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(R) Direct Delivery Authorization Guidance for Aerospace Companies

RATIONALE

This document was revised to coincide with European Union (EU) Commission Regulation No. 748/2012 of 3 August 2012 as amended by EU Commission Regulations No. 7/2013 of 08 January 2013 and No. 69/2014 of 27 January 2014, and the associated Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part 21 of EU Commission Regulation No. 748/2012. All other changes made to the document presented herein were editorial in nature.

FOREWORD

To assure customer satisfaction, the aviation, space, and defense industry organizations must produce and continually improve safe, reliable products that meet or exceed customer and regulatory authority requirements. The globalization of the industry, and the resulting diversity of regional/national requirements and expectations, has complicated this objective. End-product organizations face the challenge of assuring the quality of, and integrating, product purchased from suppliers throughout the world and at all levels within the supply chain. Industry suppliers and processors face the challenge of delivering product to multiple customers having varying quality expectations and requirements.

The aviation, space, and defense industry established the International Aerospace Quality Group (IAQG) for the purpose of achieving significant improvements in quality and safety, and reductions in cost, throughout the value stream. This organization includes representation from companies in the Americas, Asia/Pacific, and Europe.

This document standardizes requirements for the "direct delivery" of articles from a Production Organization (PO); it was originally produced as a cooperative effort between the European Aviation Safety Agency (EASA) and the IAQG. The establishment of common expectations, for use at all levels of the supply-chain by organizations, should result in improved quality and safety, and decreased costs, due to the elimination or reduction of organization-unique requirements and the resultant variation inherent in these multiple expectations.

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1. SCOPE

1.1 General

Limited to the commercial aerospace industry where a request is made for a PO to have Direct Delivery Authorization (DDA), which includes an Appropriate Arrangement (AA) between the PO and the Design Organization (DO). In this process the DO is responsible for ensuring the continuous updating of design and airworthiness data to the PO, whilst the PO is responsible for assurance that the manufactured article conforms to approved design and airworthiness data. The PO is responsible to provide airworthiness release documentation.

1.2 Purpose

This document provides guidance to a PO and DO on how to comply with the DDA, including AA requirements per the applicable documents referenced in Section 2 (see Figure 1).

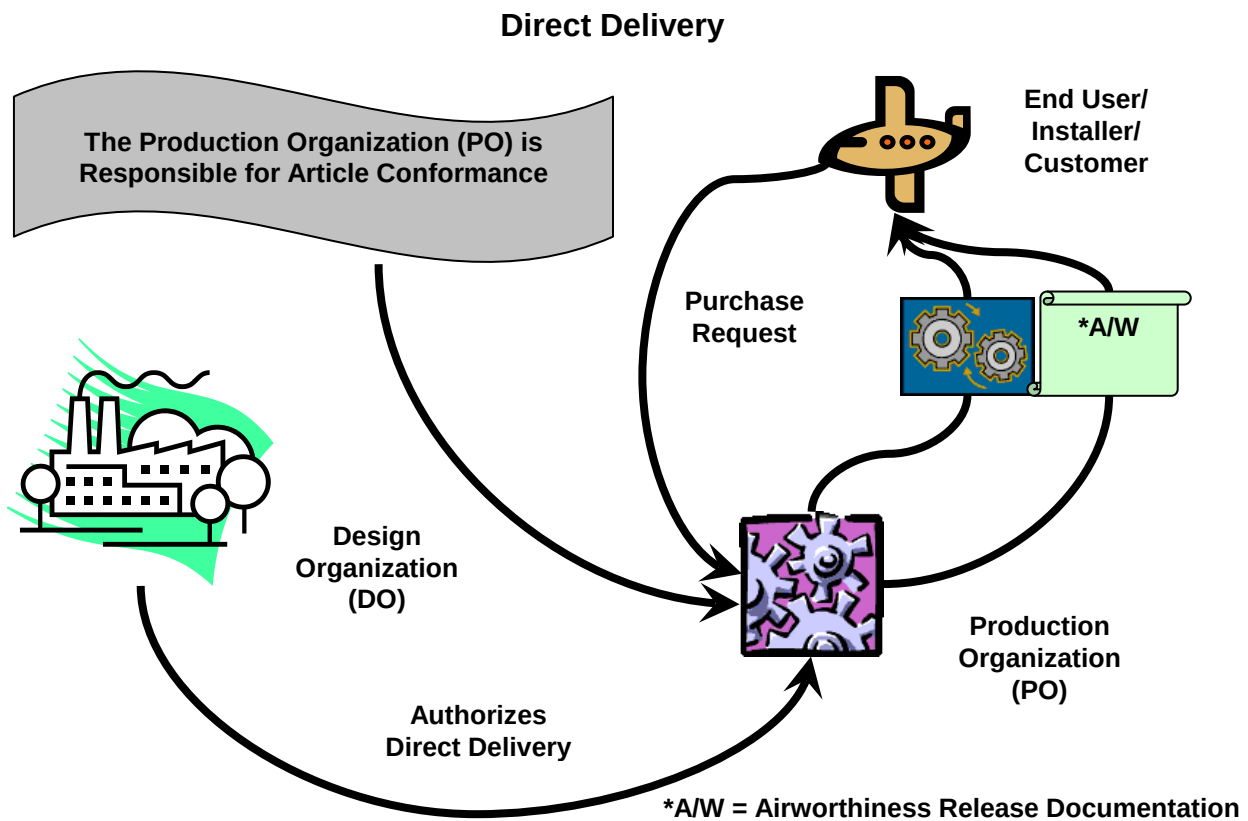


Figure 1 - Direct delivery overview

2. APPLICABLE DOCUMENTS

These include, but are not limited to:

2.1 European Aviation Safety Agency Publications

- a. EU Commission Regulation No. 748/2012, Annex I, Subpart G – Production Organization Approval, Part 21.A.133, “Eligibility”, paragraph (c)
- b. EU Commission Regulation No. 748/2012, Annex I, Subpart G – Production Organization Approval, Part 21.A.165, “Obligations of the holder”
- c. Acceptable Means of Compliance (AMC) 21.A.4, “Transferring of information on eligibility and approval status from the design holder to production organizations”

- d. AMC No. 1 to 21.A.133(b) and (c), “Eligibility – Link between design and production organizations”
- e. AMC No. 2 to 21.A.133(b) and (c), “Eligibility – Link between design and production organizations”

2.2 Federal Aviation Administration Publications

- a. 14 Code of Federal Regulations (CFR) Part 21, “Certification Procedures for Products, Articles, Parts”

2.3 Transport Canada Publications

- a. Canadian Aviation Regulations (CARs) Part V – Airworthiness

3. TERMS AND DEFINITIONS

Definitions for general terms can be found in the IAQG International Dictionary, which is located on the IAQG website. An acronym log for this standard is presented in Appendix A. For the purpose of this standard, the following definitions are used:

3.1 Appropriate Arrangement (AA)

A documented link between a DO and PO that describes the required coordination necessary to ensure airworthiness data and continuing airworthiness matters is satisfactory, and meets regulatory authority requirements.

3.2 Approved Application

Designation of the product, part, appliance, etc., having design and airworthiness data approval by a regulatory authority for which an article is eligible for installation.

3.3 Approved Design and Airworthiness Data

After issuance of the Type Certificate (TC), Supplemental Type Certificate (STC), Parts Manufacturer Approval (PMA), Technical Standard Order (TSO)/Joint Technical Standard Order (JTSO)/European Technical Standard Order (ETSO) Authorization or equivalent by the regulatory authority, design and airworthiness data is defined as “approved”. Items manufactured in conformity to this data are eligible to be released using Authorized Release Certificates (ARCs) certifying airworthiness.

NOTE: The approved design and airworthiness data typically consists of drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.

3.4 Article

Material, part, product, component, assembly, or appliance which is listed by the DO as eligible for installation in a type-certificated product or included in the design and airworthiness data approved by the regulatory authority; not inclusive of standard parts.

3.5 Authorized Release Certificate (ARC)

A document whose purpose is to detail an aeronautical product which has been manufactured or maintained, the data to which it conforms or was maintained to, and who manufactured or performed the maintenance on it. In Canada, this document is known as the Transport Canada Authorized Release Certificate – Form One; in the EASA system, it is known as the EASA Form 1; and the Federal Aviation Administration (FAA) equivalent is the FAA Form 8130-3.

3.6 Constituent

A part, component, or element of a larger unit/installation/assembly.

3.7 Design Organization (DO)

An organization responsible for the design of articles or for changes thereto that is the holder of a design approval granted by a regulatory authority (i.e., TC, STC, PMA, TSO/JTSA/ETSO Authorization, or equivalent).

3.8 Direct Delivery Authorization (DDA)

The written endorsement granted by a DO to a PO that allows the PO to deliver articles to end-users, installers, or customers; and for this purpose to use the DO's approved design and airworthiness data to declare an article in conformance to the regulatory approved data in order to guarantee continued airworthiness control of the released articles.

3.9 Product

An aircraft, aircraft engine, or propeller.

3.10 Production Organization (PO)

An organization, approved by an applicable regulatory authority, which is responsible for the manufacture of aeronautical articles.

3.11 Standard Part

Parts for which the design, manufacturing, inspection data, and marking requirements necessary to demonstrate conformity of the part are in the public domain, and published or established as part of officially recognized standards.

4. DIRECT DELIVERY AUTHORIZATION REQUIREMENTS

4.1 General

The DDA process involves a DO and a PO. In a logical flow, a request for DDA is generated, an AA is verified to have been established between the DO and PO, the DO validates airworthiness eligibility (approved design), and the DO informs the PO of DDA approval or denial status (see Figure 2).

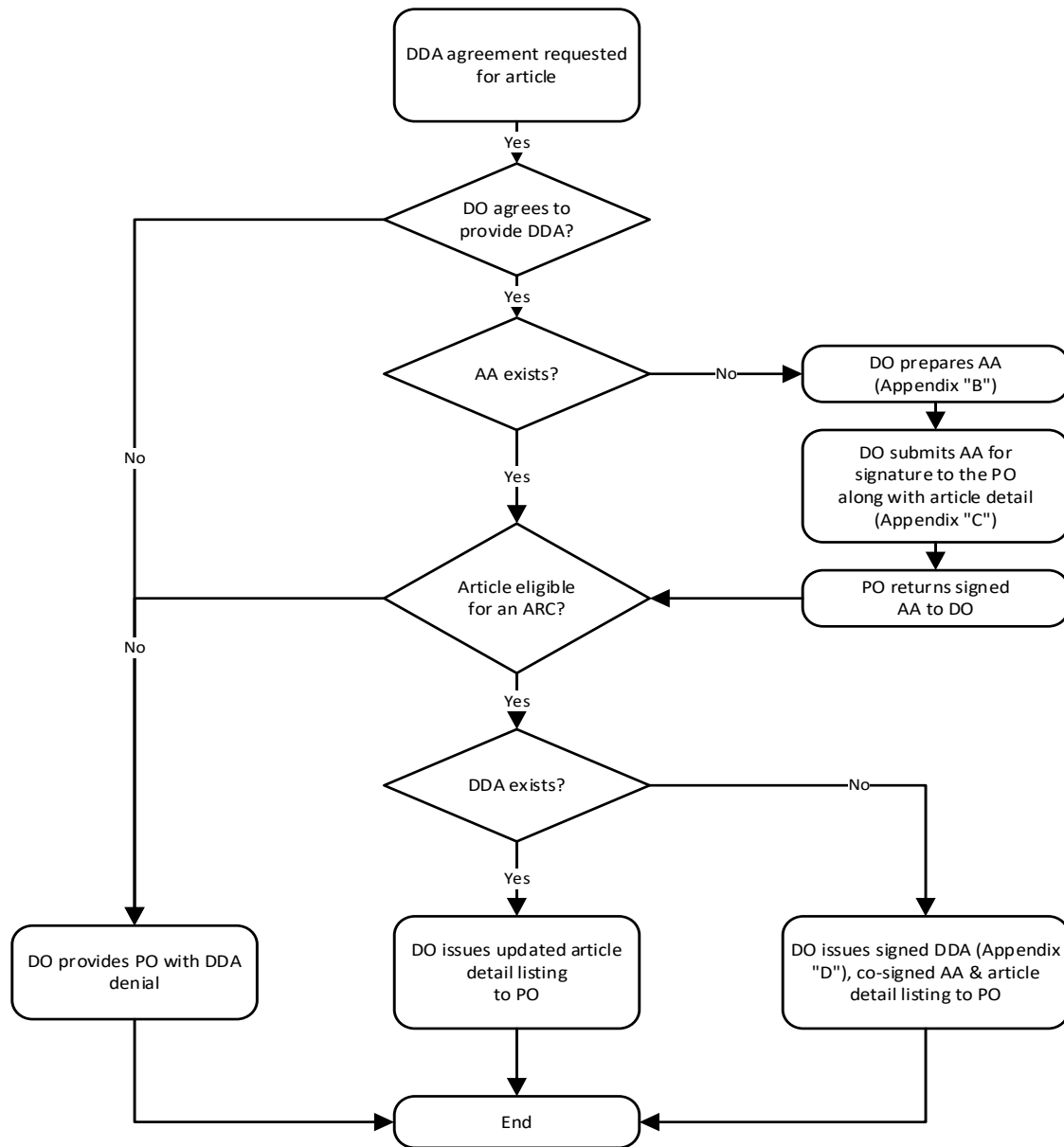


Figure 2 - Direct delivery authorization process flow

4.2 Design Organization

4.2.1 Procedures

A DO that intends to issue DDA to a PO shall develop internal procedures that, as a minimum, address:

- The decision whether to grant or deny the PO DDA.
- The determination of whether an AA (see Appendix B) already exists with the PO, and if one does not exist, the DO initiates the process to establish an AA that is agreed to by the PO.
- The process used to determine an article is suitable for ultimate airworthiness certification by ensuring the article is a constituent of a regulatory approved design (e.g., TC, STC, PMA, TSO, JTSO, ETSO).
- The process used and the type of documentation to transmit DDA approval or denial status to the PO.