



# SLOVENSKI STANDARD

## SIST EN 9107:2019

01-marec-2019

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### Aeronavtika - Sistemi vodenja kakovosti - Dovoljenje za neposredno dostavo - Navodilo za letalsko in vesoljsko industrijo

Aerospace series - Quality systems - Direct Delivery Authorization - Guidance for Aerospace Companies

Luft- und Raumfahrt - Qualitätsmanagement - Autorisierung für Direktanlieferungen - Richtlinie für die Luft- und Raumfahrtindustrie

Série Aéronautique - Systèmes qualité - Autorisation de livraison directe - Recommandations pour les compagnies aéronautiques

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Ta slovenski standard je istoveten z: **EN 9107:2018**

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#### **ICS:**

03.120.10	Vodenje in zagotavljanje kakovosti	Quality management and quality assurance
49.020	Letala in vesoljska vozila na splošno	Aircraft and space vehicles in general

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**en,fr,de**

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EUROPEAN STANDARD

EN 9107

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2018

ICS 03.120.10; 49.020

English Version

## Aerospace series - Quality systems - Direct Delivery Authorization - Guidance for Aerospace Companies

Série Aéronautique - Systèmes qualité - Autorisation de  
livraison directe - Recommandations pour les  
compagnies aéronautiques

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Autorisierung für Direktanlieferungen - Richtlinie für  
die Luft- und Raumfahrtindustrie

This European Standard was approved by CEN on 11 June 2018.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

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## European foreword

This document (EN 9107:2018) has been prepared by the Aerospace and Defence Industries Association of Europe - Standardization (ASD-STAN).

After enquiries and votes carried out in accordance with the rules of this Association, this document has received the approval of the National Associations and the Official Services of the member countries of ASD, prior to its presentation to CEN.

This document shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2019, and conflicting national standards shall be withdrawn at the latest by June 2019.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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**EN 9107:2018 (E)****Rationale**

This document was revised to coincide with European Union (EU) Commission Regulation No. 748/2012 of 3<sup>rd</sup> August 2012 as amended by EU Commission Regulations No. 7/2013 of 8<sup>th</sup> January 2013 and No. 69/2014 of 27<sup>th</sup> 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 defence industry organisations 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 organisations 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 defence 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 organisation includes representation from companies in the Americas, Asia/Pacific, and Europe.

This document standardizes requirements for the “direct delivery” of articles from a Production Organisation (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 organisations, should result in improved quality and safety, and decreased costs, due to the elimination or reduction of organisation-unique requirements and the resultant variation inherent in these multiple expectations.

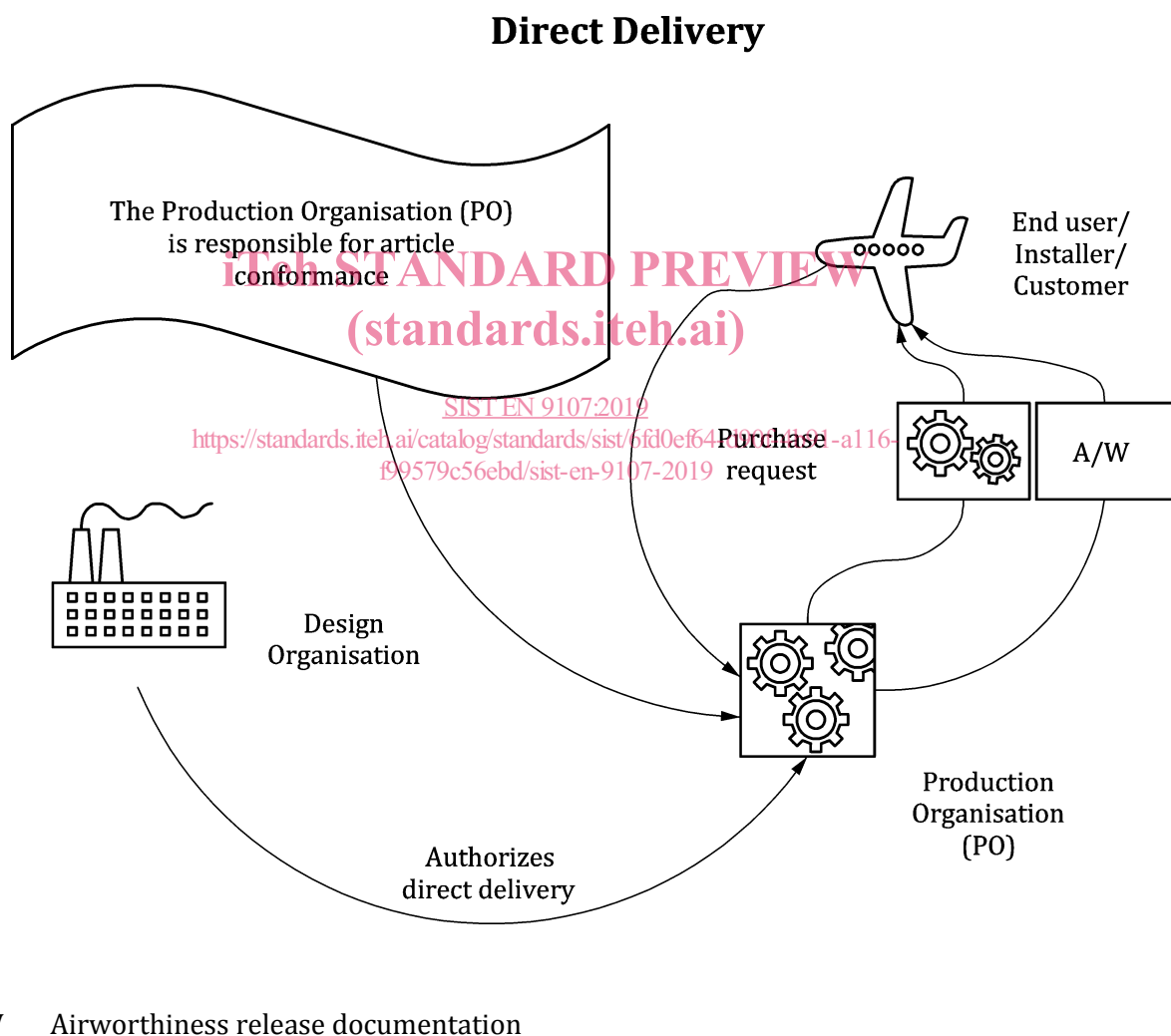
## 1 Scope

### 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 Organisation (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 Clause 2 (see Figure 1).



**Figure 1 — Direct delivery overview**

**EN 9107:2018 (E)****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 Organisation Approval, Part 21.A.133, *Eligibility*, paragraph (c)
- b) EU Commission Regulation No. 748/2012, Annex I, Subpart G — Production Organisation 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 organisations*
- d) AMC No. 1 to 21.A.133(b) and (c), *Eligibility — Link between design and production organisations*
- e) AMC No. 2 to 21.A.133(b) and (c), *Eligibility — Link between design and production organisations*

**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**

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For the purposes of this document, the following terms and definitions given in Annex A and the following apply.

**3.1****Appropriate Arrangement****AA**

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 Authorised/Authorized Release Certificates (ARCs) certifying airworthiness

Note 1 to entry: 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****Authorised/Authorized Release Certificate****ARC**

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**

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

**3.7****Design Organisation****DO**

organisation 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/JTSO/ETSO Authorization, or equivalent)

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**3.8****Direct Delivery Authorization**

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**DDA**

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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**

aircraft, aircraft engine, or propeller

**3.10****Production Organisation****PO**

organisation, 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).

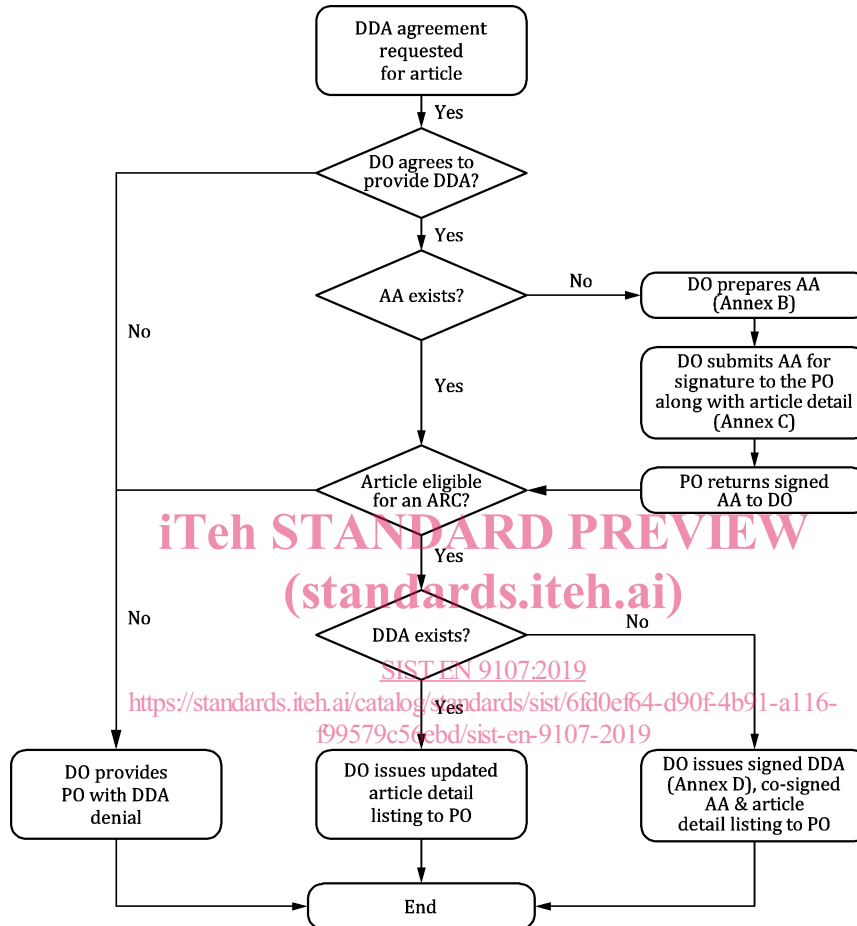


Figure 2 — Direct delivery authorization process flow

## 4.2 Design organisation

### 4.2.1 Procedures

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

- a) the decision whether to grant or deny the PO DDA;
- b) the determination of whether an AA (see Annex 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;
- c) 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);
- d) the process used and the type of documentation to transmit DDA approval or denial status to the PO;
- e) the process used to modify an existing DDA in whole or in part, and when required by the DO's regulatory authority to notify the DO's regulatory authority of such modification;
- f) transmission of DDA approval or denial status to the PO.

### 4.2.2 Direct delivery authorization

The DO shall provide DDA (see Annex C), for article(s), described in accordance with Annex D, to a PO when:

- a) a DO receives a DDA application. SIST EN 9107:2019  
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- b) the decision has been made by the DO to grant aftermarket rights to the PO for the article(s).
- c) an AA in accordance with Annex B has been agreed to by the DO and the PO.
- d) determination has been made that the article(s) is a constituent of a regulatory approved design and is eligible for airworthiness certification.

### 4.2.3 Records

The DO shall issue and maintain records of DDAs, and make them available to regulatory authorities, upon request.