



EASA

European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

22nd -23rd November 2017

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TE.GEN.00409-001



EASA

European Aviation Safety Agency

GROUP 5: ETSOA Holders Community

Speakers

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Summary

- Topic 1
China-EU Bilateral Agreement on-going activities
- Topic 2
DOA holding APDOA possible future scenarios
- Topic 3
Grandfathered approvals
- Topic 4
Best practices for ETSO projects



➤ Industry Focus / Concerns

- Visibility on existing and future CTSO's
- Validation of approvals to previous ETSO's is not possible
- MPS for some ETSO's are not at the same level as MPS for CTSO's
- Negative experience with the rate of progress on some validation projects



Topic 1 - China-EU Bilateral Agreement ongoing activities

➤ EASA Feedback

- EASA is working with CAAC on bilateral and TIP. Bilateral scheduled for 12/2017
- EASA may be contacted to facilitate communication with CAAC via representative in Beijing
- Application can be made to latest ETSO to match CTSO, if possible
- Equipment may be also be certified / installed at aircraft level with a change to TC



➤ Industry Focus / Concerns

- Dual manuals / dual organisation vs. One manual / one organisation ?
- Fees and charges ?
- DOA Privileges for ETSOA?

➤ EASA Feedback

- See separate EASA presentation given this morning



Topic 3 - Grandfathered approvals

➤ Industry Focus / Concerns

- Changes of grandfathered equipment where approval was granted by NAA's

➤ EASA Feedback

- EASA as state of design authority is in charge
- Changes are only possible if envisaged by previous approval
- Configuration control procedures are to be documented in APDOA manual (Form 81)



Topic 4 - Best practices for ETSO projects

- Industry Focus / Concerns
 - Industry is looking for guidance on Management of Changes
 - Impacting DDP
 - Impacting Master Drawing List
 - Not impacting ETSO article PNR
 - Industry took initiative to provide a list of typical examples of minor changes for concurrence
 - Handling of changes is to be documented in APDOA manual
 - No organisational requirements for APDOA, no surveillance audits
- Accordingly APDOA manual must properly documents design practices



➤ EASA Feedback

- Management of design changes is to be documented in APDOA manual
- No organisational requirements for APDOA, no surveillance audits → consequently APDOA manual must properly document design practices
- EASA will review list of typical examples of minor changes and provide feedback



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Thank You

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