



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

22nd – 23rd November 2017

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



EASA

European Aviation Safety Agency

Design Organisations Department Update

Markus GOERNEMANN

Head of Design Organisations Department

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- Recent changes
 - Sharing of DOA performance data
 - Staff development
- Upcoming changes
 - Full DOA for ETSO cases
 - Review and streamline internal processes
- Summary



Sharing of DOA Performance data

- Is done in preparation for LOI
 - Allows DOAs to see how their performance is rated by EASA in the different areas
 - Data provided is down to project/panel level
- Memorandum of Understanding needs to be signed between DOA and EASA
 - Apply a JUST culture approach for using the data, don't try to blame individuals
 - Details who should have access to this data
 - In case of misuse EASA might share only aggregated data



Sharing of DOA Performance data (cont'd)

- So far around 35 DOAs have signed the MoU
- Best practise
 - DOAs should describe in internal procedures how and by whom the data could be used
- Please contact your responsible DOATL to get the latest MoU for signature
 - Needs then to be countersigned by EASA
- Performance data should be part of SEPIAC in the future



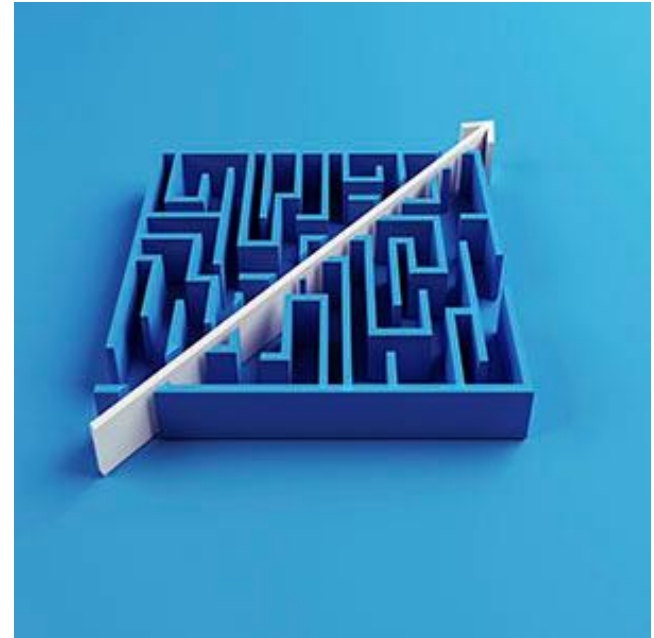
Staff development

- New Senior DOA TLs selected
 - Robert Boersma as focal for LOI/SMS
 - Dirk Krappel as focal for Part 21 proportionality
- Retirement of 3 DOA TLs
 - Gheorghe Boeru, Olga Veisz, Katharina Siebert
 - Recruitment for their replacement ongoing
- Javier Castillo selected as new Section Manager Propulsion
 - We work on a seamless transition



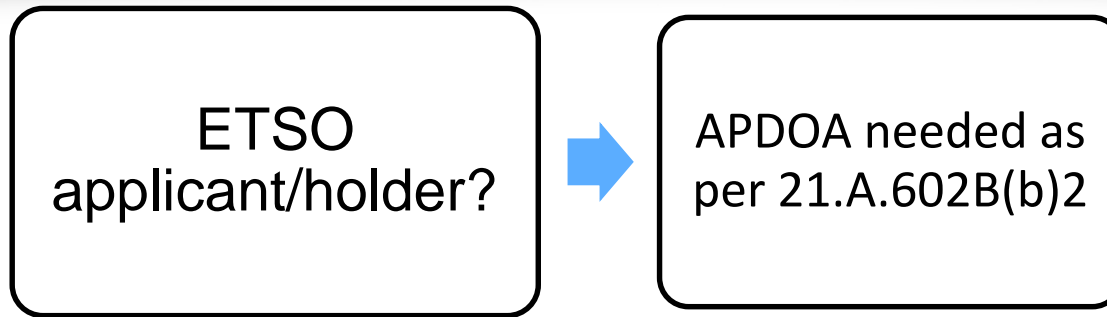
Some Initiatives

- Allow full DOA for ETSOA cases as an alternative to the AP to DOA
 - Start with those organisations holding both approvals
- Review and streamline internal processes





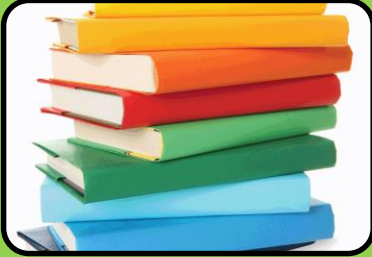
DOA for ETSO - Problem statement



- This applies also for companies already holding a full DOA, and willing to apply for an ETSOA
- 30 companies hold today both an APDOA and a DOA
 - Lufthansa Technik, Zodiac Seats UK, ZIM, AmSafe, Airbus Defence and Space, GE Aviation, Socata, SAFRAN Power UK, ...



DOA for ETSO - Impact for the applicant



Simplification of the management of procedures

- no dual system/handbook



Slight cost decrease

- no APDOA application needed
- no chargeable Significant Changes

Increased business opportunities



Reduction of administrative burden

- a change in a company will trigger only one Significant Change, instead of two



DOA for ETSO - Impact for EASA

Streamlined
process
Efficiency gains



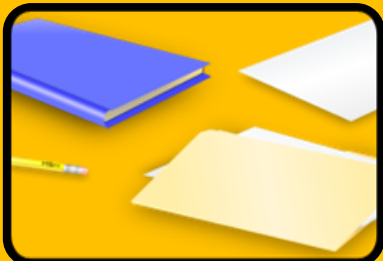
Better and simplified oversight

- one company=one organisational approval
- DOA Team Leaders are regularly in contact with DOA holders, less often with APDOA holders



Reduction of administrative/technical work

- a change in a company will trigger only one Significant Change, instead of two
- Reduced LOI to review ETSO data packages for DOA applicants

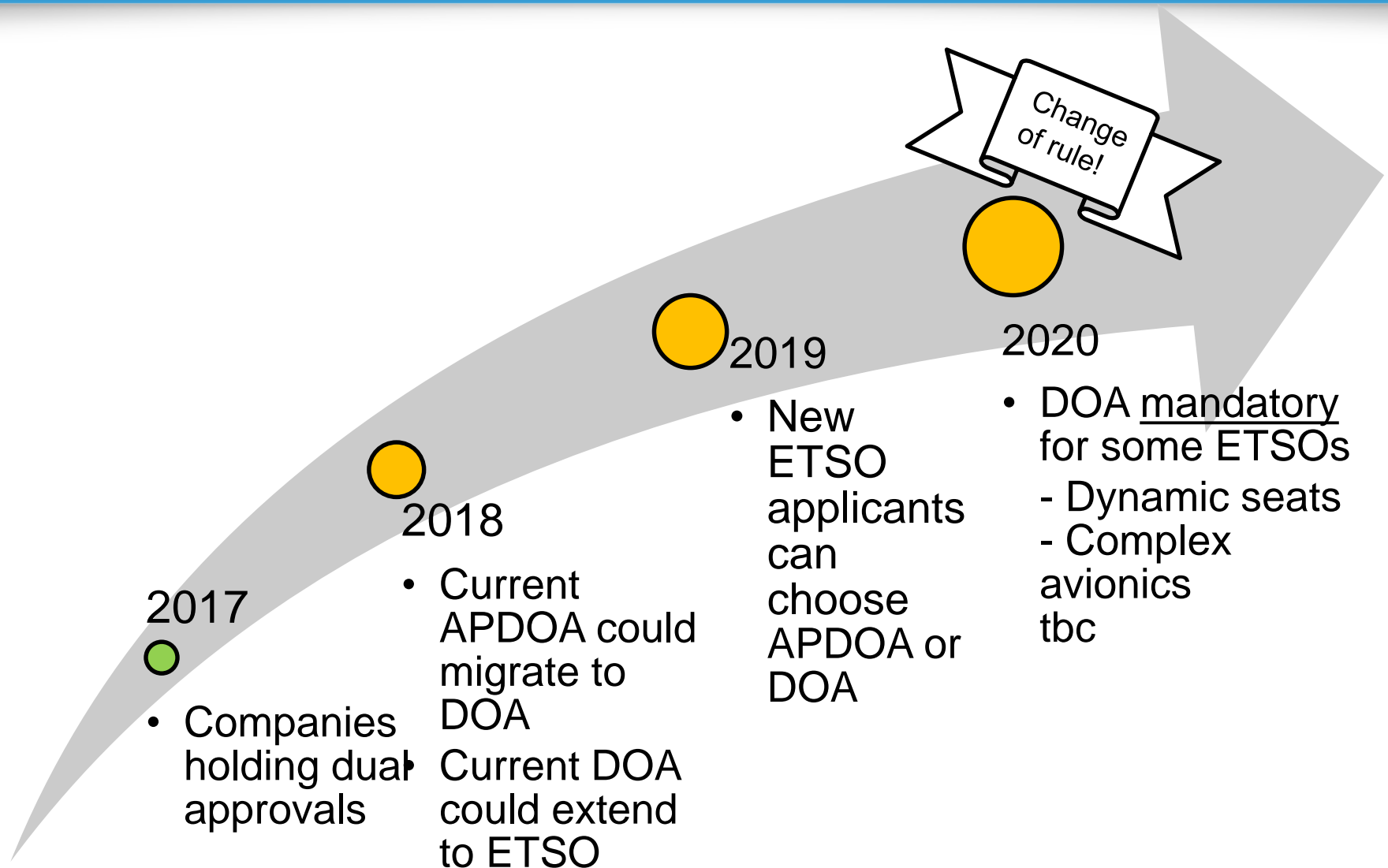


Slight increase of oversight resources (long term)

- less APDOA holders but more involvement in the DOA surveillance



DOA for ETSO – Planned timeline





Review and streamline internal processes



Workload

- Management of workload



Standardisation

- Best practices
- Lessons learned



Communication

- Internal
- External



- Adapt overview regime to the DOA criticality
 - Lighter overview for DOAs with scope „minor change/repair“ only and limited n° of projects
 - Linked to Part 21 Proportionality activities
- Establish deputy TL for certain DOA categories
 - Share workload and increase TL standardisation
 - In case of absence of the TL the deputy TL should be able to provide feedback for a given DOA
 - Will allow an easier handover following rotation
 - Deputy TL would normally become the new TL



- Surveillance strategy for future DOA privileges
 - Set up WG to develop proposals
 - Sampling will play an important role
- Rotation schedule under review
 - Sensitive post policy
 - Includes NAA DOA TLs
- Establish more mixed teams with NAA colleagues
 - EASA DOA TL + NAA team member
 - NAA DOA TL + EASA team member
- Increase outsourcing to NAAs



Standardisation related changes



- TL-Managers (TLMs) to join colleagues on audits
 - TLM is only acting as observer during the audit
 - TLM to provide feedback for standardisation and to highlight areas of excellence as well as possible areas of improvement
 - This should allow to identify best practices or common areas of improvement
 - Following first experiences this should be extended to NAA TLs as well as a second step
 - Will start in 2018



- Newsletter to industry “J-news”
 - First edition distributed here at conference
 - Means to inform DOA community of common topics
 - Will be published electronically in the future
- Bi-annual meetings/workshops with NAA colleagues to align the views and methods
- Synergy group established for collaboration and communication with PCM/Experts
 - Enhanced integration of the DOA processes and Product Certification activities



Summary

- Several initiatives started for streamlining the DOA process
 - Taking a risk based approach into account
- Prepare for upcoming rule changes
- Enhance standardisation among DOA TLs
 - 4 new DOATLs will start in 2018 to replace leavers
- Strengthening the cooperation with NAAs
 - Share workload, increase standardisation
- Increase communication with stakeholders



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Thank You

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