Summary

→ Background

→ Content
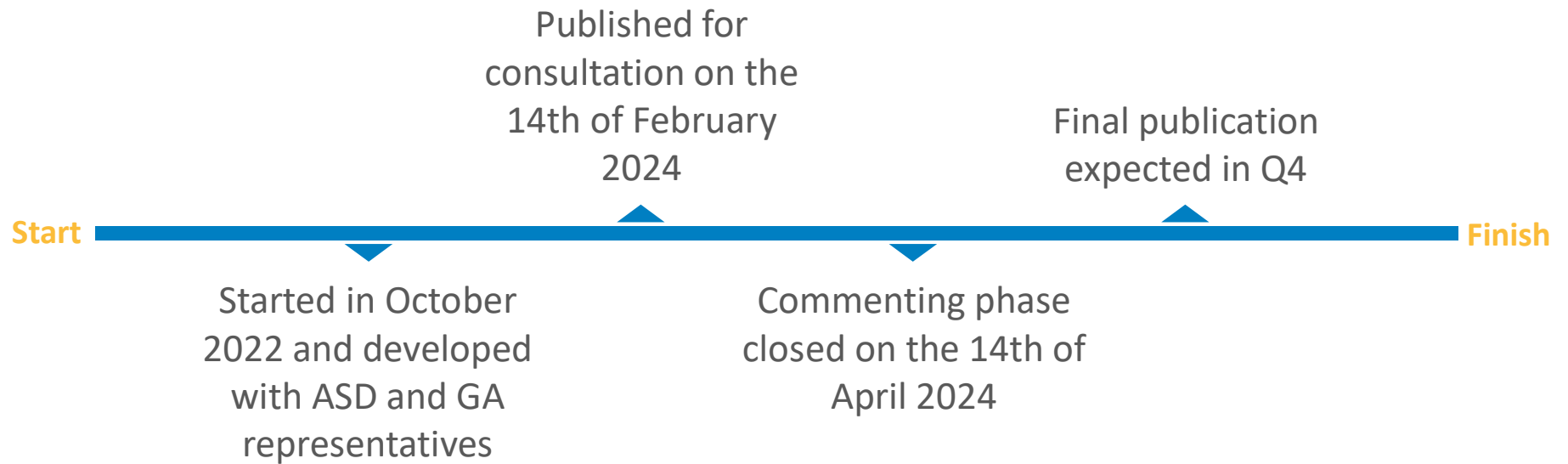
  → Applicability

  → Management of changes

  → Installation of certified products/authorized articles

→ Next steps

Background

→ Project launched based on:

  → Need to clarify and provide visibility on applicability criteria for all class of products

  → Outcome of our 737Max Lessons Learnt investigations

→ Related activities:

  → Improvements/updates of CS25 & CS27/29 AMCs

  → Generic improvements on other related topics such as LOI

Background

Published for consultation on the 14th of February 2024

Final publication expected in Q4

Start ─────────────────────────────────── **Finish**

Started in October 2022 and developed with ASD and GA representatives

Commenting phase closed on the 14th of April 2024

Content

→ Provide visibility on applicability for all products

→ Address management of changes including Major changes

→ Clarification on integration of certified products/authorized articles

→ Applicant independent review

→ Certification Authority coordination

→ Use of previously recognized Development Assurance (DA) standard

Content

→ All products are addressed except:

  → Light UAS SAIL III

  → Control & Monitoring Unit (CMU)

  → Systems used for "enhanced containment" principles from SORA 2.0

→ It does not cover:

  → Aspects that are specific to items (please refer to AMC 20-115D and AMC 20-152A)

  → The Safety Assessment process

Applicability – in proposed CM

→ 3 categories have been defined:

>   → First category applies "Full DA", meaning to all complex systems of that product (typically following ED-79B)
>
>   → Second category applies "Some DA", no industry standard available yet
>
>   → Third category "No DA", no development assurance needed, unless embeds critical systems that are novel and/or not conventional

→ Products were categorized in at least one of the above categories

Applicability – evolutions from proposed CM

→ More flexible framework to determine applicability for CS-23/CS-27 products

    → Based on criticality, complexity and level of integration

    → As proposed by the applicant

    → With initial guidance (flowchart) still available for information

→ Harmonization task launched with FAA/TCCA/ANAC

Management of changes

→ Additional guidance for changes to products

  → Based on complexity and criticality of the change to determine Development Assurance applicability

  → Based on outcome of impact analysis to be performed by the applicant

  → Process in place might be shown to be adequate for the change under consideration

Installation considerations

→ Additional guidance for:
  → Installation of Propulsion Systems
  → Installation of (E)TSO

→ Development Assurance activities to be addressed during integration into the aircraft
  → In addition to activities performed during product certification or article authorization
  → Highlighting credit that can be granted for DA activities of an ETSO article

Next steps

→ Final publication of CM-DASA-002

→ Continuous harmonization with FAA/TCCA/ANAC on various Development Assurance topics

→ Standardization of the "Some DA" via industry standards in discussion with ASTM

→ Introduce clarification for Light UAS SAIL III, CMU and Systems used for "enhanced containment"