

DOA workshop side meeting: Group 3 Small Organisations Community (STC holders)

ID	TOPIC	NAME	PRESENTER
1	9:00 – 10:00		
	Communication and coordination between PCM/Expert and DOA.		
	Best practices & lessons learnt:		
	- Sending of the Certification Programme.		
	- DOA Project Schedule		
	- EASA organisation of the team and EASA Feedback.		
	- EASA LOI		
	- Mutual responsiveness		
	<i>(Description: To share experiences and expectations from industry and EASA on the necessary coordination and communication for the consecution of STC certification and approval.</i>		
	<i>To be able to conclude on best practices and recommendations)</i>		
2	10:00 – 10:45		
	Design changes related to Avionic Equipment/Installation of Avionic equipment:		
	- Use of existing data (Approved?) from other sources.		
	- Safety assessment and compliance demonstration to XX.1309		
	- Compliance demonstration made apparent by DOA		
	- Discussion on COTS (<u>C</u> ommercial <u>O</u> n <u>T</u> he <u>S</u> helf equipment)		
	<i>(Description: On installation of avionic equipment difficulties are found when the applicant is trying to make their own compliance demonstration data at equipment level and A/C level. The use of existing data (approved?) from other sources is not always properly managed.</i>		

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	<i>To focus the discussion on this aspects being able to conclude on best practices and recommendations)</i>		
3	10:45 – 11:30 Classification of changes to type design. Specific case of design changes related to Avionic Equipment/Installation of avionic equipment and Cabin Interior changes. <i>(Description: Design change classification on installation of avionic equipment and cabin safety is often a matter of discussion and not black&white scenario. To discuss on the existing guidance material, detect where possible opportunities to improve it.</i> <i>Examples from industry are encouraged in this topic)</i>		
4	11:30-12:30 Maintaining of DOA competences? <ul style="list-style-type: none"> - Low volume of DOA activities - Not all technical fields in DOA Scope of approval are exercised - Competency and knowledge specific to type products? <i>(Description: Showing evidence of maintaining competencies by small DOAs is an aspect of concern. In particular it happens that there could be low volume of activities, and/or not technical fields in the DOA scope of approval are exercised.</i> <i>The discussion group is asked to debate and explore best practices and recommendations to ensure that DOA remains competent on the perimeter of the DOA Scope of Approval)</i>		

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12:30-13:30 LUNCH BREAK			
5	13:30-14:00 Validation of EASA approvals with foreign authorities (FAA, TCCA) - Experiences and best practices. <i>(Description: To show by examples recommendations and best practices when addressing a validation project with a foreign authority)</i>		
6	14:00 – 14:45 DOA Performance and establishing DOA oversight by EASA <i>(Description: EASA will explain the current thoughts and developments on the future proceedings to assess DOA performance and to determine the DOA oversight. This topic has a dedicated slot in the plenary session.</i> <i>To discuss the concerns and expectations of the industry on this matter)</i>		
7	14:45 – 15:15 OSD requirements of Small DOAs - TCH case - Design Changes case affecting OSD <i>(Description: OSD requirements were introduced in the change of Part-21 69/2014, establish catch-up period to end of 2015 for TCHs, and end of 2016 for STC holders.</i>		

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	<p><i>This topic has a dedicated slot in the plenary session.</i></p> <p><i>The group will try to briefly explain the expectations from EASA and will try to address the concerns of industry at this stage.</i></p>		
8	<p>15:15 – 16:00</p> <p>Regulation 2015/1039 adding requirements for FTOM and flight testing activities.</p> <ul style="list-style-type: none"> - Implementation of FTOM at smaller DOA - Pilot licensing: use of non-EU Test Pilot for conducting flight testing applying provisions from Aircrew regulation <p><i>(Description: following the last amendment of Part-21 (1039/2015 introducing the compulsory requirement of having an FTOM for these DOA organisations conducting flight testing activities, the objective in the group is to explain the expectations from EASA, to discuss the concerns of small organisations to this requirement and to debrief on the adaptation of the affected DOAs to the requirement.</i></p> <p><i>This topic has a dedicated slot in the plenary session.)</i></p>		
16:00-18:00 WRAP-UP SESSION			
Compilation of the conclusions and messages for the plenary session and drafting the joint presentation (.ppt file) for it			