



EASA
European Aviation Safety Agency

ETSO workshop 2018

Level Of Involvement in ETSO projects

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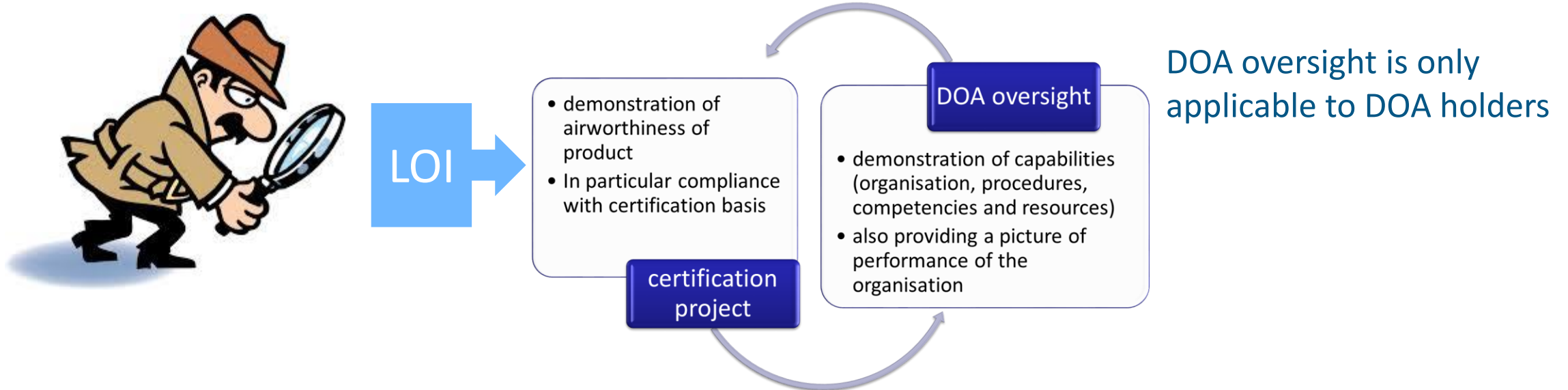
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Level of Involvement – What is it?

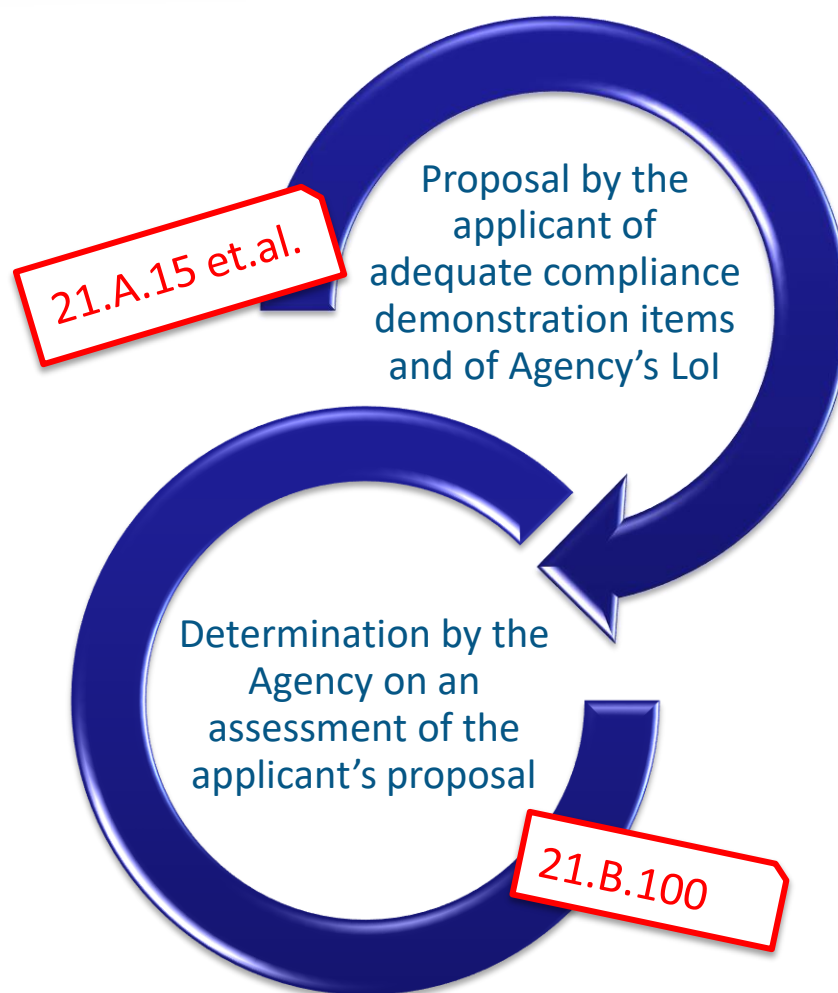
<< selection of the compliance demonstration activities and data that the Agency will investigate and the depth of these investigations during the certification process >>





Level of Involvement in the new Part-21

Method to determine Lol:



•CDI : Compliance Demonstration Item

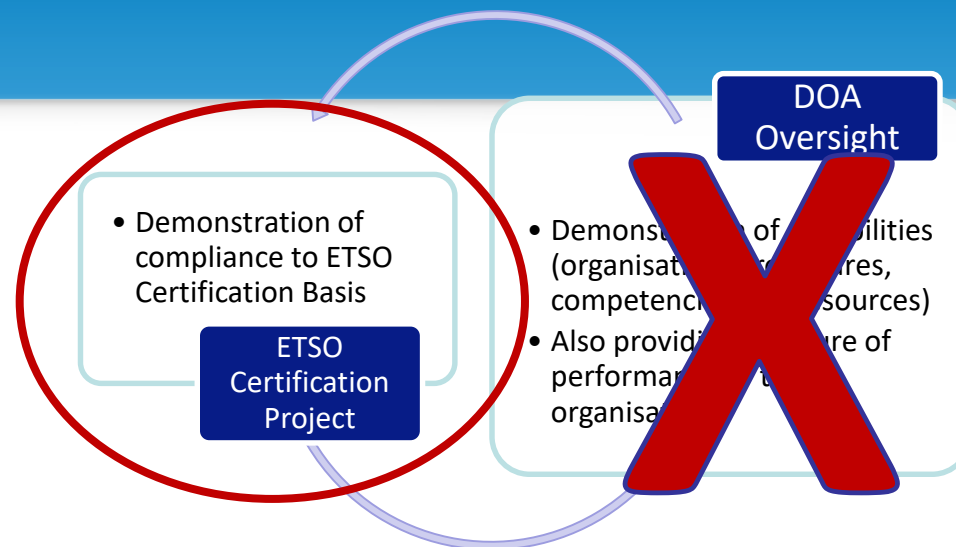


•DO : Design organisation

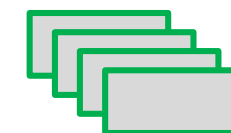


The ETSO context

- ETSO applicant has no DOA (except if the article is an APU)
- ETSO applicant is not regularly assessed for its procedures & processes (no DOA audits)
- The data requirements are listed in point 21.A.605, means to demonstrate compliance to be set out by applicant
- Different Part 21 requirements => 21.B.100 (b)
 - ➔ different approach for LoI determination process for ETSO projects



Part 21.A.605



ETSO Data Package



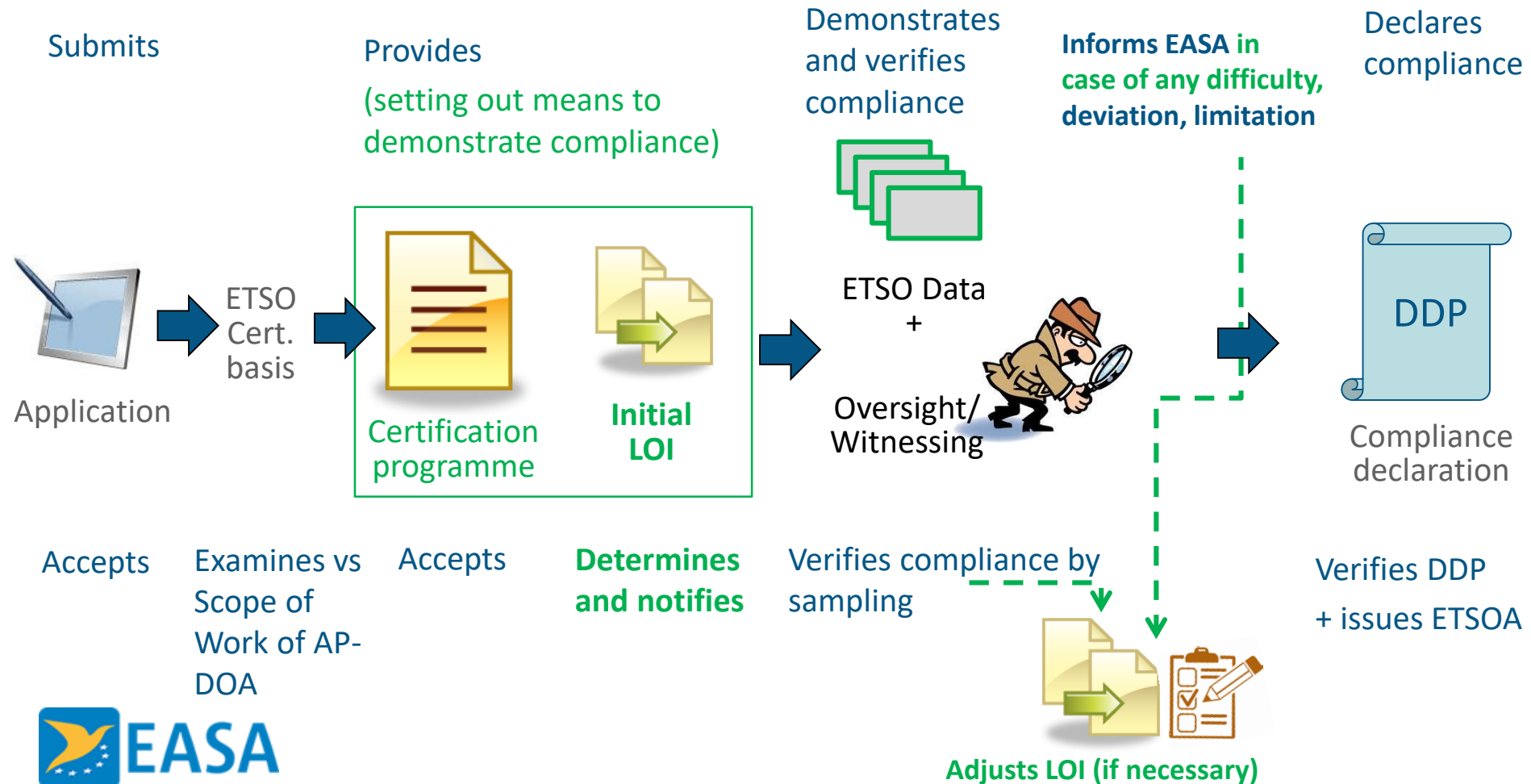
Part 21.B.100 (b)



The 'new' Certification Process for ETSO

Changes in green..

APPLICANT





Lol determination principles

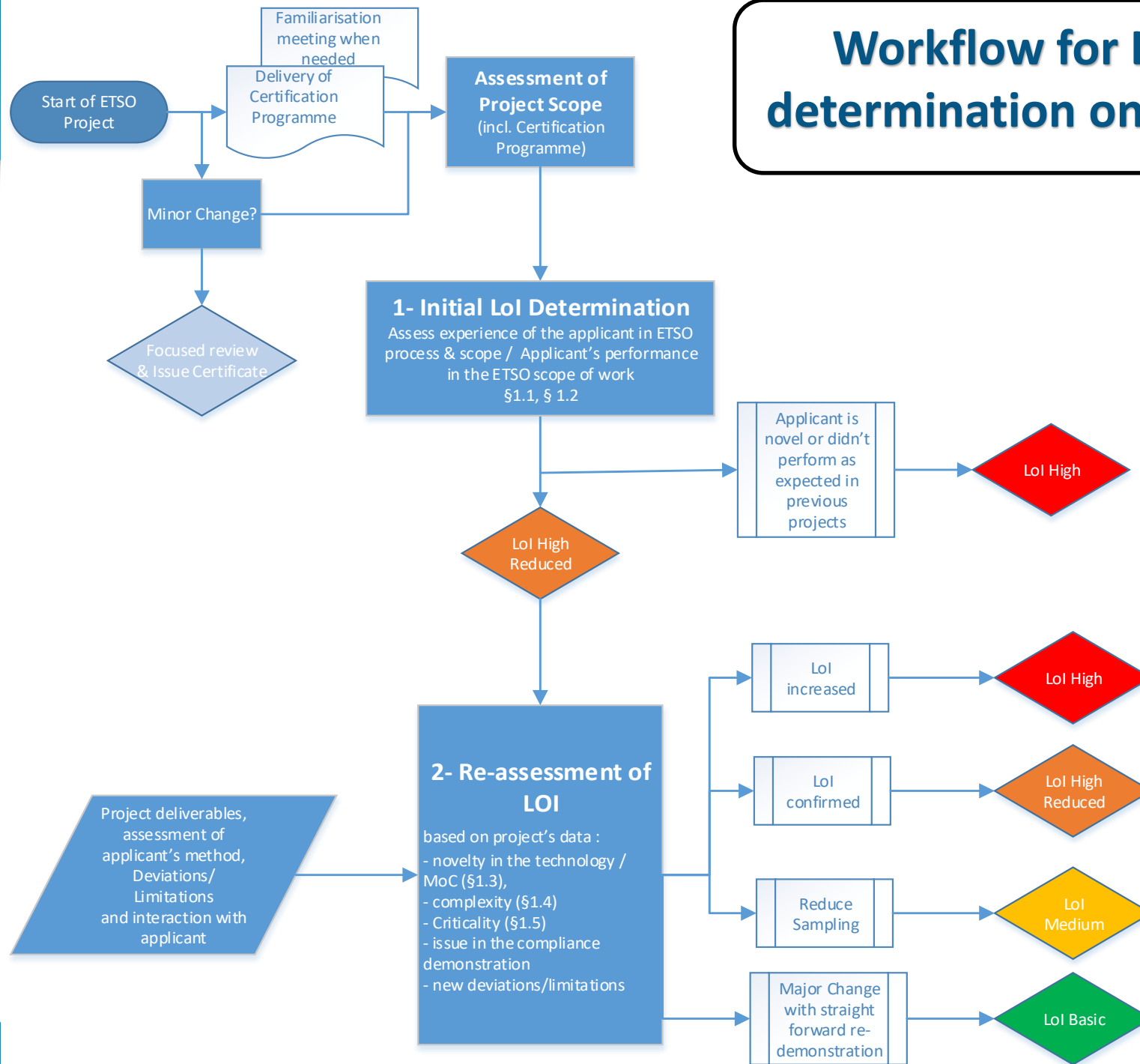
➤ Initial Lol determination is based on the following criteria:

- Applicant's experience in ETSO compliance
 - New AP-DOA, new APDOA scope of work, organization/ procedures changes...
- The ETSO applicant's level of performance in the ETSO scope of work/cert basis
 - Feedback from ETSO projects in the same scope of work, period since last EASA involvement...
- The use of novelties in the technology/design or in the means of compliance
 - Including new ETSO standards, new deviation, new limitation, new methodology/unusual means of compliance
- The complexity of the ETSO article
 - Design, architecture, technology....
- The criticality of the design





Workflow for LOI determination on ETSO





In conclusion

➤ For ETSO applicants:



Certification Programme to be submitted,
and then continues with the usual process

➤ For EASA:

- EASA determines its initial Lol and notifies the applicant
 - Initial Lol (depth of investigation) is defined consistently with EASA current practice
- Lol is adapted (reduced/increased) using a risk-based approach, project data and project evolution on the basis of the criteria provided in Part-21



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Thank you for your attention!

Any questions?

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21.B.100 (b) + (c)

(b) For a minor repair design, minor change or ETSO authorisation, the Agency shall establish its level of involvement at **the level of the certification project**, taking into account any novel or unusual features, complexity of the design and/or compliance demonstration, criticality of the design or technology, as well as the performance and experience of the applicant's design organisation.

(c) The Agency **shall notify** to the applicant the Agency's level of involvement, **update** its level of involvement when this is warranted by receipt of information which has an appreciable impact on the risk previously assessed pursuant to point (a) or (b), and notify the applicant accordingly.