

DOA workshop side meeting: Group 5 and 5' ASD Community

TOPIC	NAME	PRESENTER
CHANGES: "Minor-Minor changes without additional work to demonstrate compliance" is lacking suitable definition.	Fabrizio DIDO Gonzalo Salto Stephane BOUSSU Nigel Woodcock Jean-Manuel Ferreira or Hervé Lebonvallet Laurence ARAGON	
NON CONFORMANCE: "Unintentional manufacturing deviation from applicable design data". Sometimes considered as a design change but no rationale existing	Gonzalo Salto Stephane BOUSSU Nigel Woodcock G. Fontaine Jean-Manuel Ferreira or Hervé Lebonvallet Laurence ARAGON	
Part 21.A.804(a)(1) Marking of Manufacturer's name, trademark, or symbol	Fabrizio DIDO Gonzalo Salto Nigel Woodcock G; Fontaine Laurence ARAGON	
Approval of ICAs under DOA privilege.	Gonzalo Salto G; Fontaine Jean-Manuel Ferreira or Hervé Lebonvallet Laurence ARAGON	
COMPETENCE=KNOWLEDGE ? Best practises of organisation of recognition and the maintenance of "DOA COMPETENCE". The subject is not explicit in Part 21 and not properly documented nor shared between aerospace industry or EASA specialists.	Fabrizio DIDO Gonzalo Salto Stephane BOUSSU	
Scope of non-TC DOA holders for subpart D is lacking a limit of use statement "not applicable in aircraft production line.	Fabrizio DIDO Nigel Woodcock G; Fontaine	
Occurrence reporting – new regulations	Fabrizio DIDO Nigel Woodcock Jean-Manuel Ferreira or Hervé Lebonvallet	

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ETSO non eligibility to DOA and SMS compliance	Fabrizio DIDO G; Fontaine	
DOA performance measurement model/criteria/ categorisation	Stephane BOUSSU G; Fontaine Laurence ARAGON	
TSO credit in EU certification project	Gonzalo Salto	
DOA Supplier oversight – Risk based approach (Airbus last safety conference)	Stephane BOUSSU	
REACH European project (Registration Evaluation And Restriction of Chemical)	Nigel Woodcock	
How to better deserve the interests of the medium and smaller competent enterprises contemplating or having already a DOA? They are often lost in the progress of their technical dossier when interfacing with “trunk” DOA holders or with the various EASA specialists in a way that could put at risk their business model.		