

## PMA & DER Repairs The future in the EASA regulatory system

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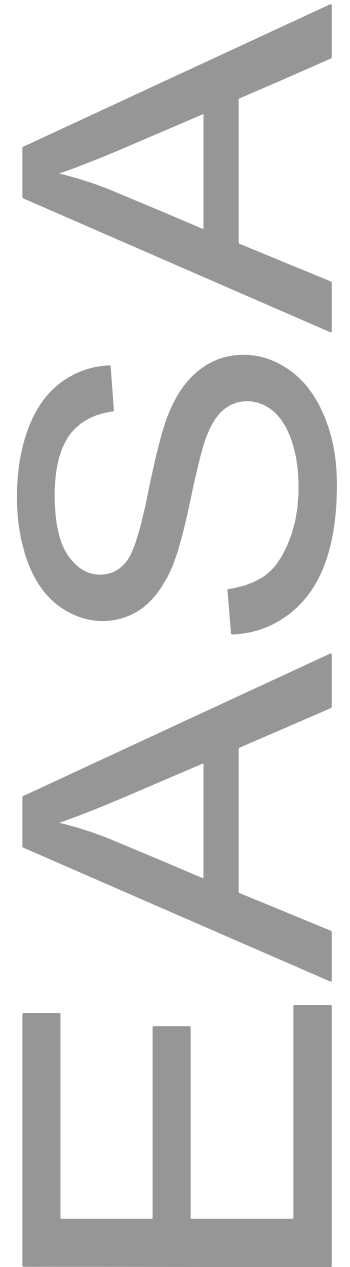
- **EASA Total Aviation Safety System;**
  - new developments
  - changes in the regulations
- EU changes
- BASA changes; impact on PMA & DER Repairs
- What is next
- **Questions**

Changes at ADSE:

**EASA approved Qualified Entity**

## Changes to the regulations:

- Basic regulation
- Airworthiness & Environmental Certification
- Continuing Airworthiness
- AMC & GM
- New regulations
  
- CS amendments



## Changes to EC 216/2008: Basic Regulation

(see [http://www.easa.europa.eu/ws\\_prod/g/rg\\_regulations.php#BR](http://www.easa.europa.eu/ws_prod/g/rg_regulations.php#BR))

- **EU 6/2013** (8 January 2013)
  - In Article 6 of Regulation (EC) No 216/2008, paragraph 1 is replaced:  
‘1. Products, parts and appliances shall comply with the environmental protection requirements contained in Amendment 10 of Volume I and in Amendment 7 of Volume II of Annex 16 to the Chicago Convention as applicable on 17 November 2011, except for the Appendices to Annex 16.’

## Changes to the regulations

- **Changes to EU 748/2012: Initial Airworthiness**

(see [http://www.easa.europa.eu/ws\\_prod/g/rg\\_regulations.php#BR](http://www.easa.europa.eu/ws_prod/g/rg_regulations.php#BR))

- **EU 7/2013 (8 January 2013)**

- Coordination of design and production (21.A.4(a), Subpart A) is replaced by 21.A.122, 21A.130(b)(3) and (4), 21.A.133 and 21.A.165(c)(2) and (3))
- Additional Statement of conformity requirements (21.A.130(b) (Subpart F) is replaced)
- Determine that other products, parts or appliances are complete, conform and are in condition for safe operation before issuing EASA Form 1
- Determine that the completed engine is in compliance with emission requirements on the date of manufacture of the engine
- Determine that the other product, parts or appliances conform to applicable data before issuing an EASA Form 1

## Changes to the regulations

- **Changes to EU 748/2012: (continued)**
  
- **EU 69/2014 (27 January 2014)**
  - **21.A.4 Coordination of design and production** is rewritten
  - **21.A.15(d)** Added for operational suitability data
  - **21.A.16A Certification Specifications** is rewritten
  - **21.A.16B Special Conditions** is rewritten
  - **21.A.17 Type-Certification Basis** is replaced by 21.A.17A
  - **21.A.17B Operational Suitability Data certification** is added
  - **21.A.20** Title changed into **Compliance with the type-certification basis, operational suitability data certification basis and environmental protection requirements**
  - **21.A.20(a)** is rewritten
  - **21.A.21(c)1** is rewritten; (e) and (f) added
  - **21.A.23 Issue of a restricted Type-Certificate** is rewritten
  - **21.A.31(a)3** is rewritten
  - **21.A.41 Type-Certificate** is rewritten

## Recent changes to the regulations

*New IR Certification (Initial Airworthiness) EU 748/2012*

- **EU 69/2014** (27 January 2014) continued
  - **21.A.44 (a)** is rewritten
  - **21.A.55 Record-keeping** is rewritten
  - **21.A.57 Manuals** is rewritten
  - **21.A.62 Availability of operational suitability data** new added
  - **21.A.90A Scope** is rewritten
  - **21.A.90B(a)** is rewritten
  - **21.A.91 Classification of changes to a Type-Certificate** is rewritten
  - **21.A.92 Eligibility** is rewritten
  - **21.A.93 Application** is rewritten
  - **21.A.95 Minor changes** is rewritten
  - **21.A.97(b)** is rewritten
  - **21.A.101 Designation of applicable certification specifications and environmental protection requirements** is rewritten
  - **21.A.103 Issue of approval** is rewritten
  - **21.A.105 Record-keeping** is rewritten
  - **21.A.107(a)** is rewritten



## Recent changes to the regulations

*New IR Certification (Initial Airworthiness) EU 748/2012*

- **EU 69/2014** (27 January 2014) continued
  - **21.A.108 Availability of operational suitability data** new added
  - **21.A.109 Obligations and EPA marking** is rewritten
  - **21.A.111 Scope** is rewritten
  - **21.A.113(b)** is rewritten
  - **21.A.118A(a)** is rewritten
  - **21.A.119 Manuals** is rewritten
  - **21.A.120 Instructions for continued airworthiness** is replaced by 21.A.120A
  - **21.A.120B Availability of operational suitability data** new added
  - **21.A.174(b)(2)(iii)** is rewritten
  - **21.A.239(a)1** is rewritten
  - **21.A.245 Approval requirements** is rewritten
  - **21.A.247 Changes in design assurance system** is rewritten
  - **21.A.251 Terms of approval** is rewritten
  - **21.A.263(b)2** and **(c)1** and **(c)2** are rewritten
  - **21.A.435(a)** is rewritten
  - **21.A.604(a)** is rewritten

## Recent changes to the regulations

### *AMC and GM to IR Certification (Initial Airworthiness)*

- **Changes to new issue 2 of “AMC and GM to Part 21”**  
(30 October 2012):
- **ED Decision 2013/001/R Amendment. 1** (23 January 2013)
  - Implementation of CAEP/8 amendments (BR.008; NPA No. 2011-08):
  - Reaction to AMC No 2 to 21.A.163(c) – Completion of the EASA Form 1
  - The following changes are:
    - AMC No 2 to 21.A.130(b) Statement of Products
    - GM No.2 to 21.A.121 Applicability – Applicable design data
    - AMC No. 2 to 21.A.130(b) Statement of Conformity for Products (other than complete aircraft), parts and/or appliances – The Authorized Release Certificate (EASA Form 1) (Subpart F to Section A)
    - AMC No. 2 to 21.A.130(b) (4) Applicable emission requirements
    - GM 21A.130 (b)(4) Definitions of engine type certification date and production date
    - AMC No 2 to 21.A.163(c) Completion of EASA Form 1
    - AMC 21.A.165(c)(3) Applicable emissions requirements
    - GM 21.A.165(c)(3) Definitions of engine type certification date and production date

# Recent changes to the regulations

## *AMC and GM to IR Certification (Initial Airworthiness)*

- **Changes to new issue 2 of “AMC and GM to Part 21”:**
- **ED Decision 2014/007/R Amendment. 2 (31 January 2014)**
  - Implementation operational suitability topics
  - The following changes are:
    - AMC to 21.A.4 amended for operational suitability
    - AMC to 21.A.14(b) amended
    - GM No.1 to 21.A.15(d) Clarification of the term “as applicable” **new added**
    - GM No.2 to 21.A.15(d) Determination of type or variant **new added**
    - GM No.3 to 21.A.15(d) OSD content **new added**
    - GM No.4 to 21.A.15(d) Scope of operational suitability data **new added**
    - GM to 21.A.17B (a)(1) Reference data for operational suitability certification basis **added**
    - AMC to 21.A.20(b), 21.A.20(c) amended
    - GM to 21.A.21 (f), 21.A.23(b), 21.A.103(a)4 Approval of OSD **new added**
    - GM to 21.A.62, 21.A.108, 21.A.120B Availability of operational suitability data **new added**
    - GM to 21.A.90A Scope **new added**
    - GM No.1 to 21.A.239(a) Design Assurance System amended
    - GM No.1 to 21.A.243(a) Data requirements amended
    - GM No.1 to 21.A.243(d) Statement of Qualifications and experience amended
    - GM No.1 to 21.A.245 Requirements for approval amended
    - GM No.2 to 21.A.245 Requirements for approval-organisations designing minor changes to type design or minor repairs to products amended
    - GM to 21.A.247 Significant changes in the design assurance system amended

# Recent changes to the regulations

## *IR Continuing Airworthiness*

- **IR Continuing Airworthiness Regulation EC 2042/2003** (20 November 2003) is not amended
  - The new consolidated version of Regulation EC 2042/2003 (01 August 2012) incorporates all amendments up to inclusive EU 593/2012

## Recent changes to the regulations

### AMC/GM to *IR Continuing Airworthiness*

- **Decision 2013/005/R** amending AMC to Part-M  
(21 March 2013)
  - Implementing new AMC's to the procedures for the competent authority addressing the introduction of the 13 Key Risk Elements (KRE) and adding detailed guidance to these elements.
- **Decision 2013/024/R** amending Appendix 1 of AMC to Part-66  
(10 September 2013)
  - Amending Appendix 1 "Aircraft type ratings for Part-66 aircraft maintenance license" of the AMC to Part-66 by introducing new notes on aircraft modified by STC and changes to the list of type ratings.
- **Decision 2013/025/R** amending AMC/GM to Part-M  
(11 September 2013)
  - Recommended practice for TBO extension
- **Decision 2013/034/R** amending AMC/GM to Part-M  
(19 December 2013)
  - Repealed decision 2013/025/R

## CS amendments:

- **2013 / 010 / R**                      **CS 25** Amendment 13
- **2013/ 033 / R**                      **CS 25** Amendment 14
  
- **2013 / 011 / R**                      **CS 31TGB (Tethered Gas Balloons)**  
initial issue
  
- **2013 / 002 / R**                      **CS 34** Amendment 1
  
- **2013 / 003 / R**                      **CS 36** Amendment 3
  
- **2013 / 012 / R**                      **CS ETSO** Amendment 8
  
- **2013 / 015 / R**                      **CS LSA** Amendment 1

## AMC 20 amendments:

- **Amdt. 10 (Decision 2013/026/R) dated 12 September 2013**

*(AMC-20 not published as consolidated version following this Decision)*

- AMC 20-2A “Certification of Essential APUs Equipped with Electronic Controls” replaces AMC 20-2
- AMC 20-3A “Certification of Engines Equipped with Electronic Engine Control Systems” replaces AMC 20-3
- AMC 20-4A “Airworthiness Approval and Operational Criteria For the Use of Navigation Systems in European Airspace Designated For basic RNAV Operations” replaces AMC 4
- AMC 20-27A “Airworthiness Approval and Operational Criteria for RNP APPROACH (RNP APCH) Operations Including APV BAROVNAV Operations” replaces AMC 20-27
- AMC 20-115C “Software consideration for certification of airborne systems and equipment” replaces AMC 115B

## AMC 20 amendments:

- **Amdt. 11 (Decision 2013/030/R) dated 17 December 2013**

*(AMC-20 not published as consolidated version following this Decision)*

- Addressing Approval requirements for Air-Ground Data Link and ADS-B in support of Interoperability requirements
- Miscellaneous improvements to AMC-20

- **Amdt. 12 (Decision 2014/001/R) dated 29 January 2014**

*(AMC-20 not published as consolidated version following this Decision)*

- AMC 20-25 Airworthiness and operational consideration for Electronic Flight Bags (EFBs) added

A complete overview of all AMC-20 amendments can be found here:

<http://easa.europa.eu/agency-measures/certification-specifications.php>

Including explanatory notes, change information, AMC-20 and its amendments (no consolidated versions published) and the Decision



## EU Changes

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E

**ECAC and JAA, 42**



European Aviation Safety Agency:  
EU 28, non-EU 4

Albania  
Armenia  
Azerbaijan  
Bosnia &  
Herzegovina  
**FYRM**  
Georgia  
Monaco  
Moldova  
Serbia  
**Turkey**  
Ukraine

Austria  
Belgium  
Bulgaria  
**Croatia**  
Cyprus  
Czech Rep.  
Denmark  
Estonia  
Finland  
France  
Germany

Greece  
Hungary  
**Iceland**<sup>1</sup>  
Ireland  
Italy  
Latvia  
Lithuania  
Luxemburg  
Malta  
Netherlands  
**Norway**<sup>1</sup>

Poland  
Portugal  
Romania  
Slovakia  
Slovenia  
Spain  
Sweden  
**Switzerland**  
United Kingdom  
**Liechtenstein**<sup>2</sup>

**EU candidate**

**Non-EU**

<sup>1</sup> EASA Management Board member, non-voting

<sup>2</sup> Not a member of ECAC/JAA  
Status: February 2014

## Future changes

A  
S  
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**European Aviation Safety Agency – Rulemaking Directorate**  
**Notice of Proposed Amendment 2014-06**

**Regular update of CS-25**

RMT.0606 – 27.03.2014

**EXECUTIVE SUMMARY**

This Notice of Proposed Amendment (NPA) makes use of the 'systematic tasks' concept introduced in the revised EASA Management Board Decision amending and replacing the 'Rulemaking Procedure' (EASA MB Decision No 01/2012 of 13 March 2012). This provision aims at improving the efficiency of the EASA rulemaking process.

The specific objective of this NPA is to propose an amendment to CS-25 based on the selection of non-complex, non-controversial, and mature subjects. The ultimate goal is to increase safety.

This NPA proposes to upgrade the AMC material for 'Powerplant – Cooling tests' (CS 25.1043) in order to better reflect testing practice and provide clearer guidance in harmonisation with the FAA advisory material, as well as to make corrections and provide clarifications in Cabin Safety-related certification specifications and AMC.

The proposed changes are expected to contribute to an updated CS-25 reflecting available state of the art and acceptable means of compliance (complying with the objective of Article 19 of Regulation (EC) No 216/2008), facilitate the certification process, and improve harmonisation with the FAA. Overall, this would bring a moderate safety benefit, it would create no social or environmental impacts, and may provide a slight economic benefit by streamlining the certification process.

The screenshot shows the EASA website interface. At the top, there is a navigation bar with tabs for 'Citizens & General Information', 'Aviation Professionals & Industry', and 'Authorities & Institutions'. The 'Rulemaking' section is active, displaying a list of links for 'Standardisation', 'Technical Training', 'Operators', 'Institutional Affairs', 'Legislation', and 'Rulemaking'. The 'Rulemaking' section is further divided into 'Rulemaking programme', 'TORs - NPAs - CRDs', 'Opt-out to Regulations', 'Consultative bodies', 'International cooperation', 'Rulemaking environmental activities', 'Part-66 Type Ratings', 'Studies and research activities', 'Procedures and Work Instructions', 'Export Certificate of Airworthiness', 'NPAs & CRDs archive', 'Rulemaking - FAQ', 'Acceptable Means of Compliance (AMCs) and Alternative Means of Compliance (AIMOCs)', and 'Information on Alternative Means of Compliance notified to the Agency'. The 'Rulemaking programme' section contains the text: 'This section contains the 4-years Rulemaking Programme.' Below this, the year '2014' is displayed, followed by a link 'Draft revised 2014-2017 Rulemaking Programme 26/11/2013'. A red circle highlights the link '4-year RMP 2014-2017 revision 1'. The text below the link states: 'The Agency identified the need to revise the 4-year Rulemaking Programme 2014-2017. The draft revised 4-year Rulemaking Programme 2014-2017 is provided here for your information. A final version will follow.' The enclosed document includes the following parts: Explanatory Note, Annex I Draft revised 4-year RMP 2014-2017 Rev. 01 (list of rulemaking projects - concise view), Annex II - SESAR and PCP tasks, and Annex III Draft revised 4-year RMP 2014-2017 Rev. 01 - Detailed (list of rulemaking projects - detailed view).

# EASA has published the 2014 – 2017 rulemaking program

Annex III Draft revised 4-year Rulemaking Programme 2014-2017 detailed

Affected EASA rules (A)	Driver (B)	Rulemaking Task Number (C)	Project title or related subject (D)	Description (E)	Discipline (and related Department) (F)	Work method (Agency or Group) (G)	Deliverable (task leading to: Opinion or Decision) (H)	Start date (year) (I)	End date (year) (J)	Changes from RMP 2014-2017 to revised RMP 2014-2017 (K)	Pre-RA score (L)
Part-FCL AMC/GM	Safety	RMT.0199 (FCL.008 b)	Qualifications for flying in IMC	Review of the transposed JAR-FCL requirements for the Instrument Rating in line with the wider scope of EASA compared to JARs.	FS	Group	Decision	2008	2014		
CS-25	Safety	RMT.0116 (25.072, former DPS.030)	Real weight and balance of an aircraft	Proposal from DGAC following incidents/accidents due to incorrect load data and loading.	PS	Agency	Decision	2017	2019	Starting date changed	A 10
Part-CAT, Part-NOC, Part-SPO	Safety, Legal requirements	RMT.0271 (MDM.073 a)	Recorders for small aircraft	New carriage requirements for other than complex motor-powered aeroplanes and helicopters of being equipped with an FDR or ADRS or AIR and of a CVR or CAMS. Addressing safety recommendations FRAN-1.	FS	Agency	Opinion	2013	2016		B 8
CS-25 AMC/GM	Safety	RMT.0249 (MDM.051)	Recorders installation and ICA	1. Development of AMC/GM for CVR Recording Quality addressing safety recommendation. 2. Revise FDR and CVR certification specifications in harmonisation with FAA the main improvements to be addressed are:	PS	Agency	Decision	2014	2016		B 5
CS-26	Safety	RMT.0570	Reduction of runway excursions (retrofit CS-26)	Proposed applicability: large aeroplanes Develop the standards for the certification of the available new technologies aiming at reducing the number of runway excursion events.	PS	Agency	Decision	2012	2017	End date changed	
AMC 20	Level playing field	RMT.0561	Regular update of AMC 20	AMC 20.XX is a series of horizontal certification specifications, applicable to systems installed on any type of aircraft. As state of the art progresses, it is necessary to introduce new AMC 20, amend existing or cancel obsolete. Furthermore the Agency intends to progressively move all the airworthiness provisions related to on.	PS	Agency	Decision	2014	2017		
CS-31GB, CS-31HB	Level playing field	RMT.0502	Regular update of CSs	Recurring task for non-controversial technical updates.	PS	Agency	Decision	2017	2019	Start date changed	
CS-25	Level playing field	RMT.0606		Recurring task for non-controversial technical updates.	PS	Agency	Decision	2014	2017		
CS-APJ	Level playing field	RMT.0503		Recurring task for non-controversial technical updates.	PS	Agency	Decision	2017	2018	Starting date changed	
CS-E	Level playing field	RMT.0184 (E.015)		Recurring task for non-controversial technical updates.	PS	Agency	Decision	2014	2016		
CS-LSA	Level playing field	RMT.0605 (LSA.001)		CS-LSA refers to specific revisions of several ASTM standards. These standards are updated at a regular basis. Therefore these revisions require review and adoption by EASA when found appropriate.	PS	Agency	Decision	2015	2017	Starting date changed	
CS-22	Level playing field	RMT.0037 (22.010)	Regular update of EASA TSOs	Recurring task for non-controversial technical updates.	PS	Agency	Decision	2017	2019	Starting date changed	
CS-ETSO	Level playing field	RMT.0457		CS-ETSO subpart C contains around 200 different European Technical Standard Orders (ETSO) for parts and equipment, which allow respective manufacturers to voluntarily obtain an ETSO Authorisation by the Agency. The Authorisation gives the privilege to issue a declaration of conformity (EASA Form 1) for each delivered unit. As the state of the art progresses it is periodically necessary to cancel some ETSOs, add new ones or update the existing.	PS	Agency	Decision	2017	2019	Starting date changed	
Part-FCL, Part-ORO, Part-ORA	Legal requirements	RMT.0587	Regular update of Part-FCL	The task will address miscellaneous issues of non-controversial nature identified during the implementation of the aircrew regulation and to be amended in Part-FCL.	FS	Agency	Opinion	2014	2016		
Part-MED AMC/GM	Legal requirements	RMT.0424 (MED.002)	Regular update of Part-MED	AMC and GM have to be updated on a regular basis to reflect scientific advancements in medicine, developments in aero-medical certification and to keep AMC/GM aligned with IRs.	FS	Group	Decision	2014	2017		
Part-MED	Legal requirements	RMT.0603 (MED.002)		IR have to be updated on a regular basis to reflect scientific advancements in medicine and developments in aero-medical certification.	FS	Group	Opinion	2016	2018	Starting date changed	
CS-23	Proportionality	RMT.0488	Reorganisation of Part-23 and CS-23	This rulemaking task is developing a new concept for CS-23 based on the recommendations from the FAA/industry led Aviation Rulemaking Committee (ARC) for the reorganisation of Part-23.	PS	Agency (FAA cooperation)	Decision	2014	2017		
Part-21	Level playing field	RMT.0023 (21.046)	Replacement parts	Introduction of provisions allowing approval of replacement parts taking into account acceptance of PMA parts under the bilateral agreement with the US	PS					Starting date changed	
ADR IR	Legal requirements	RMT.0485	Requirements for Apron Management Services at aerodromes	Aerodrome Implementing measures (IR) — Requirements for Apron Management Services at aerodromes	ATMADR	Group	Opinion	2012	2014		

For details see: <http://easa.europa.eu/agency-measures/docs/agency-decisions/2013/2013-023-R/Revision%201%20of%20Final%20RMP%202014-2017.pdf>

## BASA changes

EASA - FAA

## **New BASA agreement 8312/09 signed 15 March 2011**

- **Effective from May 01 2011**
  - Institutional File 2007/0110 (ACC) and 2007/0111 (ACC) of the Council of the European Union (BASA)
  - Technical Implementation Procedures for Airworthiness and Environmental Certification (TIP)
  - Maintenance Annex Guidance (MAG)
  
- **Executive Management**
  - Bilateral Oversight Board
  - Certification Oversight Board
  - Joint Maintenance Coordination Board
  
- **BASA only applicable for the EU Countries under EASA**
  - A letter to be established per non EU country working under EASA to define the conditions



### **BASA unchanged; appendices updated.**

- With new Revision 3 from 23-April-2013 of **Appendix 1** to agreement: **Technical Implementation Procedures** for Airworthiness and Environmental Certification (TIP) which can be found under:  
<http://easa.europa.eu/rulemaking/docs/international/united-states/bilateral-agreements/FAA-EASA%20TIP%20Revision%203.pdf>
- With new change 3 from 27-November-2013 of **Appendix 2** to agreement: **Maintenance Annex Guidance** (MAG) which can be found under:  
[http://easa.europa.eu/rulemaking/docs/international/united-states/bilateral-agreements/MAG\\_Change-3.pdf](http://easa.europa.eu/rulemaking/docs/international/united-states/bilateral-agreements/MAG_Change-3.pdf)
- **A consolidated text of the bilateral agreement (BASA)** can be found here:  
[Consolidated text of the Agreement between the USA and the EU on cooperation in the regulation of civil aviation safety](#)

### **Added in updated TIP revision 3:**

#### 1.1.2 Communications.

(b) The FAA and EASA will provide the training and oversight needed to support a thorough understanding and consistent application of the principles and procedures described in these Implementation Procedures.

(c) The FAA and EASA further recognize that direct and routine interaction between FAA and EASA staff within the framework of these Implementation Procedures will serve to enhance the trust and reliance that provides its foundation. FAA and EASA management will therefore promote an environment of regular and open communication between technical and project management staff.

## Added in updated TIP revision 3:

### 2.2.4 Issuance of Basic STCs

For Basic STCs, the VA will verify the classification through review of the data provided in the application package described in 2.2.2(c) and 2.2.3(d). If the VA concurs with the Basic classification, the VA will issue the VA STC following receipt of a CA statement of compliance to the VA certification basis, and following issuance of the CA STC.

(a) If the VA does not concur with the Basic classification, it will notify the CA of the reasons for its non-concurrence.

## Added in updated TIP revision 3:

### 2.2.5 Validation of Non-Basic STCs.

For Non-Basic STCs, the VA will review the application data package and will conduct its subsequent certification activities in accordance with the Type Validation Principles as provided in Appendix C.

(a) The validation process for Non-Basic STC programs will in most cases be greatly simplified when compared to new type certification projects. The extent of the different validation process elements described in Appendix C to be applied will be determined by the VA by considering the STC complexity. The VA may declare no technical involvement and issue its STC based solely on the certification statement provided by the CA to the VA certification basis.

(b) In establishing the VA certification basis for a Non-Basic STC, the VA will follow the guidance in 2.2.6.

### Added in updated TIP revision 3:

#### 3.2.2 Level 1 Major Change Application

(a) An application for a Level 1 Major change to a TC or STC will be submitted to the VA, though the CA.

(b) The VA should receive the following information to support its technical familiarization with the change:

- (1) The affected VA TC or STC, as applicable, to which the change applies.
- (2) A detailed description of the change.
- (3) The reason(s) for classification as Level 1 Major, by reference to the criteria in the Post-Type Validation Principles (see Appendix C, paragraph 9.7).
- (4) A copy of the CA certification basis for the design change.
- (5) A copy of all new or revised IP/CRIs raised for the CA project.
- (6) The applicant's requested date for VA design change approval.
- (7) A compliance checklist for the design change, including an assessment of VA standards differences for which compliance will need to be demonstrated, and affected noise and emissions standards, if applicable.

### **Added in updated TIP revision 3:**

- (8) Approved Manual revisions associated with the change.
- (9) Master Documentation List/Master Drawing List associated with the change.
- (10) Weight and Balance data associated with the change if applicable.
- (11) Instructions for continued airworthiness associated with the change.

(c) The VA may accept applications for Level 1 Major change validation, in which case some of the information specified in paragraph 3.2.2(b) may not be available. The CA should provide the justification with the application.

### Added in updated TIP revision 3:

#### **3.2.3 Establishment of the FAA or EASA Type Certification Basis.**

For changes to a type design, the FAA shall develop its certification basis in accordance with 14 CFR 21.101, and EASA shall develop its certification basis in accordance with EASA Part 21.101, both using the date of application to the CA as the reference date to be used in establishing the VA certification basis. Notwithstanding the VA's right to establish its own certification basis, the VA may accept, and should consider exceptions established by the CA according to 14 CFR 21.101 or EASA Part 21.101, as applicable.

3.2.3.2 In the case of a change having an effect on noise, fuel venting, or exhaust emissions, for EASA approval applicants must also comply with the applicable noise, fuel venting, and exhaust emissions standards as defined in EASA Part 21, that are in effect on the date of application for design change approval to EASA.

## Added in updated TIP revision 3:

### **3.2.4 FAA and EASA Validation Process for Level 1 Major Design Changes**

The FAA or EASA shall conduct certification activities under the Post-Type Validation Principles (see Appendix C).

### **3.2.5 Issuance of the FAA or EASA Level 1 Major Design Change Approval**

3.2.5.1 The FAA shall issue its Level 1 Major design change approval when it has completed its review, EASA has issued a compliance statement to the FAA's certification basis, and EASA has issued its design change approval.

3.2.5.2 EASA shall issue its Level 1 Major design change approval when it has completed its review, the applicant has provided a compliance declaration, the FAA has issued a compliance statement to the EASA certification basis, and the FAA has issued its design change approval



### **Added in updated TIP revision 3:**

#### SECTION VII FURTHER WORKING ARRANGEMENTS

7.0 It is anticipated that situations will develop which have not been specifically addressed in these Implementation Procedures, but which are within the scope of the Agreement. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and EASA Certification Director, and a working arrangement shall be developed to address the situation. Such an arrangement shall be concluded by the FAA and EASA, or an AA when appropriate, in a separate document. If it is apparent that the situation is unique, with little possibility of repetition, then the working arrangement shall be of limited duration. However, if the situation has anticipated new technology or management developments, which could lead to further repetitions, these Implementation Procedures should be revised accordingly through the Certification Oversight Board.

## Added in updated TIP revision 3:

### SECTION VII FURTHER WORKING ARRANGEMENTS

7.1 It should be noted that, when a unique situation falls within the responsibility of an FAA Directorate Manager, that manager shall be responsible for developing the necessary working arrangement with EASA, or an AA when appropriate.

7.2 Any working arrangements shall be kept and controlled by the focal points for these Implementation Procedures listed in Appendix A.

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The statements made herein do not constitute an offer. They are based on the mentioned assumptions and are expressed in good faith. Where the supporting grounds for these statements are not shown, ADSE B.V. will be pleased to explain the basis thereof.

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