

EASA Standardiseringsrapport 2014

Inför EASA Standardiseringsinspektion hösten 2016

Presentatör

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Innehåll

- Ett axplock från EASA Standardiseringsrapport 2014
- Vad kan vi förvänta oss inför kommande EASA Standardiseringsinspektion under hösten 2016

Ett axplock från EASA Standardiseringsrapport 2014

Breakdown of Critical Elements and analysis

- Review of organisation **expositions and procedures** not thorough enough...
- It is not ensured that all applicable **requirements** and **AMC** have been considered and complied with...
- Insufficient evaluation of the **quality systems** of undertakings and consequently insufficient effective ...
- Approvals have been issued whilst having an **incorrect** scope of work, maintenance contract, Airworthiness Review Staff...
- Insufficient investigation has been performed pertinent to the approval of **Aircraft Maintenance Programmes**...

Breakdown of Critical Elements and analysis

- The **Quality Check** as part of the continuation recommendations is sometimes superficial...
- **Product audits** (aircraft, training, exams) and audits at other locations (maintenance, training, examination) have in several cases not been performed...
- **Subcontractors audits** have in several cases not been performed...
- The Aircraft Continuing Airworthiness Monitoring (**ACAM**) programme has sometimes not been fully implemented or found ineffective...

Breakdown of Critical Elements and analysis - UNC, (Undertakings)

- The **audit performance** and **control of findings** by undertakings is poor and the independent audit of the monitoring process is often not covered...
- **Quality of procedures** is poor and they are insufficiently detailed...
- Procedures are **not correctly applied**...
- **Training and authorisation** of staff is not comprehensive...
- **Airworthiness Reviews** are poorly performed...
- Control and approval of **Aircraft Maintenance Programmes** is inadequate...

Breakdown of Critical Elements and analysis

- **Action plans** not adequate, e.g. due to poor analysis of root causes...
- **Closure** not within due date...
- **Closure** not based on complete evidence, or only on commitments...
- **Extensions** of corrective action dates not documented, or granted without justification...
- **No enforcement action taken** in cases of infringements or Level 1 findings...
- **Procedures for extension** of due dates not followed...

Conclusion - Airworthiness

- The Standardisation inspections conducted in the area of **Airworthiness** confirm that the implementation of Regulations is **generally uniform** and at an **acceptable level**. Some doubtful examples however exist.
- Finally, the figures again show that during the past three year period, a significant and increasing number of findings were closed. A more proactive approach i.e. earlier intervention and closer cooperation with authorities led to encouraging progress in the resolution of findings.

Regulatory feedback from activities performed in 2014

Recommendation for improvements:

- **Subcontracting** of continuous airworthiness tasks by CAMOs, not identified in Form 13.
- **Independent monitoring** of the Quality System
- **Part-66 guidance for exams** performed by Part-147 organisations.
- **Standard criteria** in all Parts of the regulations on the formal **acceptance** by the authorities of **Nominated Post-holders**.
- **Mutual recognition** of the “**OJT**” performed by the Part-145 for the first type on a license.

Inför EASA Standardiseringsbesök hösten 2016

Vad kan vi förvänta oss i höst?

- Uppföljning av STI 2013
 - CAME, MOE
 - Enligt senaste regel, AMC, GM
- Valda punkter från föregående bilder
- Att kvalitetssystemet (internauditsystemet) auditeras
 - Internauditsystemets effektivitet
 - Att grundorsaksanalys utförs på avvikelser
- Att VK och TK utförs tillräckligt noggrant
- Subcontractors (CAMO, 145)
- Införande av 376/2014 händelserapporteringsförordningen
- Kritiska underhållsuppgifter och oberoende inspektioner
- ?

Sammanfattning

- Ett axplock från EASA Standardiseringsrapport 2014
- Vad kan vi förvänta oss inför kommande EASA Standardiseringsinspektion under hösten 2016