

EASA  
Part 21 Design Organisation Approval  
(DOA)  
Implementation  
&  
Product Certification Workshop  
- Industry Session -

**18-19 November 2015**  
**“RHEINSAAL” HYATT Conference Room**  
**Hyatt Regency Hotel**  
**Cologne, Germany**

Part 21 DOA Implementation & Product Certification Workshop (Industry)

## Group-3. Small DOAs/STCHs

Crawford MURRAY  
Chief Executive  
Pt21 Solutions

18th November, 2015

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“RHEINSAAL” HYATT Conference Room  
Hyatt Regency Hotel  
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# Title presentation

## ► List of Participants:

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Colin Hancock	EASA Supplement Type Certs (STCs) & Special Projects Sec. Manager
Begoña Martin	EASA Avionic Systems Expert
Johan Nyberg	Project Certification Manager-Large Aeroplanes
Sabine Meissner	EASA Cabin Safety Expert
Patrick Morgenstern	HOA, Aero-Dienst GmbH & Co. KG, 21J.041
Rainer Quack	HOA, Air Alliance GmbH, 21J.236
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# Title presentation

## ➤ List of Participants (cont.):

Romain MBWANG SEPPOH	Head of Airworthiness Office EAD Aerospace, 21J.053
Dieter Stege	ASD WG representative. E-A, Airworthiness Office Design Organisation Approval Manager Rolls-Royce Deutschland Ltd & Co KG
Pascal Dumez	Head of Aw. Office AirFrance, 21J.027
Fabrizio Negri	Chief of Office of Airworthiness. Iacobucci HF Aerospace S.p.A., 21J.437P
Mario Effenberger	FOCA
Crawford Murray	Chief Executive Pt21 Solutions, EASA DOA 21J.443
Uzay Yildiz	Airworthiness and Certification TEI

# Title presentation

- The following topics have been debated
  - 1. STC project. Coordination & communication EASA/industry
  - 2. Installation of Avionic equipment. Compliance demonstration to CSXX.1309
  - 3. Classification of changes: Cabin safety / Avionic equipment.
  - 4. Maintaining of DOA competencies
  - 5. DOA performance/Lol/DOA oversight
  - 6. STC validation with foreign authorities (FAA case)
  - 7. OSD requirements for small organisations/STCH

## STC project. Coordination & communication EASA/industry

- Description of the design change is key to ensure proper efficient agreement Industry / EASA on Cert. Programme.
- Industry expectations on EASA response time not always met. Taking as base a well establish plan from industry (CP), improvements in coordination could be made.
  - Arranging a Familiarisation meeting is good practice
    - Reference to previously approved similar changes by the applicant could be an asset for determination of Lol.
  - EASA work load
  - STC complexity
  - Focal PCM to a DOA
- As outcome of this particular discussion group, the Certification Programme is not used as a project management tool, but a communication tool with EASA.
- Keeping fluent communication EASA – Industry (both directions) is paramount.

- It is highlighted that SSA shall be conducted at A/C level, not stay at equipment level.
  - Advice/opinion/arrangement with TCH might be necessary.
  - Effects with other systems shall be considered.
- Effect on the crew load shall be considered.
  - In this case, statement as NSE (no safety effect) it is not appropriate.
- Source data from OEM should be provided as need to support compliance to XX.1309

- Guidance on Avionic equipment is in EASA webpage: [FAQ table of design change classification](#)
  - Developed initially for GA. Not updated since 2013.
  - Could still be used as guidance for other types. But its requested to be revise and updated.
  
- EASA Industry WG worked out initial guidance (*DOA Workshop 2014-Cabin Safety*).
  - Activity stop. It is highly appreciated to re-activate and finalise this task.



- For DE/CVE scope of competency, to refer to “technical panel / ATA chapter” level, rather than to CSXX level.
- DOA is responsible to show how competencies are maintained (projects, complementary training scheme, competency map, other)
  - Judgement on status of DOA competencies should not be linked to outcome of single CVE interview.

- Visibility on the conducted assessment and outcome shall be provided to the organisation.
- DOA performance tool is developed for EASA internal purposes to argument the level of DOA oversight.
  - The STC community would like to have the possibility of reviewing the tool before its actual implementation, to understand the effects.
  - Common level play field to be ensured.

## STC validation with foreign authorities (FAA case)

- Contact e-mail address is wrong in EASA webpage and in application Form-41.
  - To be corrected. The correct one is:  
[validation.support@easa.europa.eu](mailto:validation.support@easa.europa.eu)
- Communication and feedback from validating authority could be streamlined.
  - Long response times
  - Additional evidence requested during validation.
  - Acceptance of electronic documents, data packages?
- Bring to the EASA/FAA Certification Oversight Board meetings subjects from STC community

- Minimum competency will be requested to assess whether OSD is affected or not on design change.
  - In this case, procedures need to be updated, but this should not result on Significant change to DOA, as there is no change to scope.
  - Significant change will occur when OSD is to be added to the scope of DOA.
- Situation is unclear for STC community. Further explanations from EASA on the practical implementation are highly requested.

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➤ THANK YOU!

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**End slide**