



EASA

European Aviation Safety Agency

DOA/Cert Workshop 2017 Questions & Answers selection

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STC WORKSHOP
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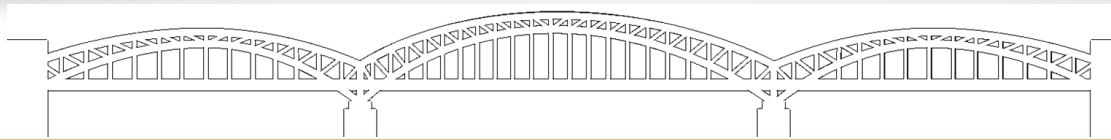
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Content



DOA workshop
22-23 NOV 2017

STC Workshop
4-5 JUN 2018

DOA Workshop
30-31 OCT 2018

- 200 questions raised during DOA workshop
- A team of experts answered all the questions
- 7 selected questions and answers will be presented
- In the same way we will process the questions during this event



The intention is to create a synergy not only at work level but also between the events to ensure continuity and updates



Question n.1



Q

EASA Good Practices: arrangement by the way DO and MO, paper is focusing on STC but it is also applicable to TC holder? Especially for out of production Aircraft

Yes, the principle of General Practice (GP001) remains valid and can be used with necessary adaptation, the TCH will probably apply for a Major Change.



A



Question n.2



Q

DOA performance. What are the detailed questions and associated ratings used by EASA specialists for the 3 main criteria PPC, ARC, CD? Available in a Certification Memo?

EASA is developing a more standardized feedback for the EASA experts and PCMs which will be used for the quality feedback to certification projects and continued airworthiness performance. This is planned to be introduced in 2018. Not decided yet how to make the criteria publicly available. Feedback provided to the DOA only when memorandum of understanding between EASA and DOAs has been signed applying a JUST culture.



A



Question n.3



Q

How does the current part 21 version (which reqts) covers the LOI concept? Only new AMC&GM will be issued or a new revision to part 21 will also be issued?

Current Part 21.A.263(b) and associated GM are covering LOI concept. The EASA opinion about LOI will introduce new part 21 requirements and new AMC/GM to have a better standardisation of the LOI concept implementation.



A



Question n.4



Q

What would be the delay for DOA to update their Handbook to comply with new revision of Part 21 following its official publication?

The Agency has recommended to the European Commission a transition period of 9 months. If confirmed, during this period of time the current process may still be followed however it is expected that DOAs will use this period of time to update their DOA handbooks.

After the transition period, no further delay is acceptable and the DOA should have the changes incorporated in the procedures/handbook in time prior to submit any future application to the Agency. In case this is not done a finding level 2 would be raised (as it was done in case with the introduction of OSD requirements).



A



Question n.5

Q

DOA fee is based on organisation size. How will ETSO activity under DOA affect the fee?

We realised this and it needs to be checked, could lead to a change in F&C regulation to reflect this specific situation.

A



Question n.6

Q

Would ETSO holder be allowed to perform major change under DOA?

That would need a change to Part 21 as a major change leads to a new ETSOA which cannot be issued by the DOA.

A



Question n.7

Q

In which means, could operator maintenance organization clearly recognize which kinds of data/manual is exactly part of ICA from TCH/STCH

Currently there are means for the operator and maintenance organization to identify ICAs. Some but not necessarily all maybe identified in STC/STCDS. EASA has recognise this shortcoming and has published NPA 2018-1 covering the identification of ICA list.

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Thank you.

Questions ?

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