

# Working together

Best industry practices – Standardisation & Recognition

2017 Global Manufacturing Meeting

EASA headquarter

Cologne 17NOV17



**Patrick LE GUIRRIEC**



AeroSpace and Defence Industries  
Association of Europe



# AGENDA

- Vision and Initiatives
- Footprint of the industry standards
- Working together
- DOA Think Tank
- POA WG
- MOA WG
- Recognition of Quality standards
- Conclusion

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## *Vision and Initiatives*

Initiated with the objective of sharing best aerospace industry practices, amended to take account of cost efficiency (better use of resources and competence) and completed by a risk based approach measuring the performance, thus allowing prioritisation,

Several projects are being developed:

- In 2011 the ASD Airworthiness Committee pushed the idea of evaluating how to share the surveillance of design suppliers leading to the creation of the DOA Think Tank
- In 2015 the European Aerospace Quality Group expressed the need to have their standards recognised by EASA
- In 2016 the ASD Airworthiness Committee, GAMA, (supported by EASA), ....decided to develop together a Safety Management System standard as an internationally recognised document
- Other to come within ASD AWC POA and MOA WGs

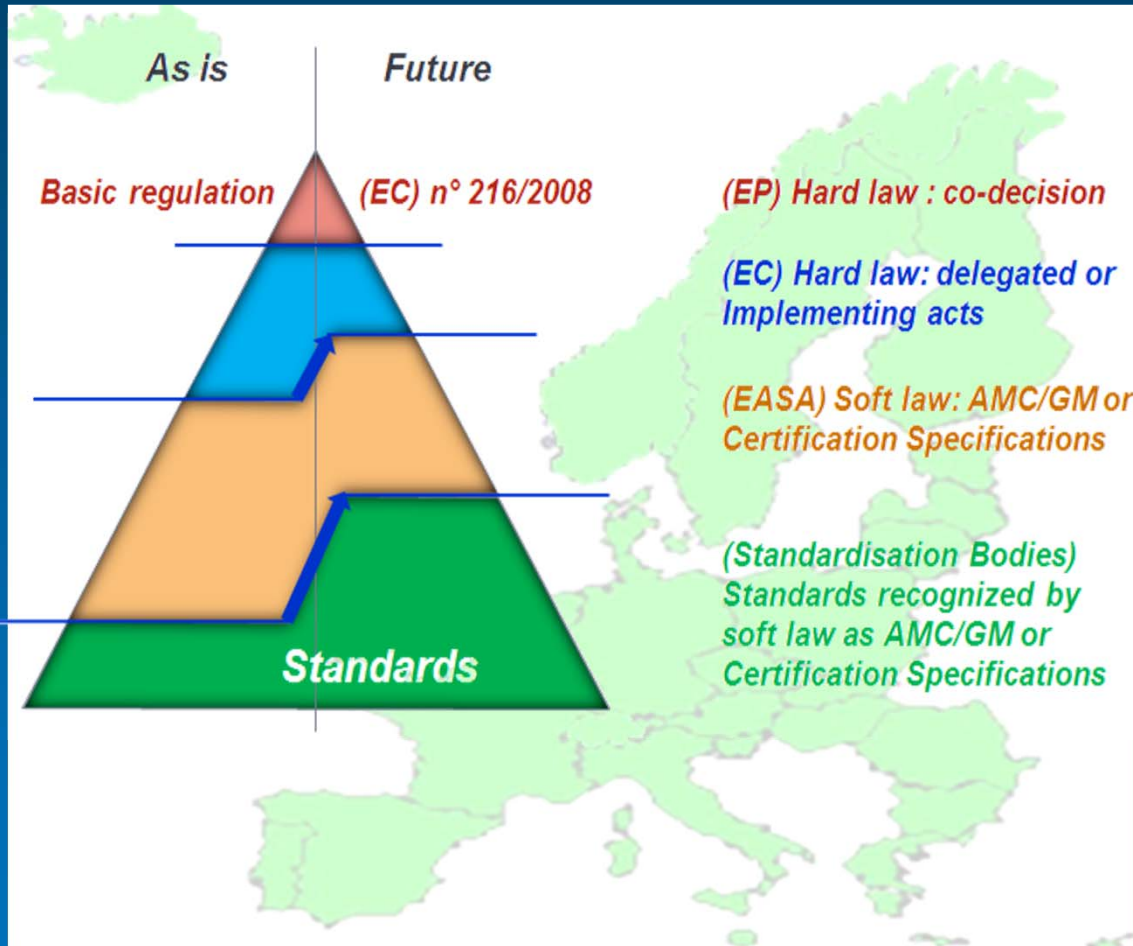
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# Footprint of the standards

In the background:

*Continuous evolution towards an increased footprint of the Standards*



## Footprint of Standards

- Used as one internationally recognised Means of Compliance for certification of products, equipment & organisations
- Important role of technical standards in safety & interoperability of aerospace products
- New standards to address new technologies, **new processes**

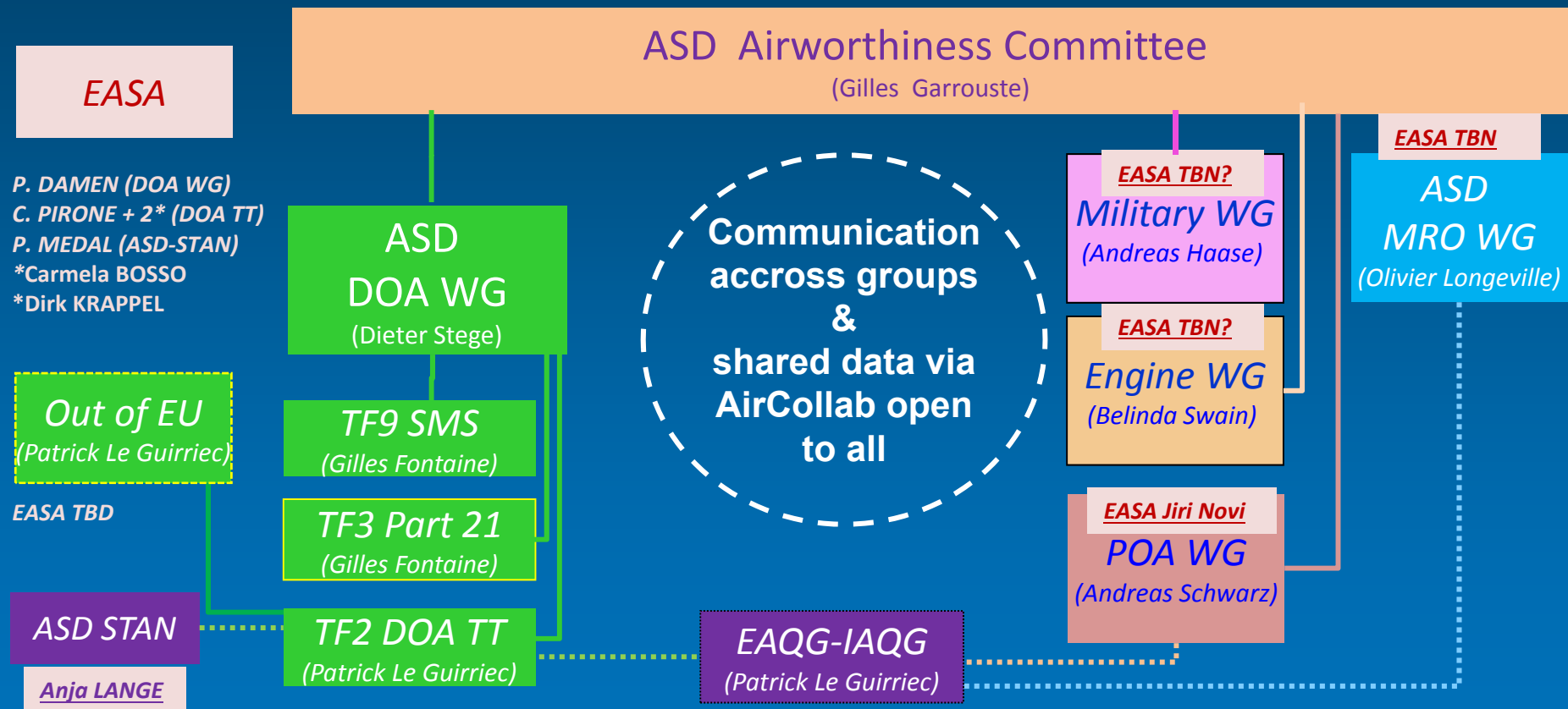
**Industry involvement is key for Regulations & Standards evolutions**

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# Working together

- Shared challenge of “working together” (within Aerospace Industry, with EASA, EAQG, ASD-STAN, others...)
- Shared Objectives of “Simplification” (minimum requirements, more guidance materials) and reactivity (creation of Industry Standards)



Industry involvement is key for Regulations & Standards evolution



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## *DOA TT Organisation and mission*

### ➤ Phase one

Missioned by the ASD Airworthiness Committee the DOA TT (12WG & about 150 experts from EU and out of EU) are developing DOA guidelines created ab initio or derived / completing existing Industry standards or best practices.

### ➤ Phase two

Have the DOA guidelines:

- Used by DOA holders and their suppliers in advance of standardisation (i.e. voluntary basis)
- Standardized via ASD-STAN to become Pre European Norms, then European Norms (TBC)
- Promoted and deployed via ASD, EAQG and any other interested parties (EU and out of EU)

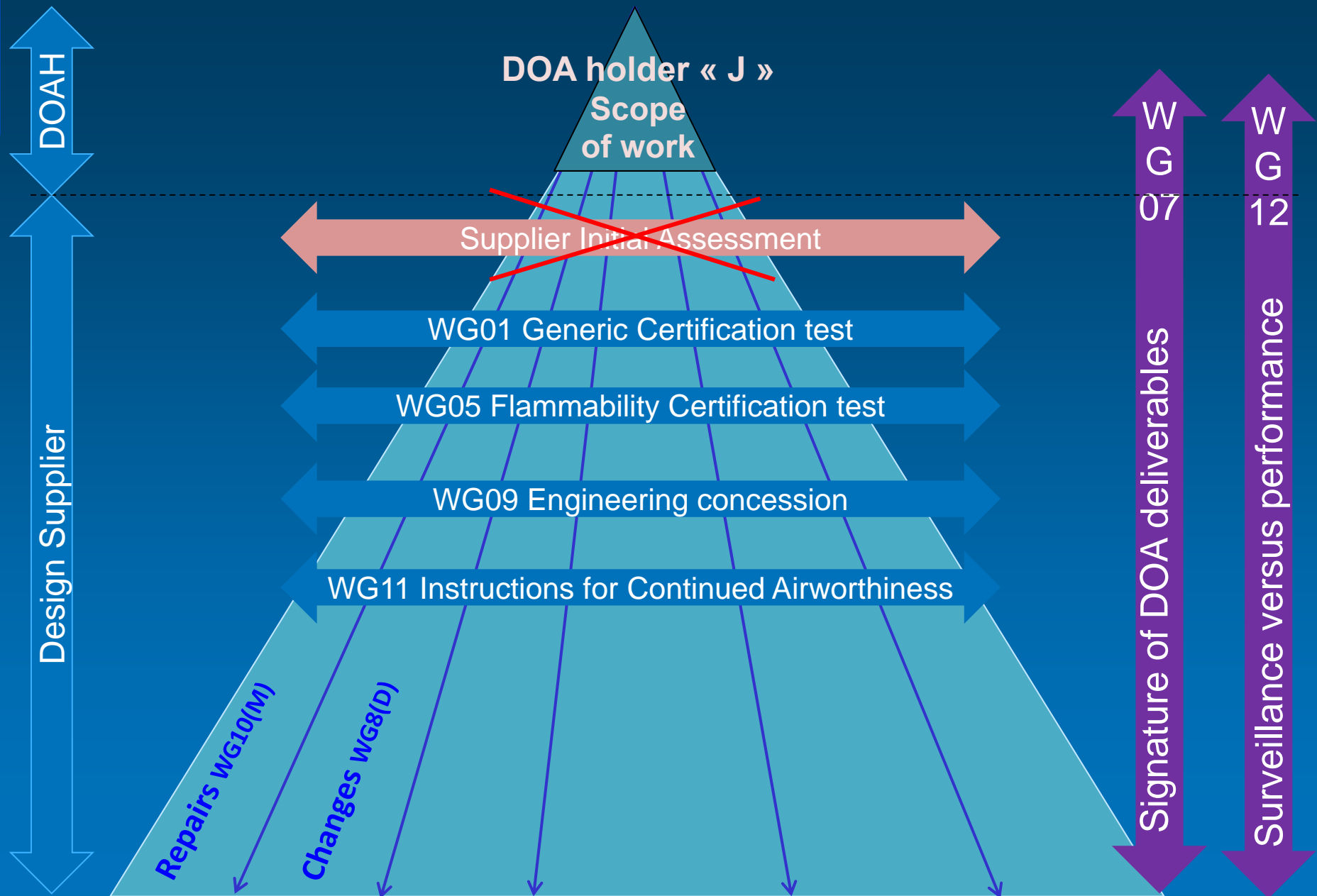
### ➤ Phase three

Have the DOA guidelines recognized by EASA (reference in AMC or Guidance Materials)

### ➤ Phase four

Find ways to share results of assessment and surveillance

## DOA topics covered by the standards



## *DOA Think Tank status*

- DOA Think Tank members and EASA representatives are confirming the added value of working together (proactivity, efficiency, reactivity)
- The DOA THINK TANK is reaching phase two and three of DOA guidelines approval process:
  - One document is published as a pre-norm and ready for recognition as EASA AMC
  - Three documents are being finalised for publication as pre-norm by ASD-STAN
  - Three documents are reaching maturity for the initial industry ballot process
  - Phase four (sharing results of assessments & surveillance) is being initiated
- Rolls Royce decided to deploy as pilot:
  - The prEN9253 Surveillance of Design suppliers (contemplated either by Safran Group)
  - The prEN9255 Acceptance of supplier's design capabilities and management of Design Organisation authorisations ("signature of DOA deliverables")
- DOA TT status is regularly presented at AWC, DOA WG, IAQG, EAQG and at EASA DOA workshops or similar conferences or events

### ➤ Recognition of DOA prEN by EASA

- Following contact with EASA (Pascal Medal), Julian Hall is confirmed as in charge and received the first published prEN9250 in April 2017
- It seems there is no documented process for that activity within EASA
- The meeting organised with EASA on 21SEP17 in Cologne agreed (A. Leroy) to progress the subject (kick off 16NOV17) and to establish a way to go and an associated planning for the recognition of DOA TT standards as a reference in AMC or as GM

### ➤ Competence:

- It is agreed to work out the competence matter (i.e. knowledge, experience, capability to decide and to transmit...based on engineering judgement) within prEN9255 (WG07 “signature of DOA deliverables”) as the subject is relevant to the scope and is the natural complement of any documented DOA process
- After the concept and the model are developed (2018), it will then be decided whether to have a new standard or an amendment one within prEN9255 (“signature of DOA deliverables”)
- EAQG and EASA will contribute

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## ***POA WORKING GROUP*** (on behalf of Andreas SCHWARZ chairman)

### ➤ **Sharing best practices**

- Interface between POA and DOA
- Frontier between POA and MOA
- Handling of items reworked or modified at another POA
- EASA Form 51 requirements and level of assessment
- Request for a new POA privilege to issue export documents
- Coverage within bilaterals or working arrangements

### ➤ **Standard development**

- No standard contemplated yet from POA WG
- EAQG proposes ICOP (Industry Controlled Other Party certification system) as standard in support of POA
- Contribution to International SMS (Safety Management System)



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## **MOA WORKING GROUP** *(on behalf of Olivier LONGEVILLE chairman)*

### ➤ **Sharing best practices**

- Interface between MOA and DOA
- Frontier between MOA and POA
- Coverage in bilaterals or working arrangements

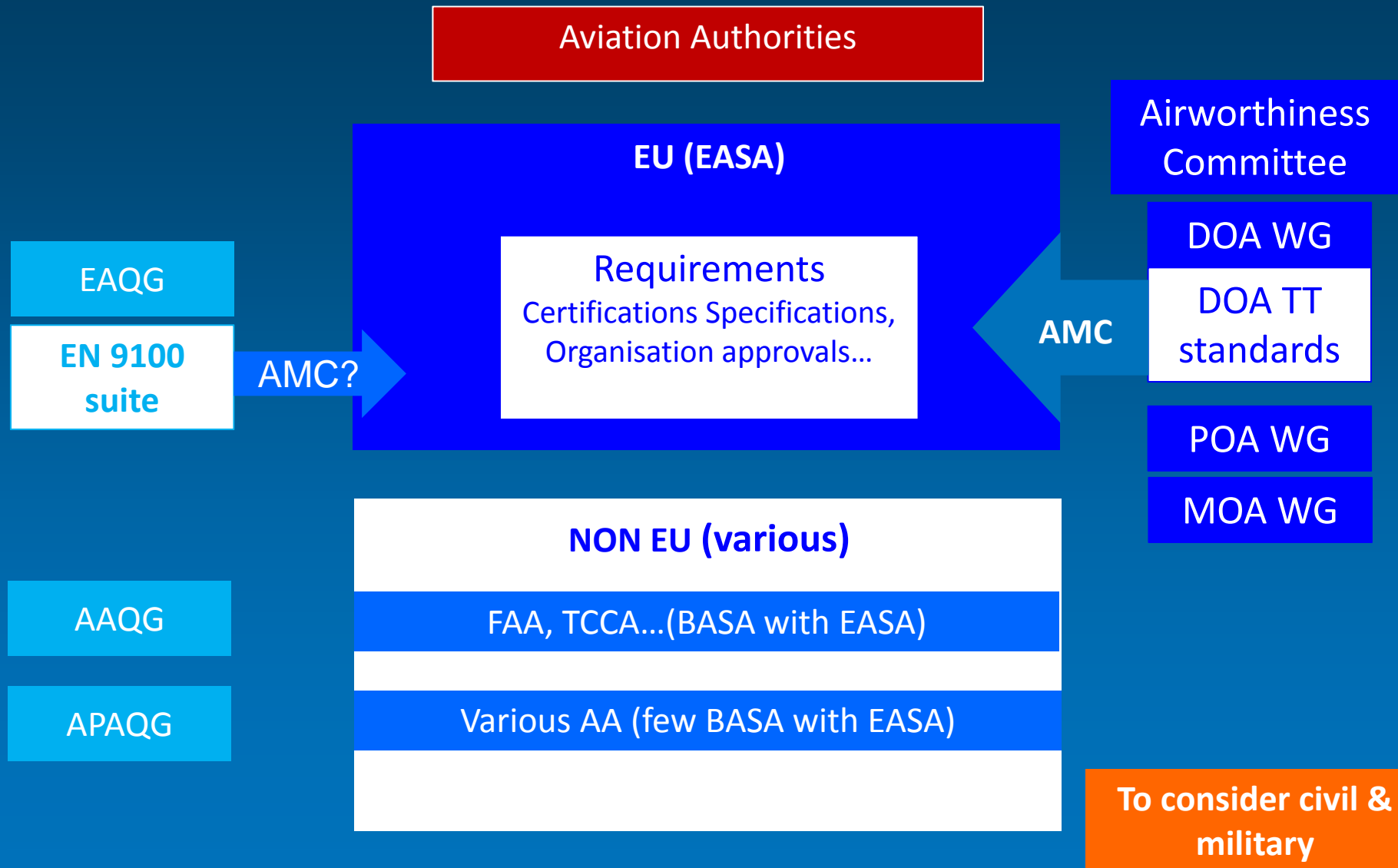
### ➤ **Standard development**

- EAQG proposes EN 9110 (Quality Management Systems. Requirements for Aviation Maintenance Organizations) as standard in support of MOA
- EAQG proposes ICOP (Industry Controlled Other Party certification system) as standard in support of MOA
- Contribution to International SMS (Safety Management System)

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## Way for standard recognition



## *Recognition of Quality standards*

### ➤ **Relation between EAQG quality standards and EASA safety requirements**

- Action has been taken on 21SEP17 between ASD DOA WG and EASA to support the initiative of establishing the relation between EAQG quality standards and EASA safety requirements.
- The objective is neither to compare nor to harmonise the text of both documents but rather to find out together (EAQG, EASA, AWC experts) their relation and how best to use that relation.
- **Proposal:**
  - To align with the current way of recognising Industry standards by EASA meaning EAQG standards to become a Means of Compliance with an EASA safety requirement.
  - To define a “working together” between EAQG, EASA and AWC aiming at defining the relation between EAQG standards and safety requirements
    - ✓ Those related to Organisational Approval requirements
    - ✓ Those not related to Organisational Approval requirements

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- ❑ Standardizing or sharing best practices is core activities
  - Within DOA, POA and MOA ASD Working groups
  - Within SMS (safety Management System) fusion group in establishing an internationally recognized standard (safety Management System)
  
- ❑ Standardization adds value under the following prerequisite:
  - Working together (EAQG, AWC, EASA, ASD-STAN, others...)
  - Minimum requirements - More guidance materials
  - Using internationally recognised Means of Compliance for certification of products, equipment & organisations
  - Making best use of competence and resources
  - Developing risk-performance based methodology on the way to SMS
  
- ❑ DOA Think Tank initiative is confirming the added value of working together (proactivity, efficiency, reactivity) when developing European Norms to become recognized by EASA as AMC or GM; an initiative being followed.

TEŞEKKÜR  
DANKE SCHÖN  
спасибо  
DĚKUJI  
kiitos  
GRACIAS  
THANK  
DANK U  
شكرا  
TAKK  
MERCI  
謝謝  
GO RAIBH MAITH AGAT  
KÖSZÖNÖM  
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