



# What can we learn from EASA's Part 21G approval process?

## WHO ARE WE?

**Generation Global** started in 2001 in the automotive interior market, specialising in OEM and aftermarket interior seat cover production and installation. In 2004 Generation Global acquired an existing aviation interior business as a stepping stone into the industry. In 2007 Generation Global started a production facility in Malaysia and continued to expand its offering, opening an office in Los Angeles in 2014 and Seattle and Montreal in 2017.

Customers today include many of the main airlines and helicopter operators globally along with OEM's and Business Jet Operators. Customers include:

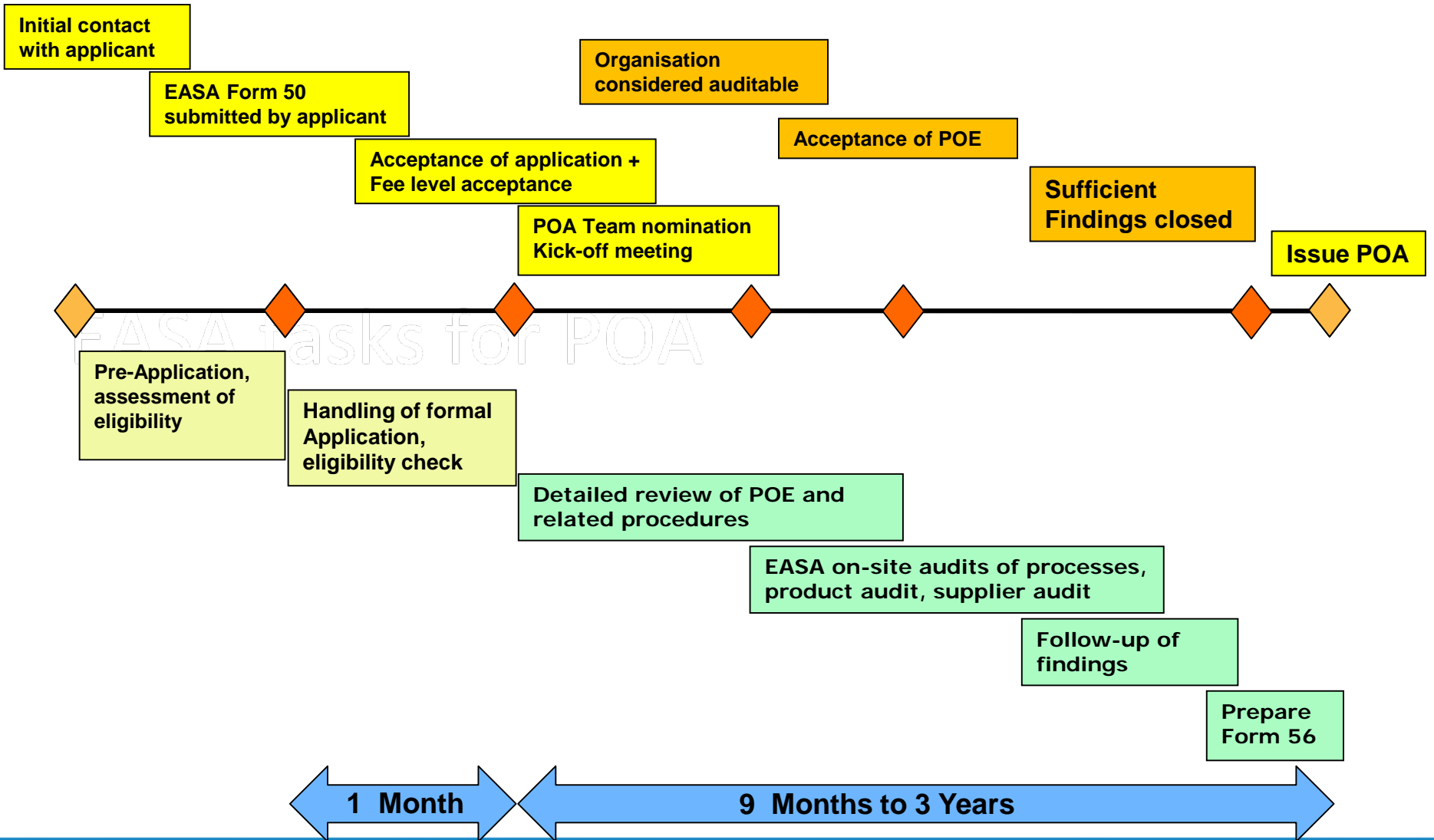
- Delta Airlines
- Southwest Airlines
- American Airlines
- United Airlines
- Air Canada





# What can we learn from EASA's Part 21G approval process?

## POA PROCESS





# What can we learn from EASA's Part 21G approval process?

## Lessons- Surveillance

Same auditor each year for consistency



Rosario Barone



# What can we learn from EASA's Part 21G approval process?

## LESSONS- FINDINGS

Level	Classification	Time
1	A non-compliance that would affect the safety of an aircraft	21 working days
2	Any non-compliance which is not classified as level 1	Up to 3 months
3	Any item that has been identified to contain potential problems that could lead to a non-compliance at a latter point.	No immediate action for closure of audit

Note: Internal Audits to use same format.



# What can we learn from EASA's Part 21G approval process?

## LESSONS- Defect/Incident reporting to EASA

The DOA is responsible to decide or advise if the incident is reportable to EASA.





# What can we learn from EASA's Part 21G approval process?

## LESSONS- Control of manufacture data

- Receive Approved data
- Create internal manufacture data
- Carry out FAI.
- Freeze data
- Continued amendment/deviations





# What can we learn from EASA's Part 21G approval process?

## LESSONS- Issuing Authorisations

1. Training
2. Issue Authorisation
3. Work experience/supervision period

**AUTHORISED RELEASE CERTIFICATE**  
EASA Form One

**GENERATION GLOBAL**  
advanced aircraft interior solutions

NAI National LTD trading as Generation Global-EU

90 St Vincent Street  
Nelson, 7010  
New Zealand  
P: +64 3 548 4225  
E: sales@generation-global.com

3. Form Tracking Number  
**41449EU**

5. Work Order/Contract Invoice  
19P09930

11. Status/Work  
New

6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.
1.	CREW SEAT DRESS COVER - BACKREST	EPA-F0419289-GEN	15	41449EU

12. Remarks  
 Export  
 Manufactured I.A.W. EASA MCA: 17003-APF01 Issue 1  
 Refer to serial number referenced in box 10 for further details.  
 Refer to attached sheet for full part number list for items in Box 8.  
 See attached burn test reports.

13a. Certifies that the items identified above were manufactured in conformity to:  
 approved design data and are in a condition for safe operation  
 non-approved design data specified in block 12

13b. Authorised Signature  
Jessica Cheong Hong Lian

13c. Approval/Authorisation Number  
EASA.21G.0064

13e. Date (dd/mm/yyyy)  
12/07/2019

14a.  Part-145.A.50 Release to Service  
Certifies that unless specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.

Other regulation specified in block 12

14b. Authorised Signature

14c. Certificate/Approval Number

14e. Date (dd/mm/yyyy)

**USER/INSTALLER RESPONSIBILITIES**

This certificate does not automatically constitute authority to install.  
Where the user/installer performs work in accordance with regulations of an airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.  
Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records are to contain an installation certification issued in accordance with national regulations of the user/installer before the aircraft may be flown.

EASA Form 1-21 Issue 2



# What can we learn from EASA's Part 21G approval process?

## LESSONS- Personal stamps

1. Stamp- Equivalent to signature
2. Can't leave lying around.







# What can we learn from EASA's Part 21G approval process?

## LESSONS- Supplier Control

Question 1. Volume Rating				Question 2. Impact on safety	
One off purchase	Irregular supplier	Regular supplier	Key supplier		
Non-certified-med risk	Non-certified-med risk	Non-certified-high risk	Non-certified-high risk	Catastrophic Accident	Products could impact on fatalities, asset destruction, loss of business.
Non-certified-low risk	Non-certified-med risk	Non-certified-med risk	Non-certified-high risk	Major Accident	Products could impact on serious injury, asset damage high cost to business, major embarrassment.
Non-certified-low risk	Non-certified-med risk	Non-certified-med risk	Non-certified-med risk	Minor injuries or damage	Products could impact on minor injuries, damage, moderate cost, loss of credibility.
Non-certified-low risk	Non-certified-low risk	Non-certified-low risk	Non-certified-low risk	No accident	Products would cause no injury or damage.

Table 11-A. Supplier Risk Assessment



# What can we learn from EASA's Part 21G approval process?

## LESSONS- Supplier Control

Supplier rating		Requirements			
		Onsite audit	Desk top audit	Inspect/test all parts all parts receipt	Review period
	Non-certified- high risk	<b>Annual (<i>Attach Evidence</i>)</b>		<b>Every Batch</b>	<b>Annual</b>
	Non-certified- med risk	<b>5 year (<i>Attach Evidence</i>)</b>		<b>Every Batch</b>	<b>Annual</b>
	Non-certified- low risk		<b>Annual (<i>Attach Evidence</i>)</b>	<b>Every Batch</b>	<b>Annual</b>
	Certified		<b>Annual (<i>Attach Evidence</i>)</b>		<b>Annual</b>

Table 11-B. Supplier Approval requirements



# What can we learn from EASA's Part 21G approval process?

## LESSONS- Calibration

Calibration organisation must be:

1. Accredited by IANZ or;
2. Approved as a Non-medium risk supplier.





# What can we learn from EASA's Part 21G approval process?

## LESSONS- Form 1

Ticking 'non-approved design data specified in block 12' allows the Form 1 to be used as a Certificate of Conformance.

- approved design data and are in a condition for safe operation
- non-approved design data specified in block 12

13b. Authorised Signature

13c. Approval/Authorisation Number



# What can we learn from EASA's Part 21G approval process?

## LESSONS- Certificate

### Certificate has no expiry date

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**PRODUCTION ORGANISATION APPROVAL CERTIFICATE**

Reference: EASA.21G.0064

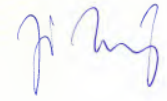
Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and to Commission Regulation (EU) No 748/2012 for the time being in force and subject to the condition specified below, the EUROPEAN AVIATION SAFETY AGENCY hereby certifies:

**NAI NATIONAL Ltd**  
Trading as  
**GENERATION GLOBAL - EU**  
**90 St Vincent Street, Nelson, 7010**  
**NEW ZEALAND**

as a production organisation in compliance with the Annex I (Part-21), Section A, Subpart G of Regulation (EU) No 748/2012, approved to produce products, parts and appliances listed in the attached approval schedule and issue related certificates using the above references.

**CONDITIONS:**

1. This approval is limited to that specified in the enclosed terms of approval, and
2. This approval requires compliance with the procedures specified in the approved production organisation exposition, and
3. This approval is valid whilst the approved production organisation remains in compliance with the Annex I (Part-21) of Regulation (EU) No 748/2012.
4. Subject to compliance with the foregoing conditions, this approval shall remain valid for an unlimited duration unless the approval has previously been surrendered, superseded, suspended or revoked.

Date of original issue: 28 June 2019  
Date of this revision: 28 June 2019  
Revision No.: 0  
Signed: Jiří NOVÝ   
For the competent authority: EASA

EASA Form 55a Issue 2



**EASA**  
European Aviation Safety Agency

# Questions and comments...

Thank you for your attention!