



**EASA**  
European Aviation Safety Agency

# Product Certification and Design Organisation Approval Workshop 2018

*Feedback from side meeting 7  
ISM Pillar of success of the DOA*

Speakers

**Fabrice ROS**

**Patrick LE GUIRRIEC**

On behalf of the team

**Your safety is our mission.**

An agency of the European Union 



# 14 attendees, most of us involved directly in ISM function

ERSKINE	Alastair	STC Twenty One
HOFFMANN	Yvonne	Dornier Seawings Gmbh
LIMA	Bruno	Embraer
ÖZDEMIR	Segah	Turkish Aerospace Industries
PACHON ALVAREZ	Javier	British Airways Plc
PEMPERA	Jürgen	Liebherr-Aerospace
ROS	Fabrice	R&R Consulting
THIRIEZ	Camille	Composite Industrie
WEINDL	Barbara	ADAC Luftfahrt Gmbh
MELE	Antonio	Blackshape S.p.A
BART	Renskers	Fokker Services
SADIKOGLU	Ferhan	TCI Cabin Interior Sys
SAMMAVUTHICHAJ	Rungkaew	Triumph Aviation Services Asia Ltd
LE GUIRRIEC	Patrick	Airbus SAS





# Main points of discussion

- ISM oversight at design subcontractors
  - Lessons learnt highlighted the key elements for a good monitoring of suppliers:
    - The contract, as entry point to cover DOA needs
    - The requested organisation structure and focal points
    - A clear definition of the DOA deliverables
    - Piloting the DOA project
    - The list of the applicable working procedures and tools
    - The DOA interface document
    - The operational control of design suppliers from the source of design
- Efficient and effective ISM for small DOAs



# Main points of discussion

- Corrective actions and prevention of re-occurrence
- What is the minimum to monitor while staying on the safe side (innovative compliance)
- Use of EN91xx series with regards to monitoring activities
- The ISM processes at design supplier
- ISM Skills and competence evaluation and maintenance
- The measurement of the DOA performance
- Conformity versus Competence



# What did work well

- Very dynamic and positive first side meeting on Independent System monitoring (ISM)
- As DOA holders we shown we are mastering properly the DOA requirements despite the various sizes and complexities of our design organisations for very different scopes of approvals.
- Same level of understanding of ISM topics between Industry and EASA
- The DOA newcomers (including Non EU) have appreciated the exchanges as adding value to their knowledge
- The discussion was bringing new ideas (targeted efficiency)



# Issues encountered

- ISM requirement not always clear for everyone
  - **AMC 21.A.239(a)(3) Design assurance system – Independent system monitoring**  
The system monitoring function required by 21.A.239(a)(3) may be undertaken by the existing quality assurance organisation when the design organisation is part of a **larger organisation**.
  - More guidance / sharing of best practices would be appreciated
  - Auditor qualification (ISO 19011) is considered by most adding value in the practice even if not quoted in GM 1 to 21.A.245



## Actions identified

- Industry proposes EASA further steps of working together toward the establishment of ISM guidelines that could be available on EASA website containing:
  - Useful recommendations and practises
  - Basic definitions, terminology and clear tasks



# Picture of the team





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# Question?

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