



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

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TE.GEN.00409-001



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GROUP 3: TCH of Out-of-Production Aircraft

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Group Composition-Industry

Name	Title	Company
Kai Schülter	Head of Airworthiness	Xtremear GmbH
Neil Laurie	Dep. Head of Airworthiness	BAE Systems, Regional Aircraft
Alistair Scott	Head of Airworthiness	BAE Systems, Regional Aircraft
Bart Renskers	Design Assurance Manager	Fokker Services
Rick Visser	Mngr. Office of Airworthiness	Fokker Services
Hans Sjöblom	Head of Airworthiness	Saab Aeronautics
Stefan Allard	Chief Engineer Saab 340	Saab Aeronautics
Markus Kochs-Kämper	Head of Airworthiness	328 Design GmbH
Jörg Gorkenandt	Head of Design	328 Design GmbH

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Group 3: TCH of Out-of-Production Aircraft

- List of addressed topics
 - Request EASA response and comment on the recommendations made at the 2015 DOA Workshop!
 - Workload at EASA vs TCH support (PCM & DOATL)
 - Occurrence Reporting
 - Operational Suitability Data
 - Level of Involvement



EASA Response

- Request EASA response and comment on the recommendations made at the 2015 DOA Workshop!
- Group 3 has not received any feedback concerning the recommendations and questions stated by the Side Meeting outcome 2015
- Ensure a more pro-active response to 2016 side meetings



Workload at EASA vs TC support

- PCM support is not always swift
 - Acceptance of CP (Schedule, CRI)
 - PCM workload seems still very high
 - Deputy PCM not nominated for all group members
 - Transparency of project set up within the Agency (Nomination of expert panels dedicated to the project) not in all cases assured
- Project priority
 - Is a priority assigned?
 - Is a methodology in place?



Workload at EASA vs TC support

➤ Recommendation

- Advise group on how tasks are prioritised for PCM
- Provide transparency on where our projects are within the life cycle (via the online tool?)
- Request PCM's are more engaged in gaining acceptance of the Certification Programme (following Part 21)
- EASA Management identify an appropriate deputy PCM to address peaks in workload



Occurrence Reporting

➤ Part 21 vs. 376/2014

➤ AVIATION SAFETY REPORTING

- Seems not coordinating the topics vs. reporters
- No feedback i.e. coordination and consolidation
- Portal is not very user friendly i.e. format, readability (approximately 2h time for completion of a simple report)

➤ Level of Reporting

- As per Part 21 the occurrence reporting is part of the DO Approval.
- Changing the level of reporting beyond the Part 21, as requested by PCM, would imply a change to the DOA principles



Occurrence Reporting

➤ Recommendation

- Remove the contradiction between Part 21 (AMC 20-8) and 376/2014
- Provide “standardization” within the PCM group in order setting common expectations
- Leave the responsibility of judgment safe/potential unsafe condition with the DOA’s
- Improve the portal for the sake of data entry comfort



Operational Suitability Data

- DOA extension for OSD privilege
 - The approval process is too slow and seems too much focused on details
- No DOA in this group has gained extension of privilege covering OSD for the time being
- Process of Approval still should be better coordinated within the Agency



Operational Suitability Data

- Element 5. MMEL (Main impact to this group)
 - What is the EASA's opinion in respect to FAA MMELs?
 - Will there be a disconnection between FAA and EASA in the future in terms of harmonization?
- Recommendations
 - Improve transparency of what is exactly required
 - Have DOATL / OSD Experts to apply consistent interpretation



Level of Involvement

➤ LOI

- Dashboard has not been introduced to all group DOA's
- Not all group DOA had the same level of feedback
- Dashboard results executed by scoring of performance is not transparent and does not provide “lessons learned” activities
- Dashboard results are scored just by three different performance levels (Low, Medium, High) which should probably be changed to four



Level of Involvement

- There is the impression that some of the group members experienced that over the years the LOI became rather increased than reduced (experience of some of our group members)
- Recommendations
 - Improve transparency and common treatment
 - Request more EASA PCM's and Experts follow the principles of Lol and respect the DOA role and responsibility in finding of compliance
 - Keep on going



Conclusions

- EASA to apply consistency in the provision of regulation & a common interpretation supported by guidance material (GM & AMC)
- The group is appreciating the feedback in timely manner in order to improve the value of attendance to this workshop
- The group is appreciating the cooperation with the Agency for continuing safety improvement of the aerospace products



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**Thank you very much for your
attention**



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