



**THE FUTURE OF DOA  
QUESTIONNAIRE TO INDUSTRY**

<b>Name of Commenter</b>	
<b>Organisation Represented</b>	
<b>Contact Details:</b> Tel: Fax: E-mail: Address:	

**Question 1:** Are you satisfied with the current DOA concept as applied today? If no, describe areas where the existing concept is seen as inefficient or doesn't provide the necessary flexibility.

(Continue on separate sheet, if necessary)

**Question 2:** How are responsibilities/liabilities currently established in your organisation between the DOA holder and sub-contractors? Describe:

- a) how delegation of certification tasks are made, if any;
- b) what interfaces are present to control such delegation;
- c) how liability issues are addressed .

(Continue on separate sheet, if necessary)



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**Question 3:** How are current Type Certification documentation and data required for continuing airworthiness controlled? Describe what control mechanisms are in place by the TC applicant to delegate and control documentation.

(Continue on separate sheet, if necessary)

**Question 4:** Do you foresee that the DOA will be ineffective/uneconomic in meeting the future needs of Industry. Describe:

- a) what are these future needs, or plans, in terms of distribution of design responsibilities.
- b) what kind of DOA would be required in that context.

(Continue on separate sheet, if necessary)

**Question 5:** Do you consider it necessary to recognise expertise at system or sub-assembly level? Please provide:

- a) justification and identify possible associated DOA privileges;
- b) pros and cons for having such recognition managed and controlled by the Agency or by Industry itself.

(Continue on separate sheet, if necessary)



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**Question 6:** Some aircraft systems are already treated as Products and hold a Type Certificate in their own right (e.g. Engines and Propellers). Would you like to see an extension of these principles to create a modular approach to certification? If yes, describe:

- a) what systems should be included,
- b) what you see as the pros and cons of such an extension,
- c) what interface issues may arise and how possible safety gaps are to be avoided, and
- d) how overall control and responsibilities are to be managed.

(Continue on separate sheet, if necessary)

**Question 7:** Would you be in favour of Industry self-certification of aviation products? Please describe:

- a) what you see as the pros and cons of such an approach,
- b) what level of Agency involvement, if any, would be appropriate?, and
- c) the pros and cons of certification by 3<sup>rd</sup> party organisations.

(Continue on separate sheet, if necessary)