

Briefing Paper for BBGA and ECOGAS

AG 006 - Part 21 DOA Certification Procedures Group - Virtual Meeting – 14 March 2024

Briefing Notes:

- A Copy of a Presentation prepared by ASD was distributed with an e mail version of this Briefing Paper circulated on 18th March 2024. This Presentation was the main discussion item. It was only distributed during the morning of the meeting so little time to digest.
- The proposed Agenda (agreed and used) is shown below. It is included as Page 3 of the ASD Presentation.
- The meeting was mainly virtual but a few (ASD) members attended at the ASD Offices in Brussels.

Agenda:

Time	Topic	Reporter
14:00	Welcome	Stuart Anderson
14:20	Agree recording of Minutes of Meeting	Stuart Anderson
14:30	Agree temporary chair role for this meeting	all
14:45	Introduction of SAB AG006 functionality, incl. <ul style="list-style-type: none"> - First thoughts of Terms of References - Reporting structure into SAB P and SAB AG005 - Storage of data - Agreement of Minutes 	Chair of this meeting
15:15	Membership (including EASA)	all
15:30	Break	
15:45	Definition of roles & Election method agreement <ul style="list-style-type: none"> - Call for candidates for each role 	Chair of this meeting
16:15	Subjects/topics of interest	Chair of this meeting
16:45	Meeting place(s) in future	Chair of this meeting
17:00	End	

General:

- It was agreed that for this meeting Stuart Anderson of ASD would Chair the Meeting pending formal appointment of a Chairman, Deputies and a Secretary.
- Stuart Anderson said he would send out an e mail inviting nominees for these positions.
- The Data Base to be used will be the EASA IT Platform but this is not up and running yet. This will contain details of all Groups. In the interim the ASD Website will be used and all non ASD Members will be sent details to hold an account.
- As a result of a round the table introduction I felt there were an awful lot of members and several had indicated beforehand that they were unable to partake (the meeting was called at very short notice).

- Juan Anton represented EASA and (on more than one occasion) made the point that EASA could not guarantee to support all of the AG Meetings due to their financial and workload restrictions. It was noted that without EASA participation the meetings would not have the same impact.
- The new SAB Organisation is covered by pages 5 through 12 of the attached presentation. Many thought it a complex and structure with indistinct interconnections. ((Look at the chart on Page 11). I agreed with these opinions.
- I along with others made the comment that with the division of DM.TEC into (probably) 5 AGs and similar things happening with E and M, Flt Ops etc, coordination between Groups which is sometimes very important, is going to be even more difficult. A member of ASD said that in this event representatives of other interested parties could be invited to attend other AGs. Supported by several others, I made the point that this could be very challenging in terms of time and costs for the Small and SME companies already faced with more meetings than under the TEC set up. D and M is now probably 5 different Committees and with up to 4 meetings a year for each new committee instead of 2 for the old DM.TEC. This opinion was particularly strongly supported by Werner Scholtz of EAS.
- The proposed work programme for AG006 is shown by pages 13, 14 and 15. In general this list was agreed to. The first item, SMS for DOAs was the only item discussed in any detail. I along with several others, made a plea to remember that this was a financial challenge for Small and SME Companies. Each time Part 21 was changed, companies are faced with amending their manuals. This can be more of a challenge to such companies that do not have a large Airworthiness Department with members attending working Group meetings and hence very familiar with such changes. One ASD commentator said that Part 21 Light should help. I made the point that Part 21 Light was aimed at helping the very small aircraft not small and SME Companies. There are many Small and SME companies that work on larger aircraft
- The date for the next meeting was suggested as 24 April 2024.
- At this time the invite for nominations, details to join the ASD IT Platform and the list of members has not been distributed

I was left with a concern that this new structure may suit the large organisations represented by the likes of ASD, but that it is going to be more challenging for those representing Small and SME companies and Commercial and Business Aviation. Much of what is happening, like the proposed AG006 work programme is coming out of the ASD Airworthiness Committee and obviously centres on their interests. They are not anti other sectors, indeed some were sympathetic to comments I and other made, but their prime interests is their large companies – all involved in large aircraft, their engines and associated aircraft systems.

Lines of communication seem to have become more blurred and coordination between disciplines more difficult.

I will distribute the Official Minutes when issued and keep you informed of all relevant associated information.

Bob Wilson

10 April 2024

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