



# EASA

European Aviation Safety Agency

# Product Certification and Design Organisation Approval Workshop

## 22<sup>nd</sup> – 23<sup>rd</sup> November 2017

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TE.GEN.00409-001



# EASA

European Aviation Safety Agency

# DOAs outside EU Community

**Speaker: Resieri Marcato**  
**EMBRAER DOA Monitoring**  
**23/Nov/2017**

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# Summary

- 8 companies represented
  - 12 representatives
- EASA represented by 2 departments (DOA and Certification)
  - 6 representatives
- ASD represented
- Profitable exchange of information on the subjects to be presented
- Expectations: To allow exemption on the policy that limits the DOA scope to minor activities for non EU holders



# Participants

Name	Company
Resieri Marcato	EMBRAER
Maxim Sapezhinsky	Sibir Technics LLC
Alexey Oschepkov	Sibir Technics LLC
Agus Pribadi Muhardjanto	GMF AeroAsia
Mohan Sekaran	Malaysia Airlines
Metin Cebe	Turkish Technic
Segah Ozdemir	TAI
Yusuf Cansu Baran	TAI
Nauman Iqbal	Qatar Airways
Alexander Kobzar	AEM
Youssef Bahsoun	Emirates
Patrick Le Guirriec	ASD



# DOAH Relationship with Suppliers or Partners

- ▶ Can a DOAH reuse results of work performed by the subcontractor or partner for other DOAH without further verification if similarity to our design is proven?
  - ▶ No. The CVE verification is **necessary**; or according to the DOA procedures (DOM) CVE role, maybe delegated to a subcontractor or partner.



# DOAH Relationship with Suppliers or Partners

- Can a DOAH work together with other DOAH to coordinate the monitoring activities in common events on the subcontractor or partner?
  - Yes for non-product relative surveillance, only for procedure surveillance.
- Can a DOAH work together with other DOAH to outsource the monitoring activities on the subcontractor or partner under a common standard (Part 21)?
  - Yes for non-product relative surveillance, only for procedure surveillance.



# Equipment Qualification Required for Installation on an Aircraft

- What is the approach in case of absence of ETSO/TSO documents? If we have only EASA Form-1/FAA 8130-3 or Technical Specification Document or DDP (referring to tests and approvals) what is the approach to show compliance of the equipment qualification?
  - Equipment without E-TSO or TSO must be qualified and certified by a DOAH according to appropriate compliance standards.



# STC for DOA Outside EU & DOATL assignment for DOA+POA/MOA

- ▶ Per EASA current policy, what is the EASA solution or the way out of the application for STC's for DOAs outside EU Community if the BASA between EASA and NAA cannot be implemented?
  - ▶ EASA policy on STC applications by DOA Outside EU is on the EASA site DOA [FAQ](#) section
- ▶ Since the EASA has extended the qualification of their DOA Team Leaders to POA and MOA, for cost and time efficiency reasons when does EASA start assigning them to become team leaders in a company that has DOA and/or POA/MOA ?
  - ▶ The DOATL staff is qualified to work also as POATL/MOATL. Now it is the implementation process, unfortunately not as fast as EASA would like



# EASA Policy on DOA Outside EU

- "So stated" Published EASA policy regarding the DOA applicants out of EU. Is it now limited to minor repairs and changes to TC?
  - Yes. Its is covered by the FAQ.
- Is it negotiable?
  - No derogation so far.
- How can a country out of EU develop a civil transport product to be Type Certificated (aircraft, engine or propeller) when the National Aviation Authority has not the technical capability to guaranty the safe design of the product. What are the options? (STC, Change to TC and repairs)
  - The NAA can make arrangements with another competent NAA.



# Fabrication of Parts under DO-MO agreement

- To what extent can the DOA support the fabrication of parts though the DO-MO agreement in place?
  - There is no restrictions for DO to design, within its scope of approval, the parts to be fabricated. It is MO responsibility to enhance the MOA scope of approval if necessary for the fabrication of the part.
- What are the restrictions?
  - The scope of approval of DOA is what dictates the support.
- For Type Design changes can cabin panels be fabricated as part of the mod kit?
  - Yes parts can be fabricated by an MOA as part of the kit, under the scope of approval.



## 21.A.2 Obligations Undertaking by a DOAH on behalf of a TC Holder

- As per part 21.A.2 is it allowed for a EU company to make arrangement with a Non-EU DOAH?
  - No, from now on, none granted.



# Group 6





# EASA

European Aviation Safety Agency

## Thank You

**We are grateful to EASA for creating  
this opportunity to work together  
Specially thanks to EASA facilitators  
for the support and the organisation  
of the meeting**

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