



**EASA**  
European Aviation Safety Agency

# Introduction to the Synergy Project

Synergy Project Team  
05.06.2018

**STC WORKSHOP**  
**June 4<sup>th</sup>/5<sup>th</sup> 2018**

**Your safety is our mission.**

An agency of the European Union 



# Outline of the presentation

Module 2  
Field testing:  
the ***pilot cases***

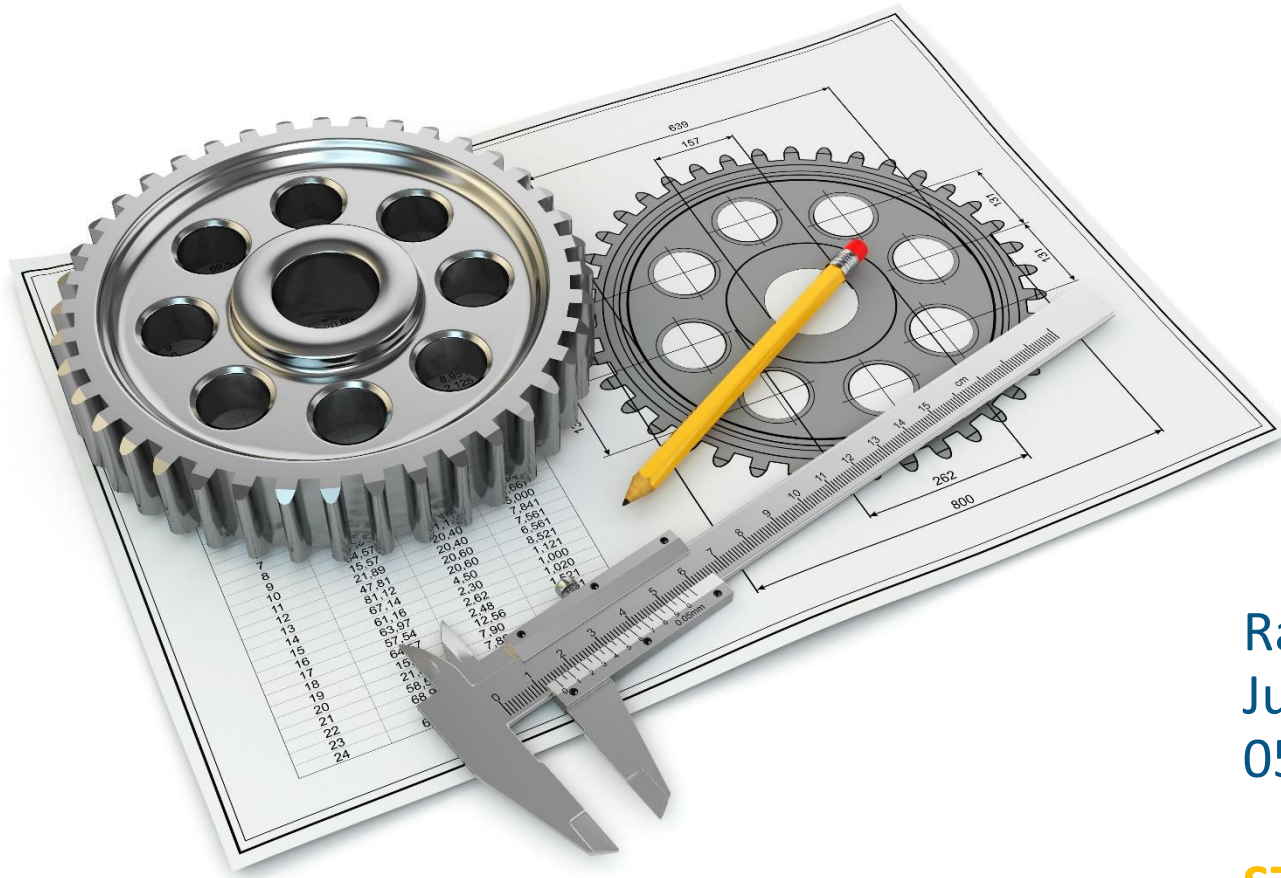
Module 1  
The ***concept***:  
theory

Module 3  
Feedback:  
the ***AMAC  
Aerospace  
pilot case***

*Synergy  
project  
overview*



# Module 1 – The *concept*: theory

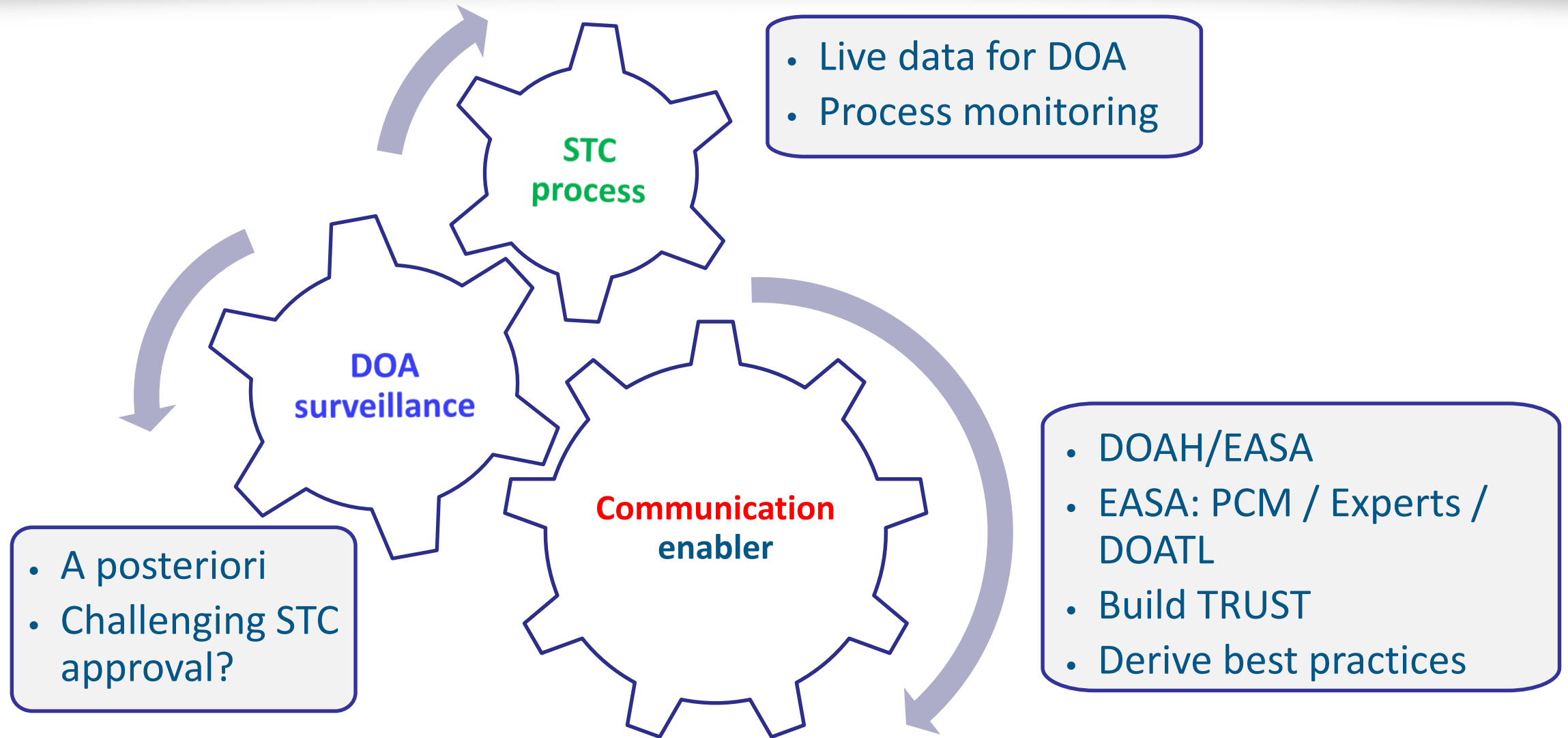


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Junior DOATL / Junior Large Aeroplanes PCM  
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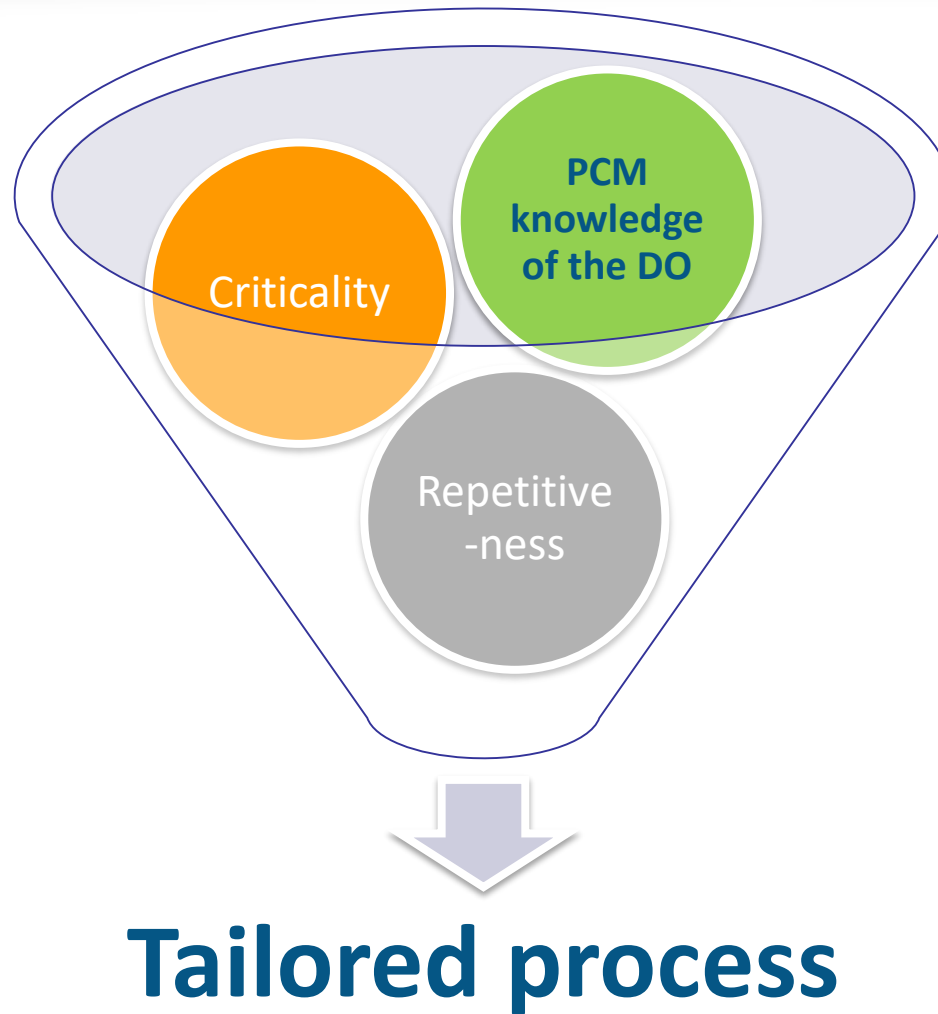


# 1.1 – Why does it matter?





## 1.2 – A flexible approach



Large antennas installation,  
Cabin reconfiguration,  
VIP conversion, etc.



## 1.3 – Is there a real need?

PCM/Experts familiar with DOA environment

- Increased efficiency

STC & Scope of work (ToA) aligned

- Early detection of need for DOA Significant Change

Demonstration of Compliance: more easily reviewed

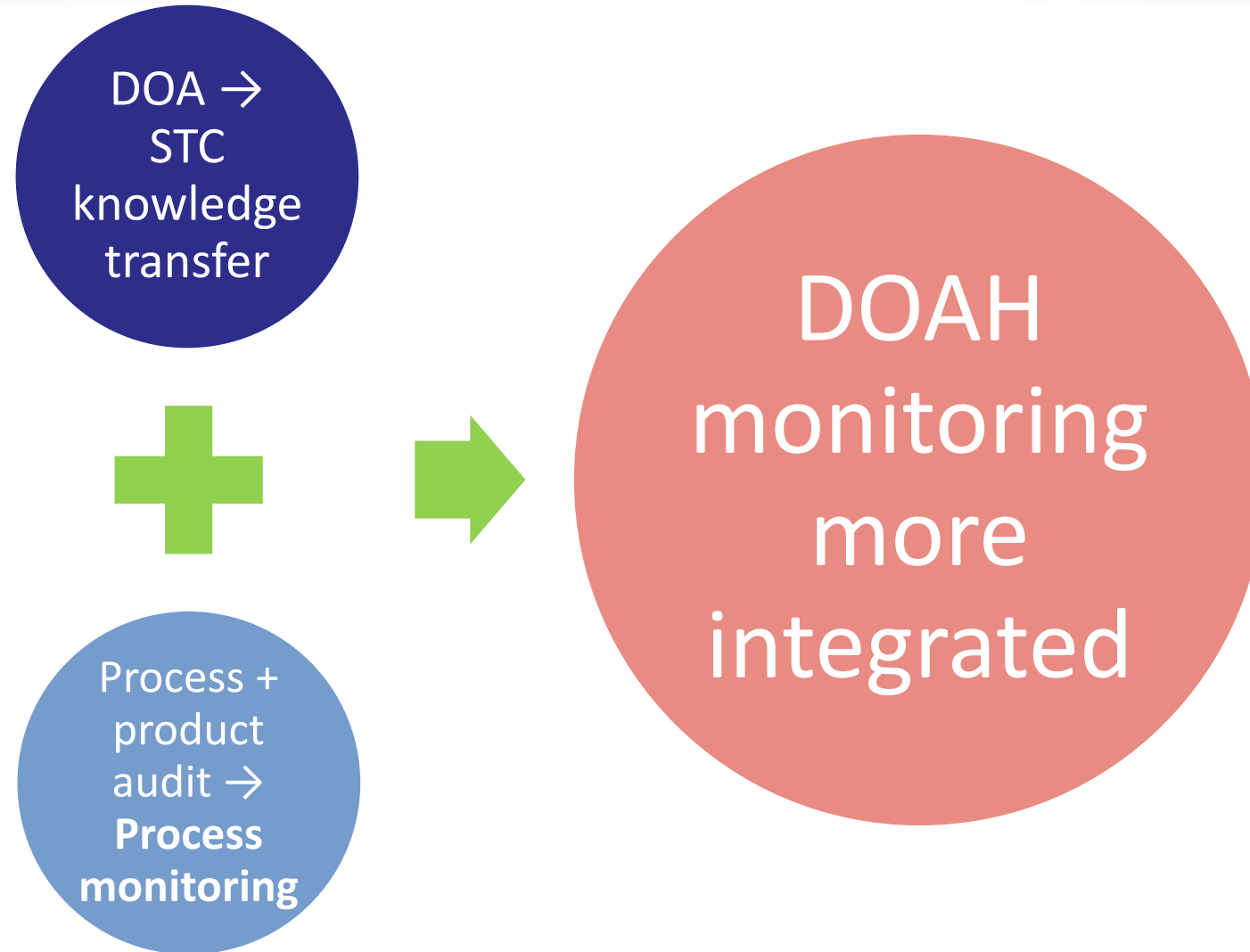
- Better prepared, checked & released

DOAH: no rework on projects

- A posteriori DOA audits reduced



## 1.4 – Enhance DOA/Type Investigation cooperation





## 1.5.1 – Major benefits envisaged – for EASA/NAAs

PCM more familiar with  
the DOA environment

- **Leaner** and,
- **more efficient process.**

Enhance  
communication  
PCM/Expert/DOATL

- **Information sharing eased** and,
- **best practices spread.**

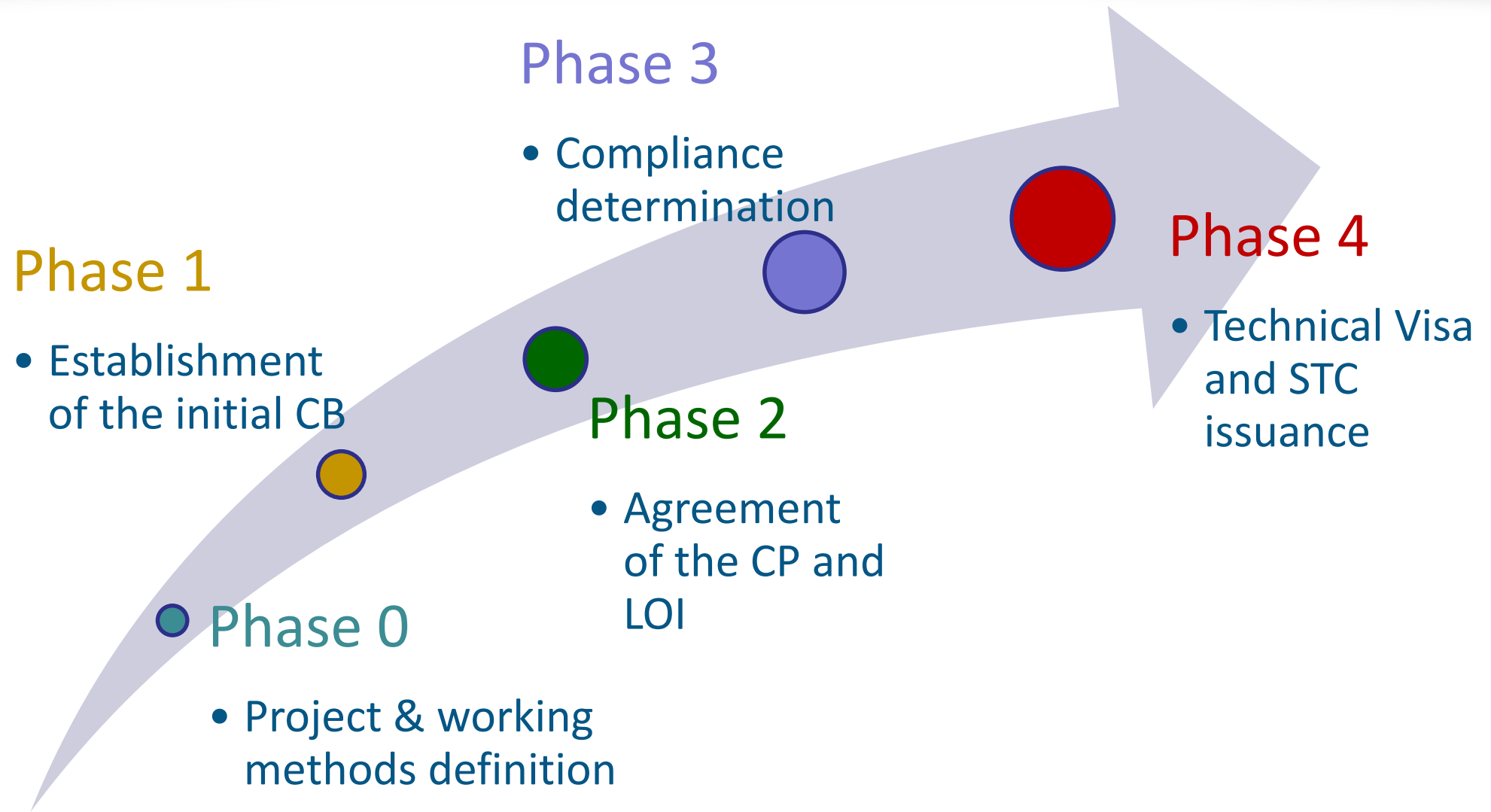


## 1.5.2 – Major benefits envisaged – for the Industry





## 1.6 – STC process at glance





## 1.7.1 – Interfaces Synergy – STC process

### STC Process

### Synergy Project

#### Phase 0

Project definition

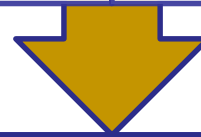
Eligibility check  
DOA performance analysis



#### Phase 1

Initial CB

Completeness of CP  
Technical familiarisation



#### Phase 2

CP & LOI agreement



## 1.7.2 – Interfaces Synergy – STC process

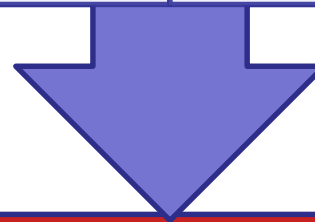
STC Process

Synergy Project

Phase 3

Compliance demonstration

Structure of Compliance documentation  
Compliance demonstration acceptability



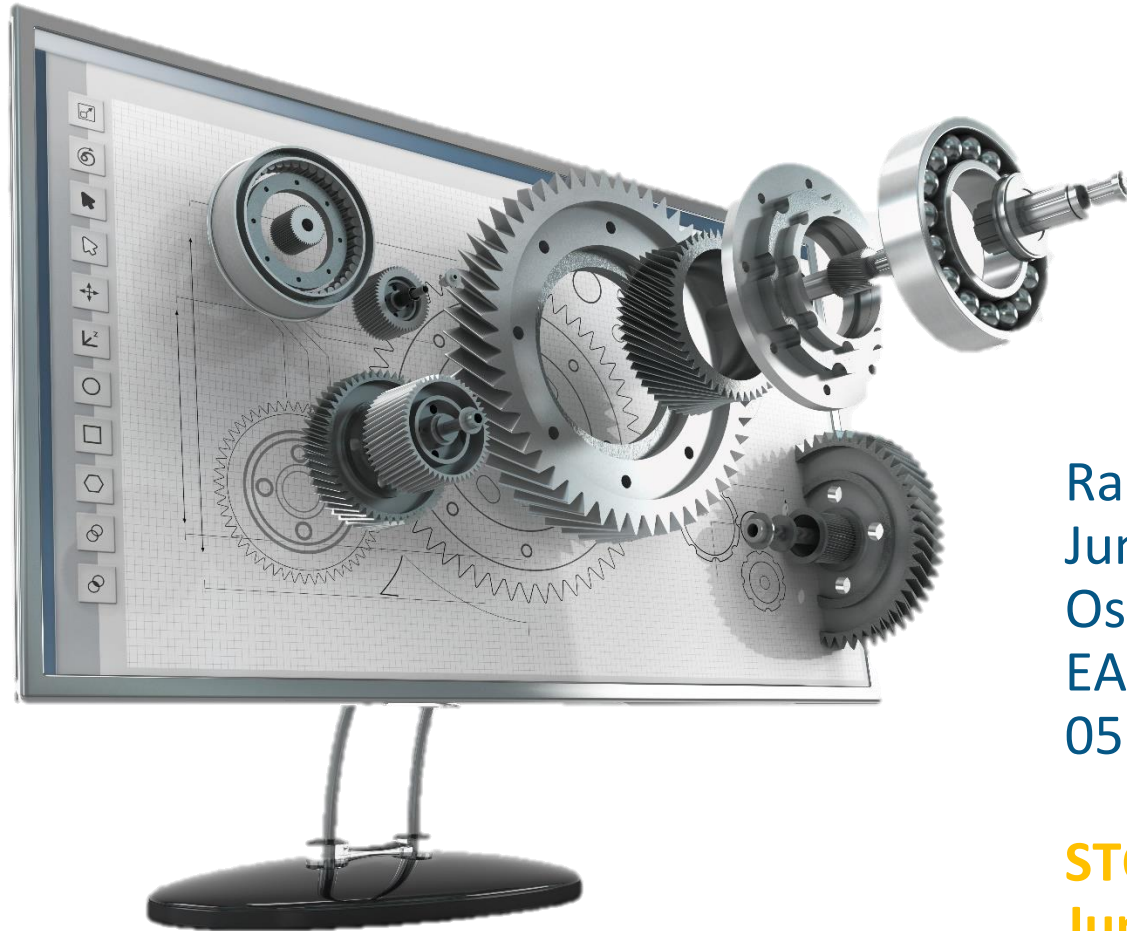
Phase 4

STC issuance

TV/SoS direct feedback  
DOAH surveillance update



## Module 2 – Field testing: the *pilot cases*



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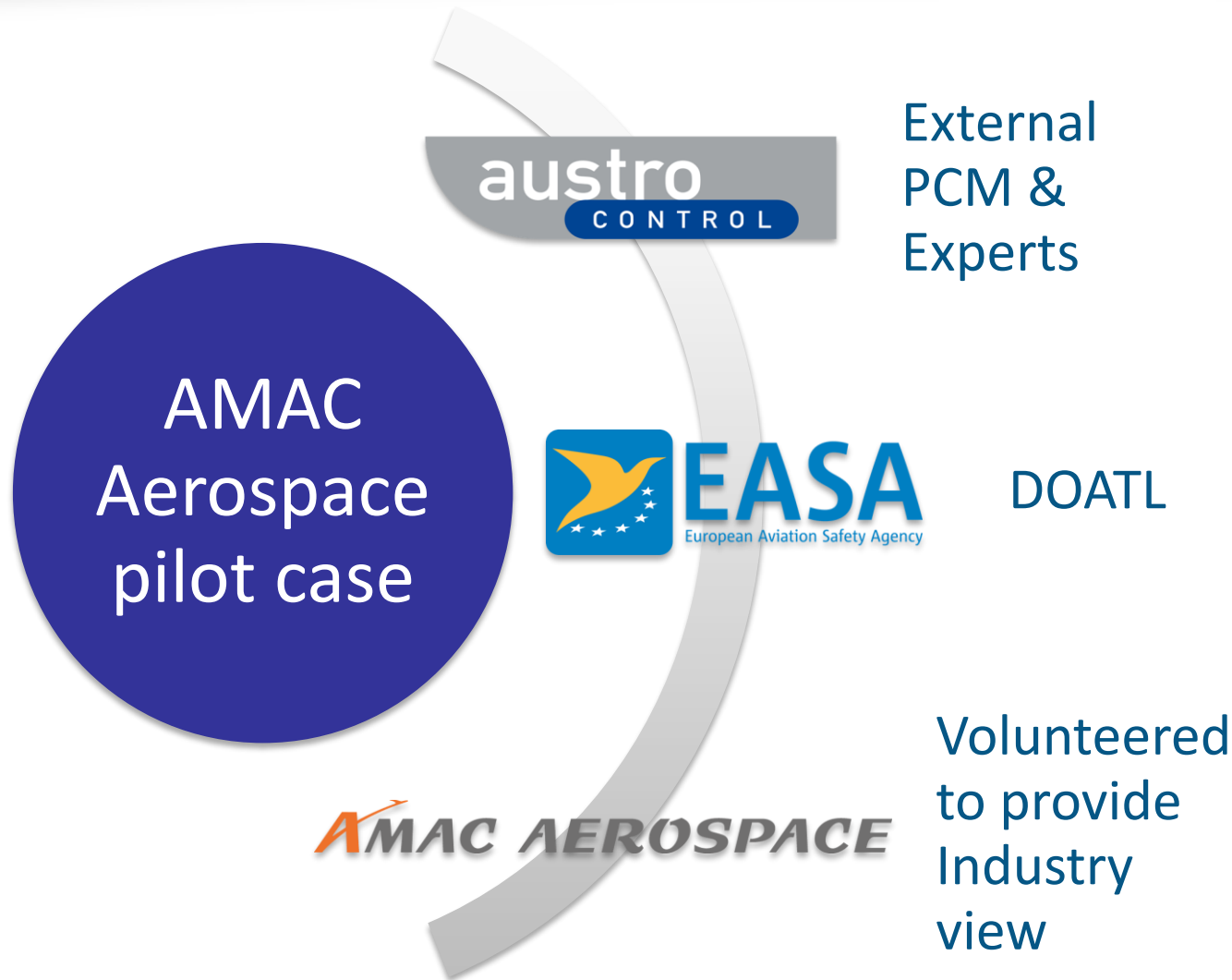


## 2.1 – The pilot projects





## 2.2 – Introduction: the AMAC Aerospace pilot case



- Status: Phase 3 ongoing
- **All** feedbacks from pilot projects will be considered for further tuning of the initiative.

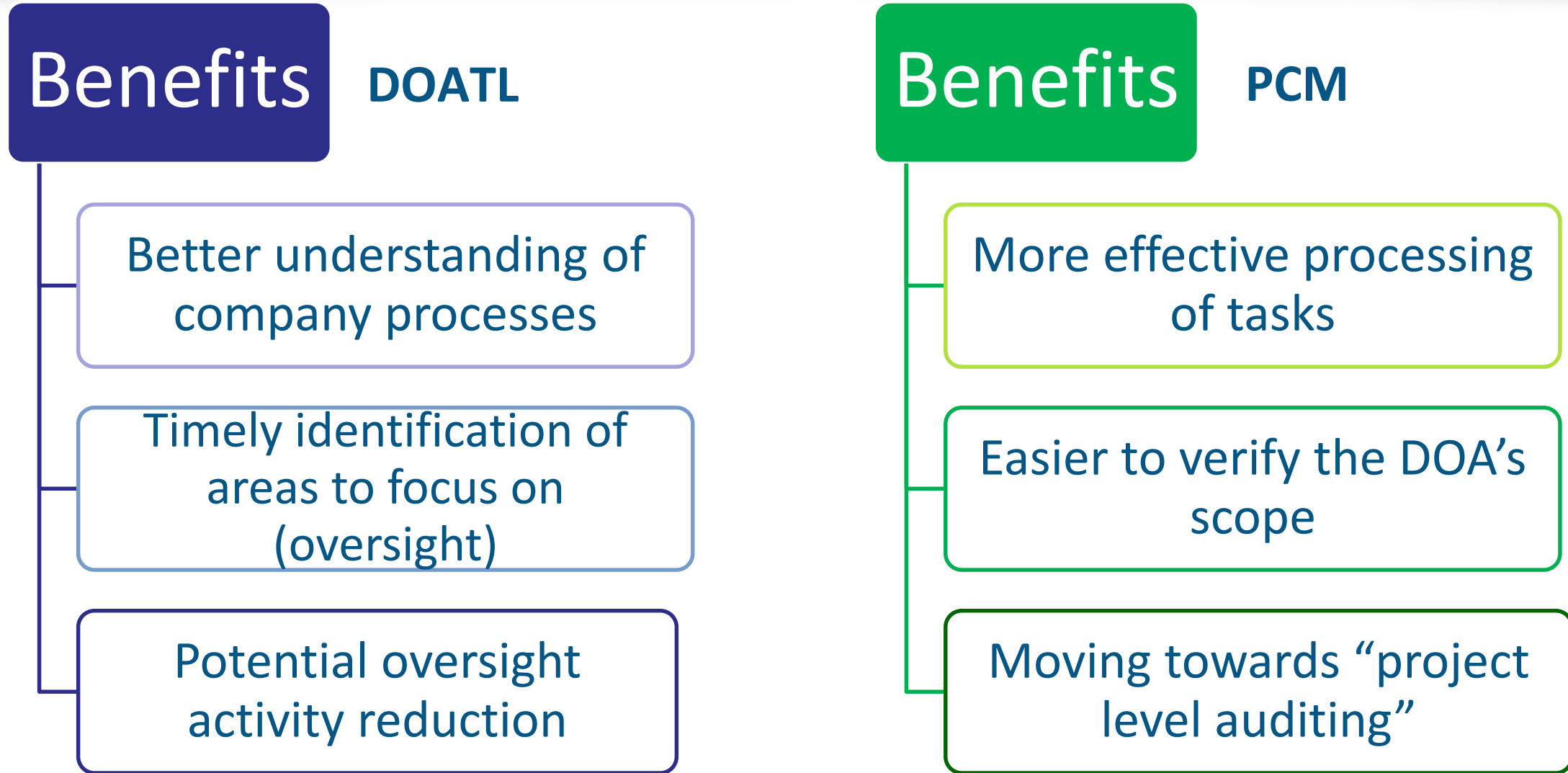


## 2.3 – What has been done? – Phases 0 to 3





## 2.4.1 – PCM's & DOATL's view – Benefits





## 2.4.2 – PCM's & DOATL's view – Challenges

### Challenges DOATL

A new mind-set: live cooperation

Oversight planning : function of project feedback

### Challenges PCM

Avoiding “on top” actions

Software tools: availability of data for external users



## 2.5 – PCM's & DOATL's view – Interrogations

### Questions on our mind...

- Can this be reproduced in all cases?
- How often for efficiency and effectiveness?
- Can it be launched at any stage of the project?



## Module 3 – Feedback: the *AMAC Aerospace pilot case*

# AMAC AEROSPACE



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Airworthiness  
05.06.2018

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## 3.1 – AMAC Aerospace

# AMAC AEROSPACE



Location:

Euroairport

Basel-Mulhouse

(since Nov. 2008)

650 Employees

Design Organisation (EASA.21J.414)

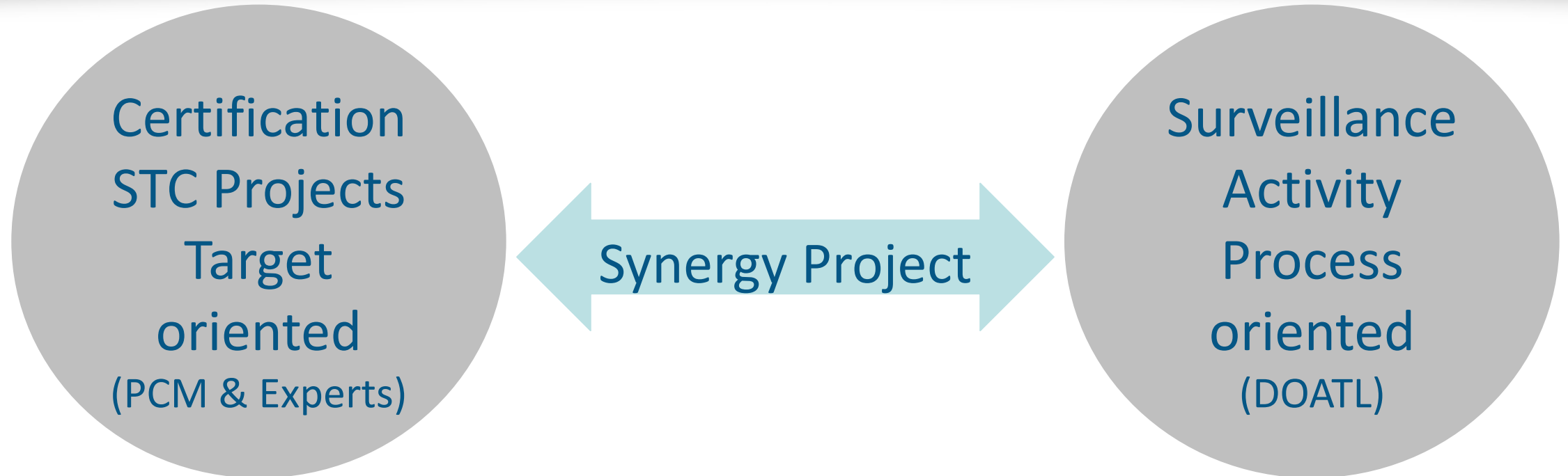
Maintenance Organisation (CH.145.0363)

Production Organisation (CH.21G.0015)

Continued Airworthiness Management Organisation (CH.MG.7011)



## 3.2 – AMAC Aerospace – Status Quo



### Limitations:

DO`s without STC activities: the interface with EASA is limited to Surveillance Audits

DO`s without MO and/or PO: difficult to survey their interface to MO/PO



## 3.3 – AMAC Aerospace Suggestion

Certification  
STC Projects  
(PCM)

(Experts  
from same  
discipline)

Surveillance  
Activity  
(DOATL)

Synergy Project

Develop systematic approach to quantify overlap to reduce the surveillance effort of experts considering number and work scope of Synergy projects as well as involved experts!



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**Thank you.**

**Questions ?**

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