



Part 21 Design Organisation Approval (DOA) Implementation Workshop

Issues Reported

Subject	Reply
<p>DOA working outside their scope of approval</p> <p>Recently our operation engaged a Part 21 approved company in the UK to provide us with AOG support for aircraft damage. This was based on previous use of the same company. Damage was a dis-bonding to a flight control, a primary composite structure. The company has a robust process to carry out the assessment and classification but it appears they did not follow this. This has been taken up in their Quality Department. They supplied previous release paperwork to demonstrate past experience for a similar, not identical flight control. They were unable to provide the supporting data from the OEM to demonstrate a time limited unrepaired release to service. We contacted the OEM and they rejected the proposed time limited repair advising that it was not structurally acceptable. During the waiting time between contacting the OEM and receipt of their alternate repair we investigated the company approvals and procedures. It was noted that they could not approve unrepaired damage to Composite and Primary Structures. This company has previously released Aircraft with similar damage for numerous operators. Many of our Approved Technicians thought the data was acceptable as it came from an EASA Part 21 company. I have a concern that the release of such time limited repairs have become the norm within Part 21 approval holders and are also being accepted at face value by industry. Whilst a valuable lesson has been taught to many people involved in this event. I feel the lack of knowledge of many experienced people highlighted what is probably a bigger industry issue that should be addressed by EASA and industry.</p>	<p>DOA can only exercise privileges within their scope of work.</p>



European Aviation Safety Agency

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