Certification Authorities for Transport Airplanes (CATA)

CATA Worklist Item (CWI) FAA-02 – Software Guidance Harmonization

Date Raised: 12-July-2017   Updated: 8 March 2018   Status: **Closed**

Subject: **Software Guidance Harmonization**

Related Issue(s):   CATA Action Item 2017-11, raised during the 17 May meeting in Renton.
(Identify Discussion
Paper number, if any)

Description of Issue(s):
(Give a brief background of issue(s))

FAA and EASA have identified a harmonization path that will support elimination of three software-related items from the FAA TAI and EASA GVI lists. This CWI is raised to determine if this harmonization activity and approach can be extended to all four CATA member authorities.

Background:

A comparison of the EASA GVI list and the FAA TAI list identified three common software-related items:
1. Object oriented methods and languages
2. Model-based development (MDB) methods and tools
3. Object code coverage analysis

FAA and EASA evaluated these elements and identified:
1. An existing harmonization path through the collaborative development of A(M)C 20-115D
2. A means to eliminate the use of the three associated IP/CRI, and remove them from the GVI and TAI lists.

During the May 17 CATA meeting the authorities agreed to raise a CWI to extend the harmonization activity to all four members.

The FAA will provide the FAA/EASA harmonization recommendation, including the draft A(M)C 20-115D, to the ANAC and TCCA SME's, once identified.

FAA AC 20-115D approved 21 July 2017, with FAA publication on hold pending EASA approval of the corresponding AMC 20-115D.

Harmonized FAA/EASA A(M)C 20-115B issued by both FAA and EASA on 23 October 2017.

Proposed Prioritization:
(Per CATA Technical Issues List Prioritization schema, SME proposes along with authority CATA members)

Question	Answer
1. Is there an active working group related to this issue?	No, EASA/FAA NPA 2017-02 provided the draft EASA/FAA harmonized guidance (A(M)C 20-115D) scheduled to be released 7/31/2017.
2. In which documents are there deviations amongst the authorities?	AMC 20-115D & AC 20-115D will be harmonized. ANAC & TCCA will review to determine if harmonized guidance is acceptable.
3. Was this issue raised by or at the CMT?	No
4. What is the level of impact on projects in the future (i.e. minor, major, critical)?	Major
5. How many authorities does the issue impact?	All
6. What is the approximate technical complexity of the issue (i.e. low, medium, high)?	Low

Recommendation:
(SME proposes expected resolution of the issue)

Proposed: CATA member authority adoption of FAA/EASA harmonized A(M)C 20-115D and elimination of

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associated IP/CRI/FCAR when applicants follow this harmonized approach.

CATA Decision:
(Using CATA criteria for determination of technical issues)

Harmonized FAA/EASA A(M)C 20-115D issued by both FAA and EASA on 23 October 2017.
Remaining actions are as follows:
1. TCCA/ANAC to review A(M)C and formally determine position regarding its acceptability as establishing an acceptable compliance methodology for the 3 software-related issues described in the background to this CWI.

SME Discussions:
(Indicate Source: Meeting, Telecom or E-mail)

Action   **Status**

SME Recommendation:
(Recommendations from SME Working Group; may contain links and/or embedded documents)

Final CATA Position:
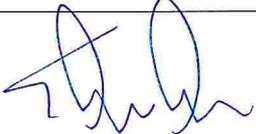(Explain agreement, dissent or conclusion on this CWI)

ANAC and TCCA have confirmed their acceptance of the guidance provided in the A(M)C 20-115D.

If the applicant and CA agree or propose to deviate from the guidance provided in the A(M)C, then the CA must inform the other CMT authorities.

If the applicant accept the guidance, then the other CMT authorities will do so as well.

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EASA	Ludovic Aron	*[signature]*	03.08.2018
FAA	Tom Groves	*[signature]*	3-8-2018
TCCA	Canh Nham	*[signature]*	03-08-2018