



EASA
European Aviation Safety Agency

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

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TE.GEN.00409-001



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MRB Process under DOA

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MRB Process under DOA

- Background
- Current status of the project
- Status of coordination with bilateral partners
- Way forward



MRB Process under DOA

1. Background

- MRB Process - Industry process to develop manufacturer scheduled maintenance requirements (MRBR). It involves TCH, operators and regulators.
- MRB Process under DOA
 - Project coordinated through MRBIE (MRB Industry EASA review group)
 - Phase 1 - concluded that it is possible to include the MRB process under DOA without the need to change Part 21, or the related GM & AMC
 - Phase 2 - pilot projects with the industry participants in MRBIE



MRB Process under DOA

1. Background (continued)

➤ Main elements of the projects

- use of DOA framework (e.g. compliance verification function, privileges)
- Routine / non-Routine categorisation of the MRB activities
- Level of Involvement (LOI) for EASA in non-routine activities
- Level of Participation (LOP) for operators
- Approving of MRB data rather than MRB Report revisions

In addition:

- Develop basis for the reciprocal acceptance of MRB reports with bilateral Partners.



MRB Process under DOA

2. Current status of the project

Steps (as per presentation in Nov. 2014)	Status (Nov. 2015)
Development of DOA draft procedure and submission to DOA and MRB section.	COMPLETED
Application from the TCH to significant change to the DOA approval	COMPLETED
Review of draft DOA procedure by EASA (DOA and MRB section).	ON-GOING
In parallel of a normal MRB activity, use of these draft procedures on a Pilot Project to fine tune, adjust and check the proposed procedure.	ON-GOING
After satisfactory achievement of the Pilot Project, DOA audit jointly by DOA and MRB team.	To be scheduled
Approval of the DOA significant change.	To be scheduled
Run the new process for the next coming activity	TBD
Share the approach / Availability for other interested TCH / DOA	TBD



MRB Process under DOA

3. Status of coordination with bilateral partners

- FAA and EASA senior management signed a Task Definition document on 26 Feb 2015
- EASA/FAA Team established and functioning
- Recommendations to the Certification Oversight Board (COB) on amendments to the US/EU BASA Technical Implementation Procedures (TIP) by end of 2015
- Draft TIP wording drafted and under review
- Aiming to introduce TIP changes in amendment 6 (due April 2016)

BASA = Bilateral Aviation Safety Agreement



MRB Process under DOA

3. Status of coordination with bilateral partners (cont'd)

Recommendations to the EU/US COB to include:

- reciprocal acceptance (without validation item) of each other's MRB approvals
- FAA normally no more involved in EU MRB projects and EASA normally no more involved in US MRB projects
- transition plan, management of historical differences
- Communication if State of Design Process change (e.g. use of DOA)
- Sampling Inspection System



MRB Process under DOA

4. Way forward

- Need to show FAA that the MRB under DOA will work well and maintains the level of safety
- Need to involve other major Authorities in Bilateral discussions and standardization of MRB process
- Need to communicate the ‘MRB under DOA’ initiative to other EU TC Holders and operators (e.g. ISC)
- To adapt from the approval of infrequent MRBR major revisions, to the approval of frequent minor MRB data packages (list of individually approved tasks) iaw IATA initiative
- EASA to develop a “Level of Involvement” concept for MRB



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End slide

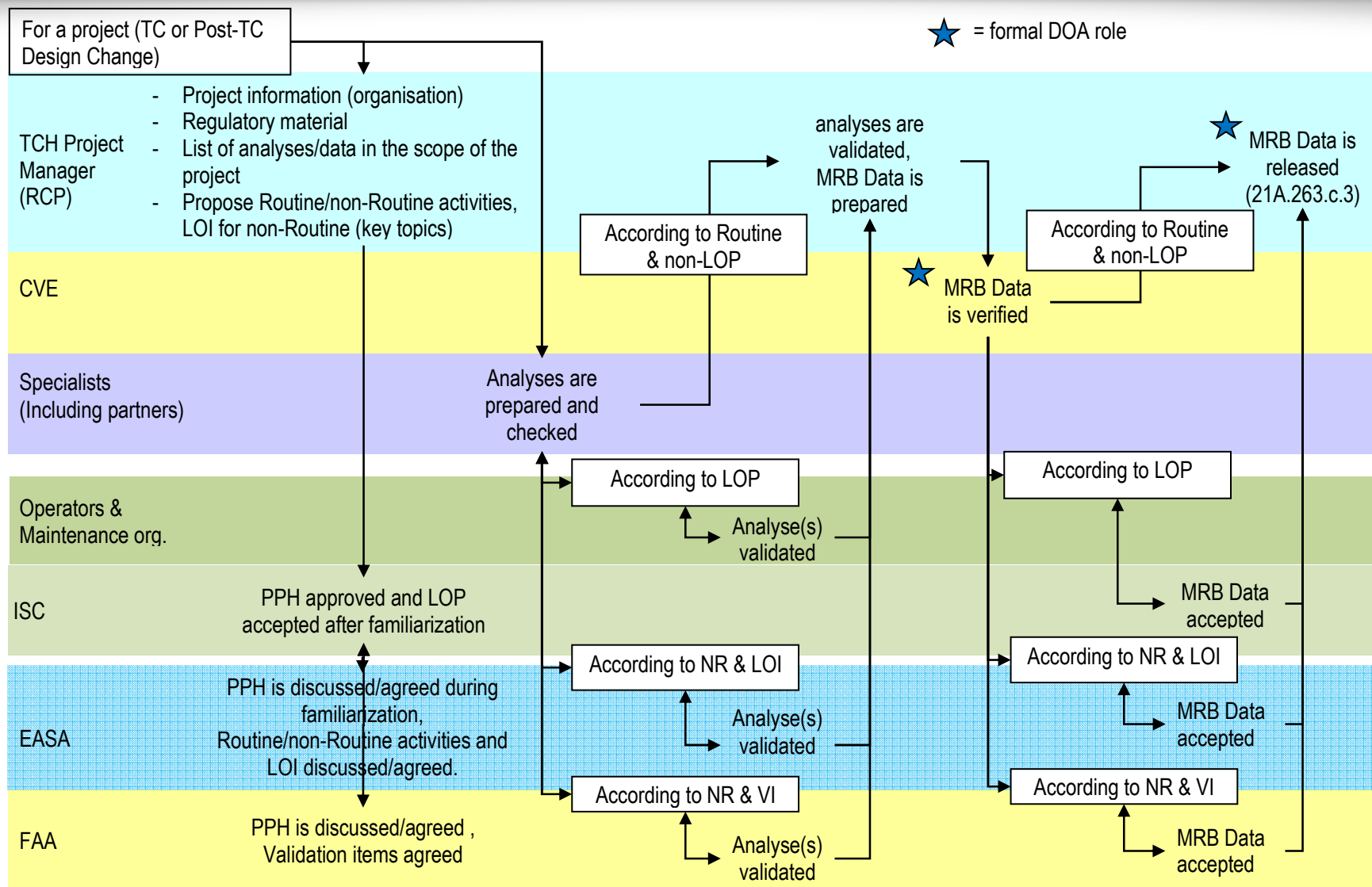
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Backup slides

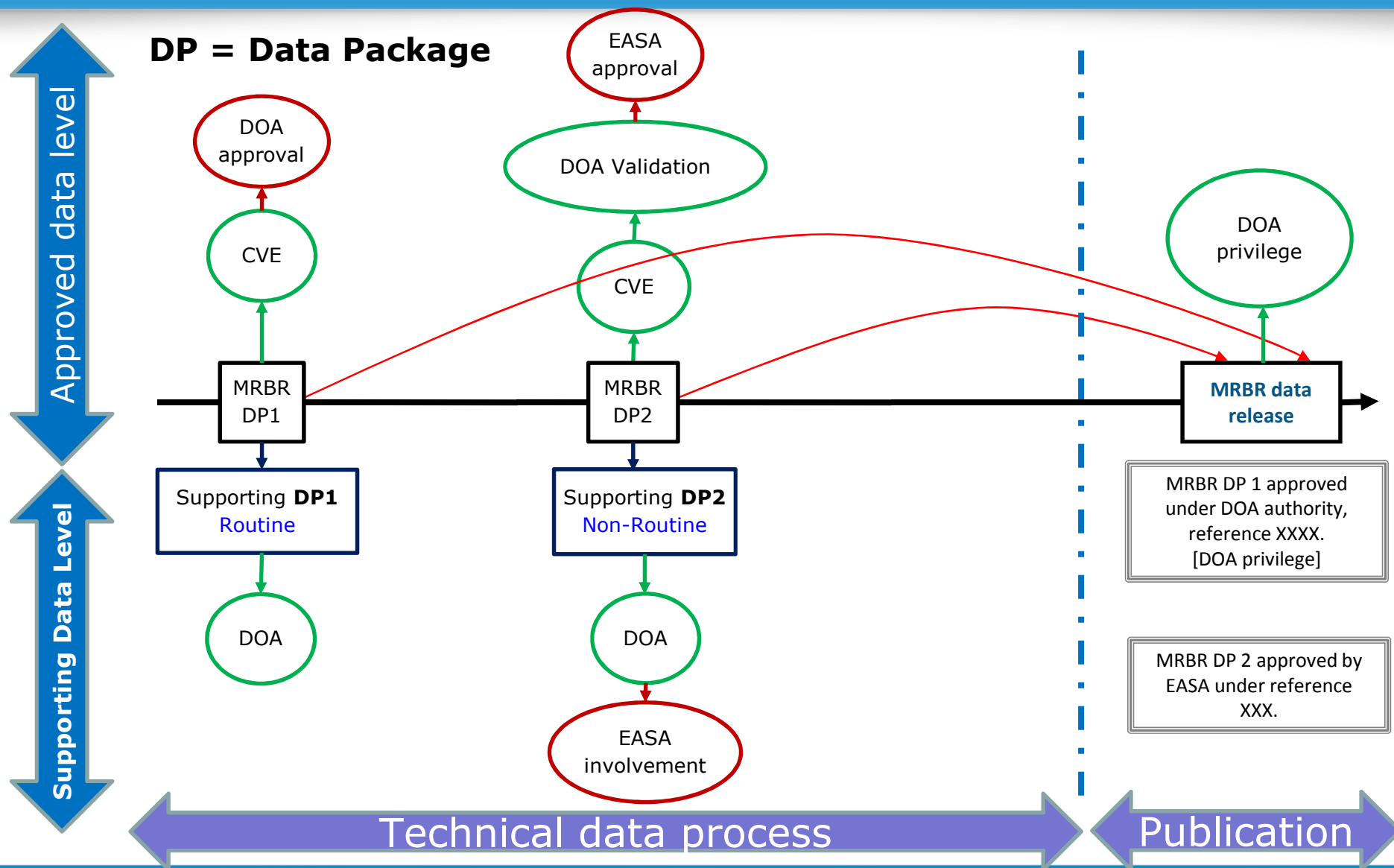


MRB Process under DOA





MRB Process under DOA



Envelope of main “Routine” activity/change

To be individually reviewed and granted to those DOA holders with satisfactory performance and experience

- Administrative updates, typo and editorial changes
- Change to MRB ‘administrative’ data (SOC, LEP, TOC...)
- Change to non-EASA-approved appendix

•Non
technical

- Classification of Routine/Non-Routine ☐
- Correction of wrong MRB data iaw accepted MSG3 analysis ☐
- Impact on descriptive part and PN information within MSG3 analysis ☐
- Update of « Zone » information in MSG3 analysis and MRB data ☐
- Update of task procedure/accomplishment information ☐
- Update of applicability in MSG3 analysis and MRB data with no impact on the fleet utilisation ☐
- Update of Prevention Compound (TPS) information ☐
- Update of « Access » information - other than zonal/EZAP – in MSG3 analysis and MRB data ☐
- Update of zonal/EZAP « Access » information in MSG3 analysis and MRB data ☐
- Closure of Action Item falling under routine category ☐
- Closure of confirmed assumption (e.g. AFM) ☐
- Update of MSG3 analysis iaw minuted WG decision ☐
- Update of MRB data and/or MSG3 analysis iaw minuted ISC decision ☐
- Missing « CPCP » marker (excluding CPCP review) ☐
- Produce non-routine MSG3 analysis (or revisions thereto) and associated MRB data (as applicable) ☐
(after reclassification from NR to R agreed with MRB chair) limited to repetitive similar design and technology :
 - already analysed by the DOA holder to the satisfaction of EASA, and
 - on same or similar a/c , and
 - under same utilization, environment and operational requirement, and
 - under the same/similar revision of MSG3 document

•Technical

The exercising of routine activity will be subject to a procedure agreed between the Agency and the DOA holder specifying the scope, recording, communication, conditions and limitations.

Draft
01 Sep-2015