure segregation of serviceable and unserviceable components?
4.3.A.3		How do you ensure a robust process of incoming inspection?

Section 4.4 Release of components maintenance		
4.4.A.1	145.A.50	How do you ensure that the procedure for removing components serviceable from aircraft apply to eligible aircraft only (serviceable aircraft §2.6 or withdrawn from service §2.7)?
4.4.A.2		What is your process for issuing an EASA Form 1 for a component removed from an aircraft withdrawn from service, or for a component originating from another regulatory system?

Part-145

Section 4.5 Scope of approval		
4.5.A.1	145.A.20 145.A.90(a)	How do you ensure that for the entire scope of approval you maintain full compliance with the applicable requirements (e.g. facilities, current staff, tools/equipment, etc.)?

#	Reference	Questions / remarks
4.5.A.2	145.A.200(a)	What is your process established to manage the temporary inactive scope of work including commitment to re-establish the capabilities (e.g. due to lack of orders for parts of the approved scope/ratings)?

Section 4.6 Interfaces with operators and (sub)contractors		
4.6.A.1	145.A.205 145.A.50	How do you manage incomplete maintenance and associated coordination with operator?
4.6.A.2		How do you ensure coordination with external maintenance teams at your facility during maintenance?
4.6.A.3		What is your process of receipt and acceptance of Work orders (considering the scope of work and planning of available staff)? How do you manage the selection of critical maintenance tasks during this process?

Part-M/CAMO

#	Item	Questions / remarks
Section 5.1 Permit to Fly (PtF) privilege		
5.1.A.1	CAMO.A.125(f)	What is your application process for FC approval (determination of safety of design-related FC)?
5.1.A.2		How do you manage the approval of FC when the a/c is registered in other MS?
5.1.A.3		What is your process of issuance of Permit to fly (including sending the copy of PtF to the NCA)?
Section 5.2 "Phase-in" of a/c		
5.2.A.1	CAMO.A.315(b)	What is the "phase-in" process of an aircraft to the fleet? – considering the timelines, staffing, planning, access to the technical data, AMP approval, a/c configuration assessment including modifications, repairs, and inspections, maintenance contracts, risks identified, measures taken etc
Section 5.3 Coordination between OPS and AIR		
5.3.A.1	M.A.201 M.A.301 CAMO.A.200	How do you manage aircraft registered in other MS?
5.3.A.2		How do you ensure the coordination with AOC in case of common activities (e.g. MEL) and reports received such as: events and deferred defects?

AIR.SE.09.2023

Standardiseringsbesöket 2023

AIR.SE.09.2023

Från Status Report 2025-08-28

- “*Implementation to be checked during next inspection*”

T.ex.:

- #23594 – Hantering stängning av avvikelser –
Åtgärdsplaner/Grundorsaksanalyser)

Summering

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