

EASA  
Part 21 Design Organisation Approval  
(DOA)  
Implementation  
&  
Product Certification Workshop  
- Industry Session -

**18-19 November 2015**  
**“RHEINSAAL” HYATT Conference Room**  
**Hyatt Regency Hotel**  
**Cologne, Germany**

Part 21 DOA Implementation & Product Certification Workshop (Industry)

# Group 6 DOA's outside EU

Conclusions of working group 6 session  
17-NOV-2015

18-19 November 2015  
"RHEINSAAL" HYATT Conference Room  
Hyatt Regency Hotel  
Cologne, Germany



# DOA Outside EU

## ➤ Subjects of discussion

- Same process for EU and outside EU DOAs

## ➤ DOA Implementation process

- It is important to have the applicant communicating with DOATL – investigation program in place
- The applications consider if the products under EASA jurisdiction – except for minor repairs and changes does not considers the undue burden
- EASA does not accepts or deny CVEs – assesses the knowledge available for the company (EASA experts)
- EASA can use a pilot project for new comers



## ➤ Subjects of discussion

### ➤ DOA Implementation process

#### ➤ Write what you do and do what you write! –

➤ Recommendation: contracting consultants just for advisory, not for write the DOM and associated procedures

➤ Engineering process must be referred to evidence the design capability – not for EASA assessment

➤ After the DOM is reviewed the audit starts – to check the consistency between people and processes



## ➤ Subjects of discussion

### ➤ DOA Surveillance

- Once the DOA certificate and terms of approval are issued the surveillance starts – 3 years cycle

### ➤ DOA changes to the DAS

- Significant changes may require a new terms of approval or just a letter of acceptance
- Non significant changes must be reported to DOATL
- Some significant changes may be put in operation coordinated with DOATL, in any case EASA approval must be obtained before exercising the releases under a privilege



## ➤ Subjects of discussion

### ➤ DOA work and BASA & WA effects

- BASA is linked with territories – DOA outside EU aren't covered by BASA between EU and other countries, but they can be covered by working arrangements
  - The validation of STC
  - Minor repairs
  - Minor changes
  - TSO usage in STC
- EPA marking – difficult to apply by DOA outside EU having multiple approvals
- Article 8.2 is the reference as part of the Implementing Rules



# DOA Outside EU

## ➤ Subjects of discussion

### ➤ DOA charges and fees

- EASA has the idea to constitute a pool of auditors – to optimize the travel and time cost of their surveillance
- EASA is using IT tools to optimize the travel and time costs – web conferences



## ➤ Questions

- Is there a published list of criteria for EASA to accept a DOA application?
  - Payment of the fees
  - **Technical criteria?**
  - **Airworthiness criteria?**
  - ...
- Is the scope of design secure before the application?
- What is the minimum content of the Handbook versus the template on EASA website?



# DOA Outside EU

## ➤ Questions

- How to manage the timely involvement of EASA?
- What are the key characteristics of competence?
- Is it planned to expand the current pool of EU auditors to non EU states authorities auditors?
- EASA internal DOA working procedures seems not to be on EASA website anymore, could we still have a copy of that?
- Why a Major Repair can not be performed by a non TC/STC DOA holder if the technical capability is in place?

**Thank you EASA for the hospitality  
and the competence of the  
moderators!**

