

Aircraft Certification Service

Quality Meeting Update



Federal Aviation
Administration



Presented to: Aviation Suppliers Association 2018 Conference

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Date: Sunday, June 24, 2018

Presentation Overview

- FAA Form 8130-3 Current Status
- EASA Rulemaking Task 0018
- Exporting and Traceability in the Future
- Questions



FAA Form 8130-3 Current Status

- **Since 2016, we have reduced barriers to –**
- **Implementing 21.137(o)**
 - 21.137(o) is not a replication of the designee system
 - PAH could retain existing designees with functions related to 21.137(o) until April 1, 2018
 - A PAH may implement without prior approval from the MIDO
- **Exporting**
 - The FAA changed policy to allow - An authorized individual to issue an export FAA Form 8130-3 without the use of the statement, “Export airworthiness approval – This engine/propeller/article meets the special requirements of (enter country)”



Current Status Cont.

- Taking a look back – how did we get here?
- Harmonization Efforts
- Band-aiding Policy
- New Revision to FAA Order 8130.21



International Updates

- EASA Rulemaking Task 0018 – proposes a new rule that would divide aircraft parts into four categories:

Level	Failure Consequence
1	(i) cause a large reduction in functional capabilities or safety margin, or (ii) cause serious or fatal injury to an occupant, or (iii) cause physical distress or excessive workload for the flight crew and impair their ability to perform their tasks.
2	(i) cause a significant reduction in functional capabilities or safety margin, or (ii) cause physical distress to passengers possibly including injuries, or (iii) cause physical discomfort to or significant increase in workload for the flight crew.
3	(i) cause a slight reduction in functional capabilities or safety margin, or (ii) cause physical discomfort to passengers, or (iii) cause a slight increase in workload for the flight crew or require them to use emergency procedures.
4	All other parts



International Updates cont.

- EASA Rulemaking Task 0018 – Some manufacturers would no longer need production approval:

Level	Failure Consequence Summary	Production Approval from Civil Aviation Authority?
1	Large reduction in safety margin, or serious / fatal injury	Yes. Standard production organization approval, including EPA
2	Significant reduction in safety margin, or physical distress to passengers or flight crew	No. Manufacturer must be identified in the design data
3	Slight reduction in safety margin, or physical discomfort to passengers	No. Manufacturer must meet a quality management system standard recognized by the manufacturing industry
4	All other parts	No. Any manufacturer



International Updates cont.

- EASA RMT.0018 proposes new standards for acceptable documentation:

Level	Failure Consequence Summary	Acceptable Documentation
1	Large reduction in safety margin, or serious / fatal injury	EASA Form 1
2	Significant reduction in safety margin, or physical distress to passengers or flight crew	Certificate of Conformity (CofC): (1) Stating conformity with the identified part number (2) Identifying the manufacturing source (3) Providing evidence that the manufacturer meets a quality management system standard recognized by the aviation industry as suitable for manufacturing (e.g. EN9100).
3	Slight reduction in safety margin, or physical discomfort to passengers	Certificate of Conformity (CofC): (1) Stating conformity with the identified part number (2) Identifying the manufacturing source (3) Providing evidence that the manufacturer meets a quality management system standard recognized as suitable for manufacturing (e.g. ISO9001).
4	All other parts	Documentation identifies the part and the manufacturer



Exporting and Traceability in the Future

- Standardized information that can be relied upon
- Electronic record standards
- 8130-3 Standards
- Ensure industry has a role



Questions?

