



# *Industry initiative on surveillance of design suppliers*

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Panel 7  
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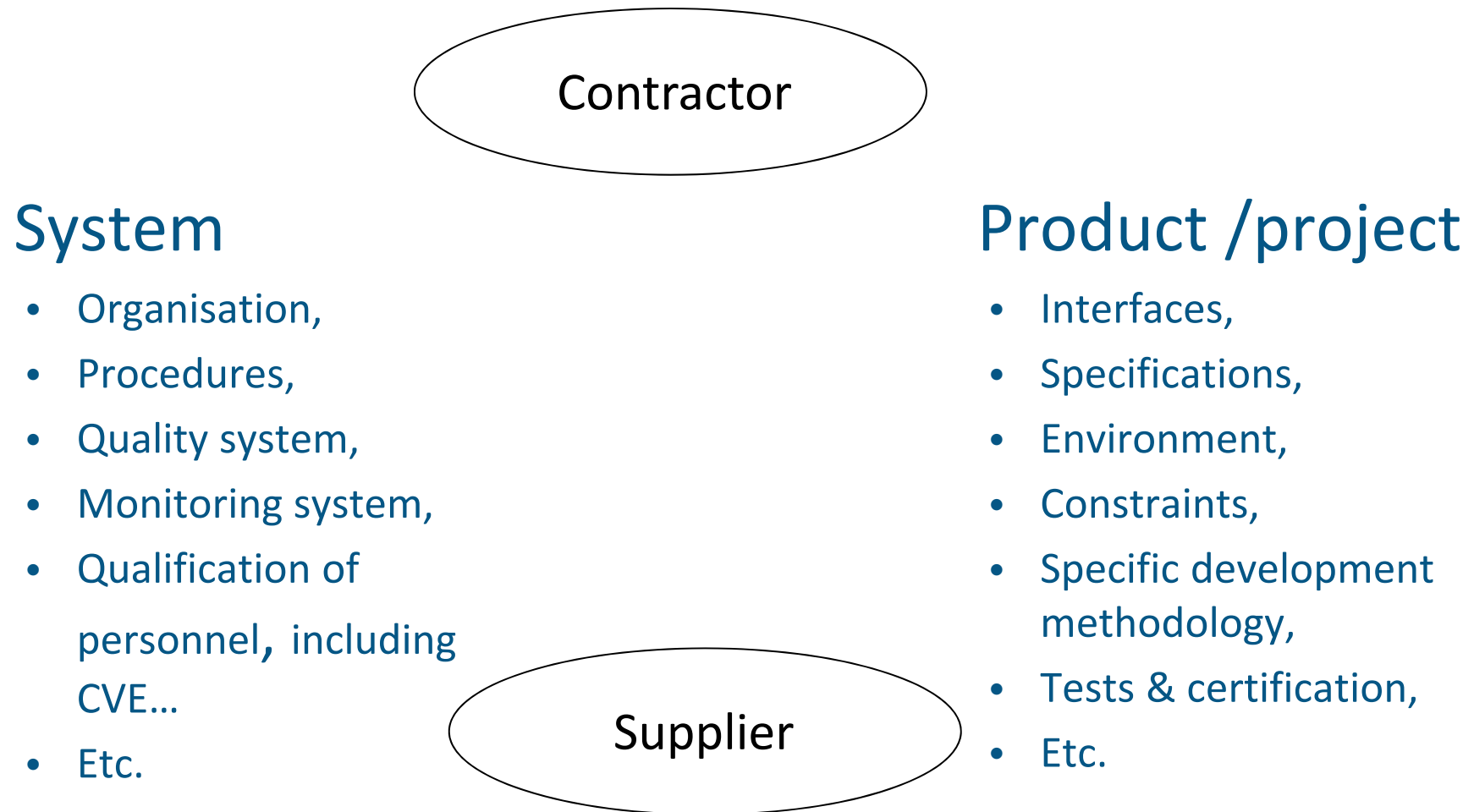
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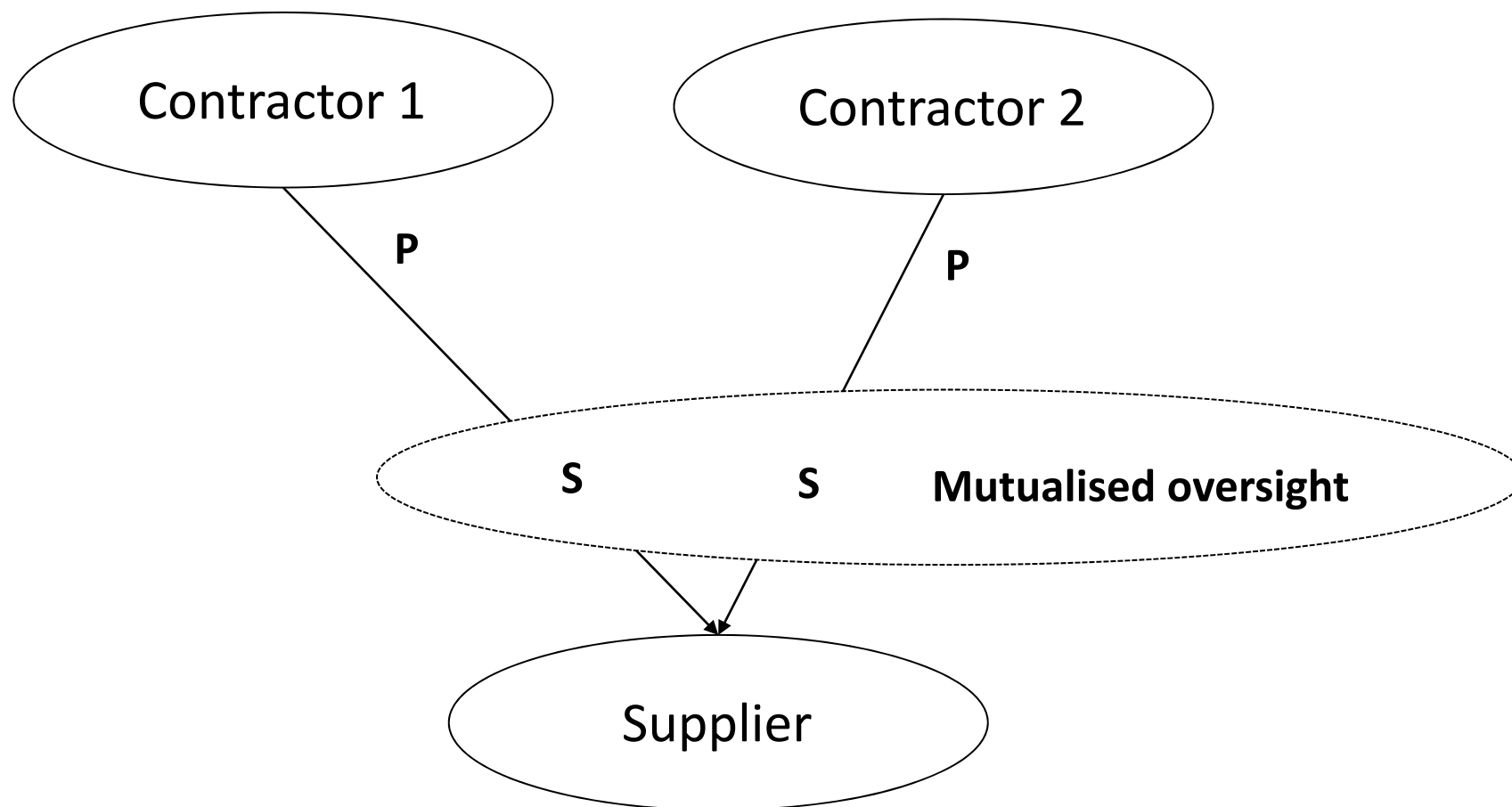


# Contractor supplier relation



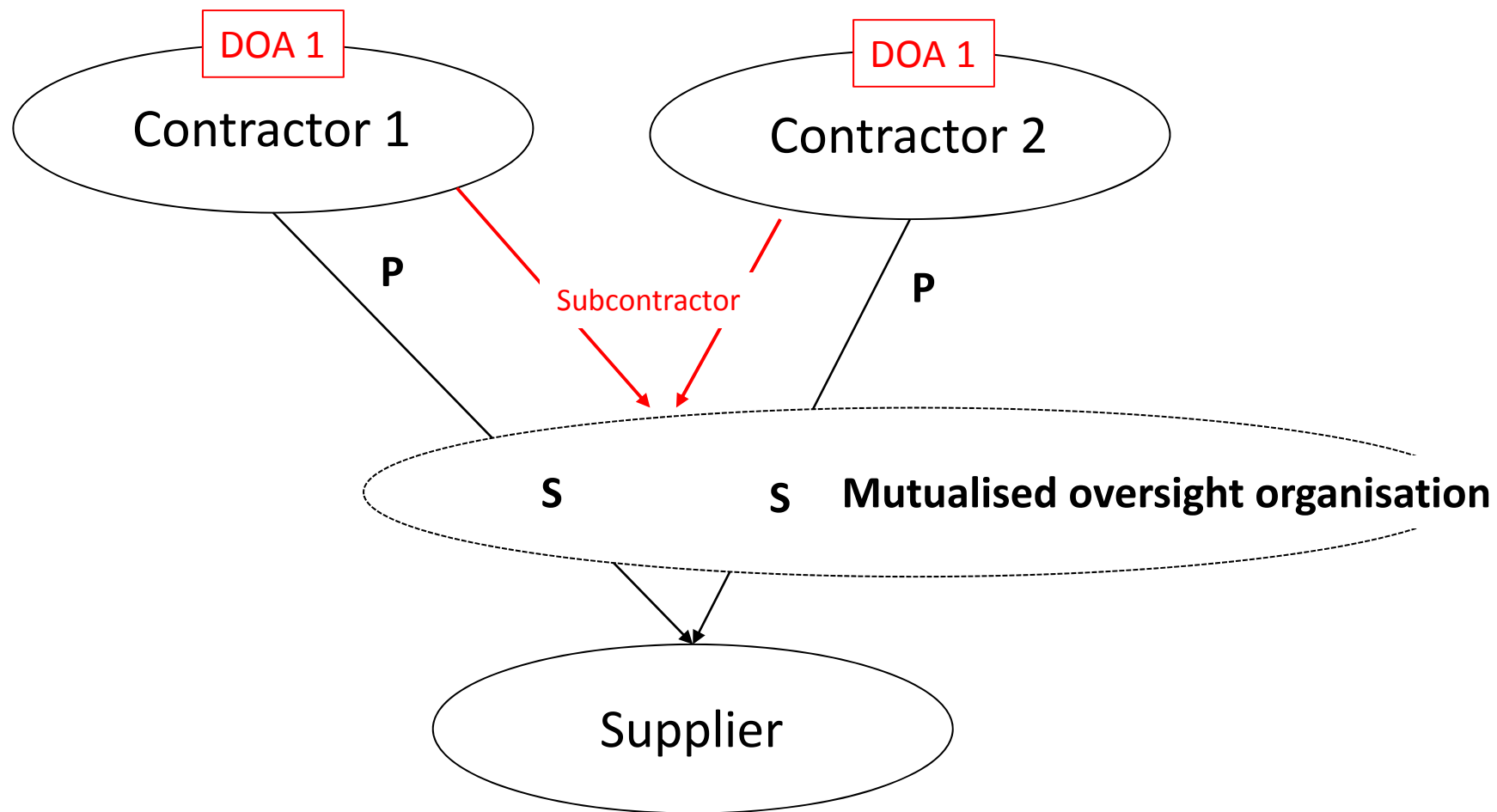


# Mutualised oversight of design suppliers





# Interface with DOA





## Panel 7: Manufacturers – Supply Chain Control

- Industry standard initiative is supported by EASA
  - An efficient and effective surveillance based on commonly shared criteria and requirements in compliance with Part-21 can be implemented by industry for the “system and procedural” aspects only,
  - Avoidance of duplication of efforts, when implemented, potential reduction of « system and procedure » audits,
  - Single and ultimate responsibility stays with TC holder under his DOA holder



## Panel 7: Manufacturers – Supply Chain Control

- The organisation tasked with the initial investigation and subsequent surveillance is to be considered as a subcontractor of the DOA
  - It shall operate in accordance with a defined and approved procedure,
  - It shall have sufficient resources,
  - It shall be independant and free from conflicts of interest,
  - It shall be subject to DOA holder and EASA surveillance.



## Panel 7: Manufacturers – Supply Chain Control

### ➤ Recommendation

- Ensure standard is compliant with Part-21 and DOA good practices as published on the EASA website,
- Distinguish clearly between the « system » and « product /design » requirements,
- Pay particular attention to the cascade of requirements to sub-tiers, don't mutualise product /project specific aspects,
- Ensure independance and absence of conflicts of interest, in particular via adequate funding mechanism,
- Involve EASA experts and focal points in the review of the standard.