



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop 2018

Feedback from side meetings

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31/10/2018

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Main points of discussion

➤ ETSO DDP vs. OEM DDP

21.A.608 requires a DDP from the ETSO applicant, but OEM's want to approve DDP's too. OEM's typically define requirements beyond the ETSO with showing of compliance. ETSOA holders need to find a smart way to cover EASA as well as OEM's requirements.

➤ As a good practice the use of an ETSO DDP with OEM specific supplements has been identified.

(ETSO DDP covers all PNRs per ETSOA and showing of compliance to ETSO.
OEM Supplement covers all PNRs as used by the OEM and correlated showing of compliance and link to ETSO DDP)



Main points of discussion

- Classification of changes to ETSOA
 - Follow-up from last year action (cancelled)
 - Call for further guidance (ADOH template)

- EASA to provide further guidance for handling and classification of changes (e.g. accumulative effect of multiple minor changes, “minor-minor changes”)



Main points of discussion

- DOA for ETSO holder
 - Concerns regarding impact on workload & fees
 - Considerations for defining 'complex cases'
 - Credits for military approvals?



Actions identified

- Further work out the criteria for mandatory DOA, taking in account the suggestions by industry (e.g. include non-technical criteria like number of articles/certifications, company size)
- Further clarify potential benefits for DOA instead of APDOA especially for ADOAPs without DOA (e.g. Major Change approvals)
- Further analyse potentials of cooperations between civil and military authorities in the frame of approvals and auditing (e.g. mutual recognition of approvals, audits, third party certifications, joint audits)



Actions identified

- EASA to consider the impact of the fees on applicants transitioning from APDOA to DOA with a view to reducing the impact



What did work well

- Having access to ETSO and DOA expertise within EASA, contributing and participating in discussions.
- Open minded and fruitful cooperation between EASA and industry



Group 4 ETSO

