EASA
European Union Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop 2019

Coral - EASA Digitisation

Eric Sivel
Head of Information Technology Department
19/11/2019

Your safety is our mission.

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We cannot stop the MARKET DIGITIZING

20th Century

21st Century

What does it mean DIGITISATION

DIGITISATION IS ABOUT:	DIGITISATION IS NOT ABOUT:
✓ **DATA** (managing of data – digital, common principles, shared)	× *Paper or just scanned documents*
✓ **COMMON CERTIFICATION JOURNEY** (revision of current business processes)	× *Keeping old processes*
✓ **BREAKING SILOS** (breaking up application silos, linking into common system)	× *Running one application for each task*
✓ **AGILITY** (business-driven development in short 3 months cycles)	× *Delivering via "Waterfall" in (if) 2-3 years*
✓ **NEW JOB PROFILES** (demand for digital experts to understand and catch up with the Industry)	× *Staying with paper / manual processes*

EASA Digitisation PLAN

DIGITISATION PRIORITIES:

1. Information management
2. Internal digitisation
3. External digitisation

EASA PARTNER PORTAL:

- Data and Information management — 2019+
- Secure access
- Common interface / look & field / process
- Data Analytics — 2019-2021
- Machine to machine (M2M) – link to outside
- Artificial Intelligence — 2021-2023

Digitisation and YOU

Building systems around the users, our stakeholders and you:

- **Khronos: resource management tool.**
- **Pyli: data exchange tool.**
- **Roy: Digital processes.**

- ✓ **Stay in touch with the industry**
- ✓ **Process simplification and alignment cross directorates**
- ✓ **Proactive business demand articulation**
- ✓ **Skill build via trainings for EASA staff on digital, agility, design thinking**
- ✓ **More fun and interesting work**

We need YOU

Building systems around the users, our stakeholders.
We need:
- **your input to build what you need.**
- **your feedback to know we have understood.**

- ✓ **Digital change is about teamwork**
- ✓ **Your inputs will make the difference**
- ✓ **Contact your focal point: <u>Christopher HOLGATE-ROMANOV</u>**

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Thank you for your attention!

Questions are welcome.

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SEPIAC Updates and Quality Feedback

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SEPIAC Program Manager
19/11/2019

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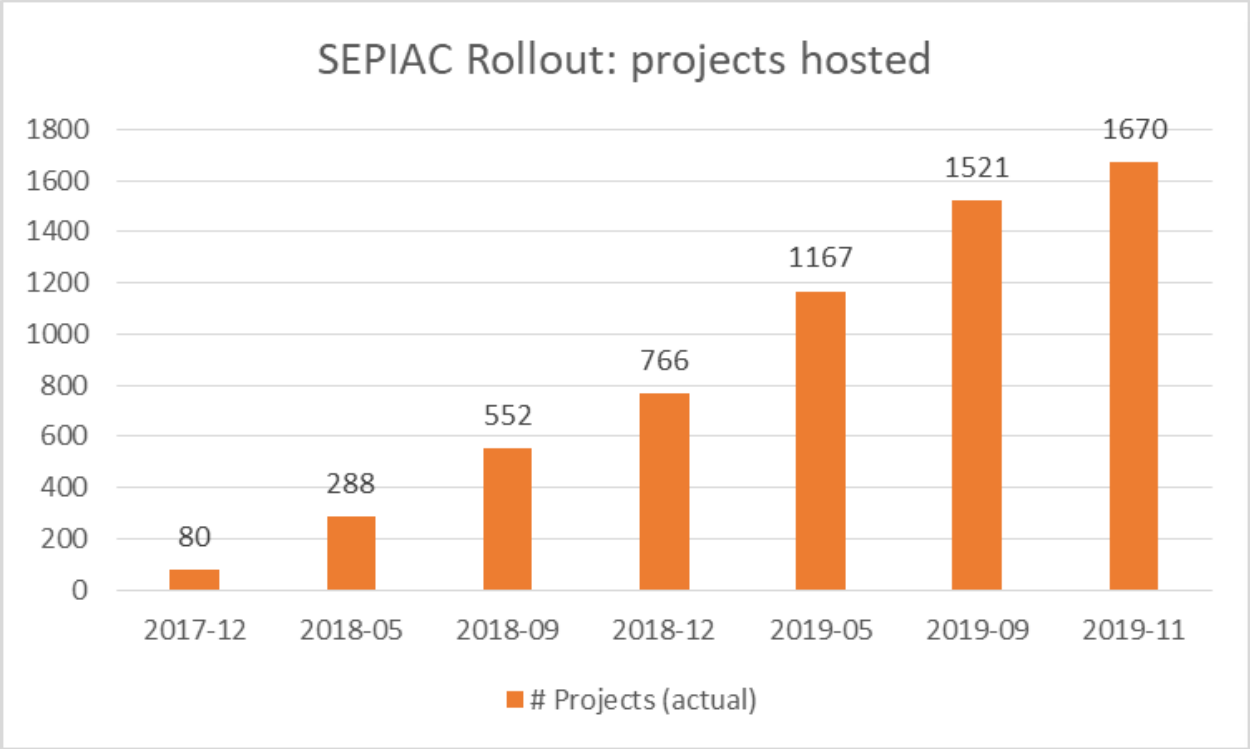
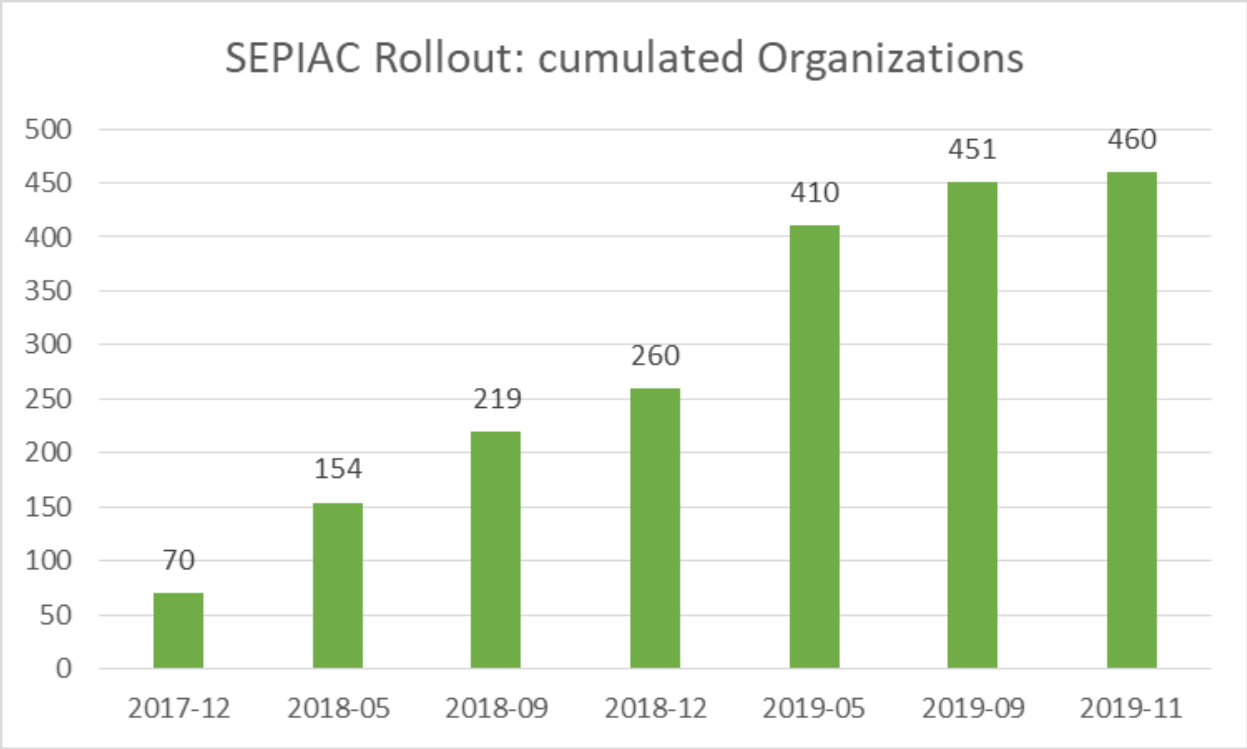
SEPIAC – Current Figures (13/11/2019)





Latest Improvements

- **SEPIAC 2.5.1** has been rolled-out in September including mainly:
  - **GLP Tables have been reworked**
  - **Updated list of statuses for Compliance Documents** - added status field to "not retained by EASA according to the determined LOI"
  - **Updated list of Content Types** – added "Statement of compliance by Validating Authority" and "Declaration of compliance"
  - **Addition of a metadata to covering Issue/Revision of Documents**
  - **Applicants are now able to delete documents from Restricted Libraries**
  - **ETSO Projects have now the default Content Type defined as "ETSO Deliverable"**
  - **…**

Latest Improvements

- **SEPIAC 2.5.2** has been released in October.
  - **Mainly including Initial "Quality Feedback" system (supporting the LOI Concept as per (EU) 2019/897)**

- **SEPIAC 2.6.x** is in development - Target Q4 2019 / Q1 2020
  - **Finalization of the "Quality Feedback" system**

“Quality Feedback” System

SharePoint | Sites | EASA PM (EASA)

BROWSE | EDIT

Save | Cancel | Paste | Cut | Copy | Spelling | Print to PDF

Commit | Clipboard | Spelling | Printing

The Quality Feedbacks Area is divided in 4 main parts:

- Project Planning and Communication
- Applicable Requirements and Means of Compliance
- Compliance Data
- On-site activities

Quality feedback categories per certification project

Project Planning Communication

# of questions	Quality			Mostly Satisfactory	Partially Unsatisfactory	Unsatisfactory
Project Plan & Communication 1	Check fo included or referenced in the CP and changes occuring during the certification phase.		n schedule included and followed during the certification phase without change.	Certification schedule is included and changes were regularly communicated to EASA and updated in the CP.	Certification schedule is included but changes were not communicated to EASA and/or updated in the CP.	No certification schedule included in the CP.
Project Plan & Communication 2	Check for provision and acceptability of "Proposed EASA LOI" (including CDI breakdown, obvious criteria determination, risk assessment, retained data and activities) . The proposed LOI was	N/A	Properly provided and matching the risk based EASA involvement without any iteration	Provided but required one iteration step to achieve EASA agreement	Provided but not adequate, several iteration steps necessary to reach agreement	Not provided or LOI concept not understood and not adequately detailed
Project Plan & Communication 3	Check for adherence to schedule for delivery of retained data and activities	N/A	Delivery dates were fulfilled as planned.	Prior communication to EASA and update of the planning in case of delay.	Target dates for retained data were not fulfilled and planning not updated.	No target dates for retained activities and documents were provided.
Project Plan & Communication 4	Assess the adequacy and timeliness of communication.	N/A	EASA e-mails were promptly answered (within 1 week) / communication was always appropriate (polite and respectful) /clear and unambiguous statements and action identification	EASA e-mails were answered within two weeks / communication was appropriate / clear and unambiguous statements and action identification	EASA e-mails were not promptly answered and response was sometimes not appropriate / communication was not always appropriate / in some cases unclear statements or definition of actions required request for clarification	EASA e-mails were not answered regularly and the responses were inappropriate many times / communication was poor and not always appropriate / in several cases unclear statements or definition of actions required request for clarification
Project Plan & Communication 5	Assess the planning, preparation and conduct of meetings.	N/A	Meetings were planned in advance / presentation or documents were	Meetings without specific available planning but well prepared / Presentation and	Meetings were not planned in advance / presentation materials and documents were not	Meetings were not well prepared /presentations were poor and did not address properly the

“Quality Feedback” System

SharePoint | Sites | ? | EASA PM (EASA)

Each Part has the same structure, but with different questions and mandatory requirements…

Quality feedback categories per certification project	# of questions	Quality Question	Applicability	Satisfactory	Mostly Satisfactory	Partially Unsatisfactory	Unsatisfactory
Applicable Requirements and Means of Compliance	Applicable Requirements and MoC 1	Quality of Certification Plan to understand the subject of the change and the proposed certification approach?		Well structured and sufficiently detailed	Provides essential understanding of the certification approach	Not sufficiently structured and detailed to understand change objective and certification approach	Content poor, difficult to understand certification approach
	Applicable Requirements and MoC 2	In case that pre-discussion took place, as well verbally, was the 1st applicant's proposal for compliance demonstration compliant with the applicable certification basis or was advice by EASA needed?	N/A	Fully compliant proposal which was confirmed only	Minor advice was needed, non-essential correction of the compliance demonstration approach	Compliance demonstration approach was stretching the interpretation of CS/AMC to a non-acceptable level or relevant items were missing	Compliance demonstration approach was clearly not compliant
	Applicable Requirements and MoC 3	How well were the applicable CS, SCs, ESFs, Deviations, IM and alternative Means of Compliance identified in the first CP version? (applicable means relevant for the project. This question includes existing and new SC, ESF, etc. for the project)		Exhaustively identified	Identified but not completely adequate, proposal made for the majority of SC, ESF, Deviations, MoC	Identified but further iteration steps needed for EASA agreement. Majority of SCs, ESFs, Deviations, MoC are not identified	Not properly identified in the first CP version
	Applicable Requirements and MoC 4	Rate the quality and completeness of the MoC provided in the initial CP(s) including identification of related certification data.		Sufficiently detailed and appropriate for direct EASA acceptance	Detailed and appropriate enough to reach EASA agreement after one iteration step	MoCs provided but not always following AMC/GM classification, were not sufficiently detailed or appropriate. Not always appropriate, more than 1 iteration needed	MoCs not appropriate, poorly detailed, not following PART 21 AMC/GM, necessitating a large number of iterations
	Applicable Requirements and MoC 5	How adequately has the impact of the change on the product level been defined in the initial CP?		All impacts are initially appropriately identified	All impacts were partially determined	Impacts were not completely and not exhaustively identified	The majority of impacts were not properly determined

SEPIAC & CORAL

- On the short and medium term Sharepoint is the platform used as **DMS** at EASA

- Sharepoint will phase out **as front system** (new interface common to all the EASA tools)

- Integration needs enablers:
  - Identity & Access Management **(Savynt & F5)**
  - Enterprise Service Bus **(SAP PO)**

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