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An EASA approved Qualified Entity

EASA
European Aviation Safety Agency

Developments at EASA

and

the effects on the BASA / PMA

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San Diego, CA, USA

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Introduction
Outline

- Last changes at **EASA;**
  - organizational developments
  - changes in the regulations
- Changes to the BASA / TIP / MAG
- Effects on PMA
- Future outlook
- **Questions**

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EASA

Organizational changes

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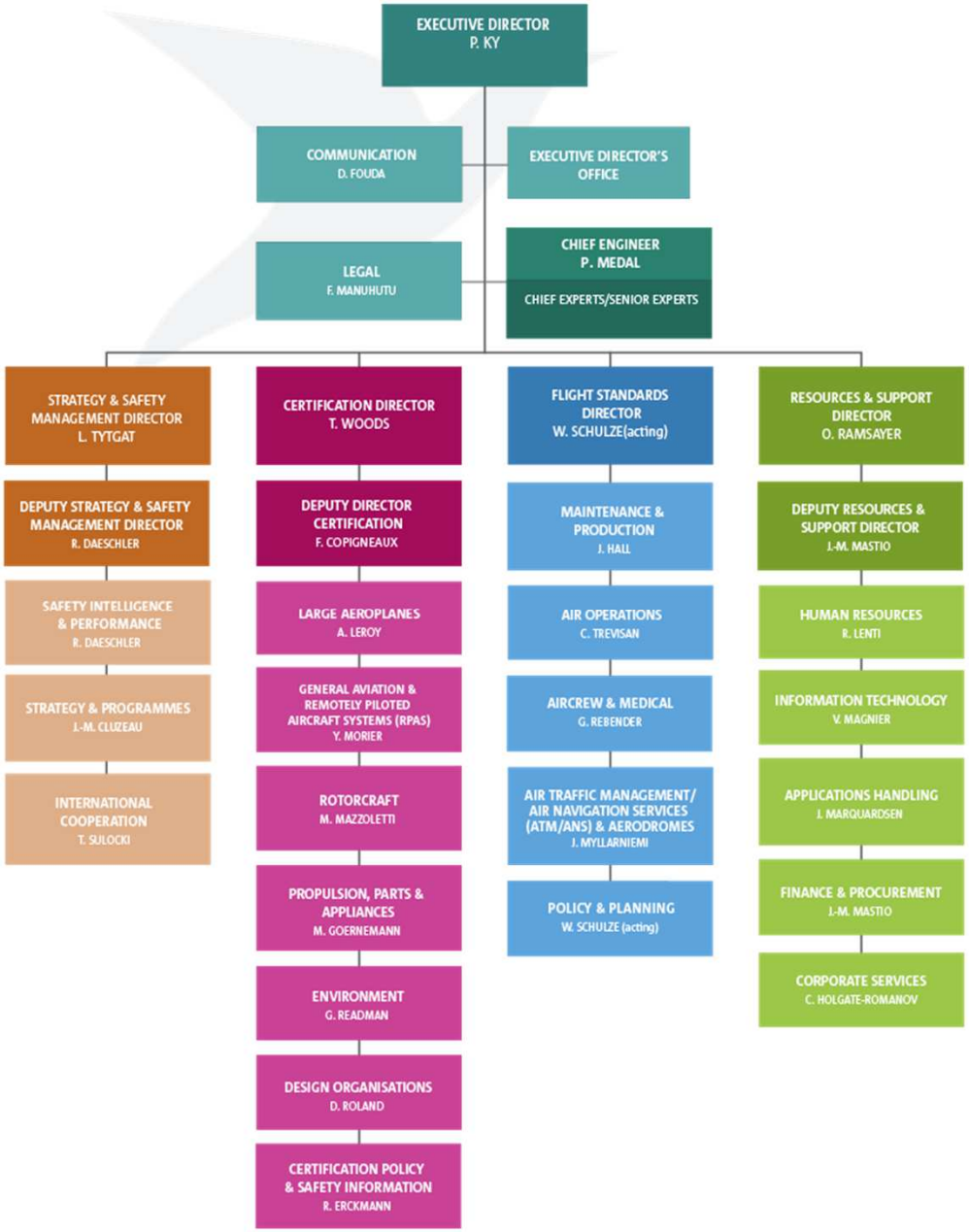
Recent changes to the organisation

EASA



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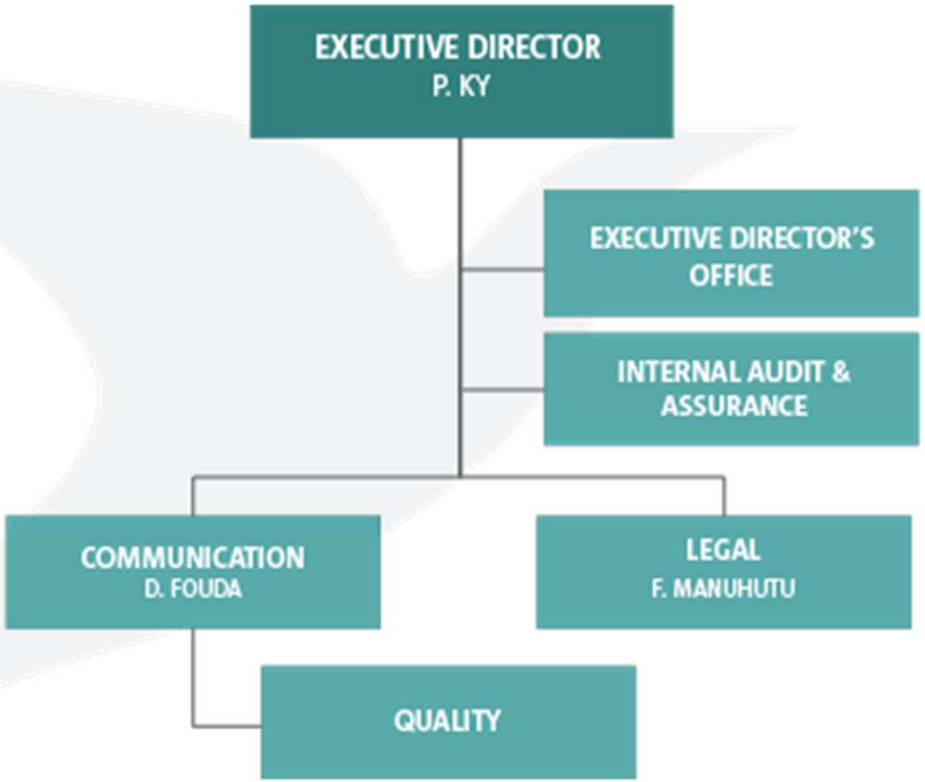
Recent changes to the organisation

EASA



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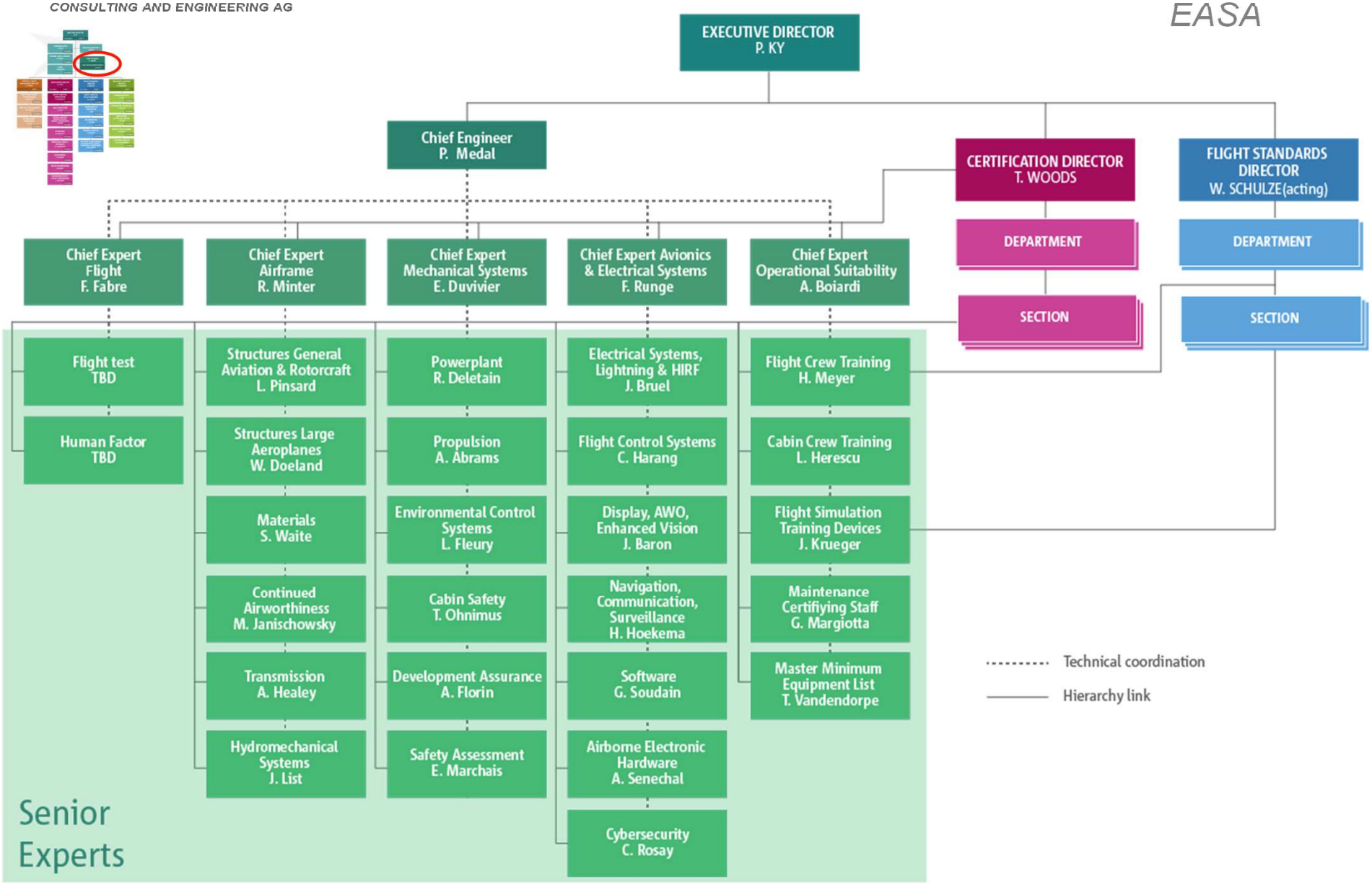
Recent changes to the organisation

EASA



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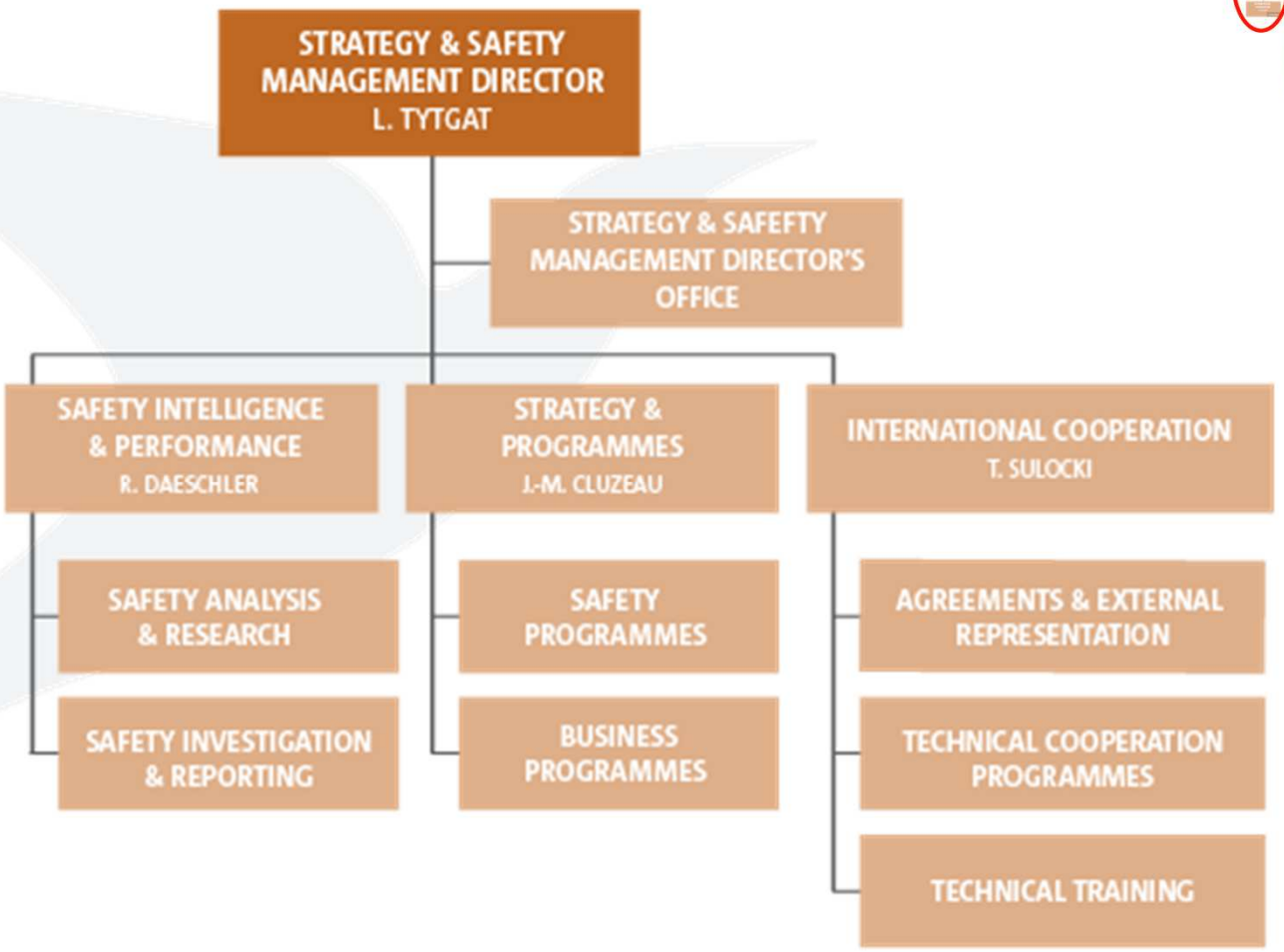
Recent changes to the organisation

EASA



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Recent changes to the organisation

EASA

Core tasks:

- Strategy development
- Safety Analysis & Investigation
- Internal Occurrence Reporting System (IORS)
- Safety and Risk Management
- Safety and Business Programmes, Planning and Monitoring
- Safety Promotion
- Technical Training
- International Cooperation

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Recent changes to the organisation

EASA

Per 1st March 2015

- **CERTIFICATION DIRECTOR** T. WOODS
  - **DEPUTY DIRECTOR CERTIFICATION** F. COPIGNEAUX
  - **CERTIFICATION DIRECTOR'S OFFICE**
  - **LARGE AEROPLANES** A. LEROY
    - LARGE TRANSPORT AEROPLANES
    - REGIONAL TRANSPORT AEROPLANES
    - BUSINESS AEROPLANES
    - SUPPLEMENTAL TYPE CERTIFICATES (STC's) & SPECIAL PROJECTS
  - **GENERAL AVIATION & REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS)** Y. MORIER
    - HIGH PERFORMANCE AIRCRAFT & TURBOPROPS (HPA & TP)
    - OTHER CS-23 AIRCRAFT
    - REMOTELY PILOTED AIRCRAFT SYSTEMS (RPAS), VERY LIGHT AIRCRAFT (VLA), GLIDERS, LIGHT SPORT AIRCRAFT (LSA), BALLOONS & AIRSHIPS
  - **ROTORCRAFT** M. MAZZOLETTI
    - HEAVY ROTORCRAFT
    - MEDIUM ROTORCRAFT
    - LIGHT ROTORCRAFT
  - **PROPULSION, PARTS & APPLIANCES** M. GOERNEMANN
    - PROPULSION
    - PARTS & APPLIANCES
  - **ENVIRONMENT** G. READMAN
  - **DESIGN ORGANISATIONS** D. ROLAND
  - **CERTIFICATION POLICY & SAFETY INFORMATION** R. ERCKMANN
    - REGULATIONS & CERTIFICATION POLICY
    - SAFETY INFORMATION
    - IMPLEMENTATION SUPPORT SERVICES

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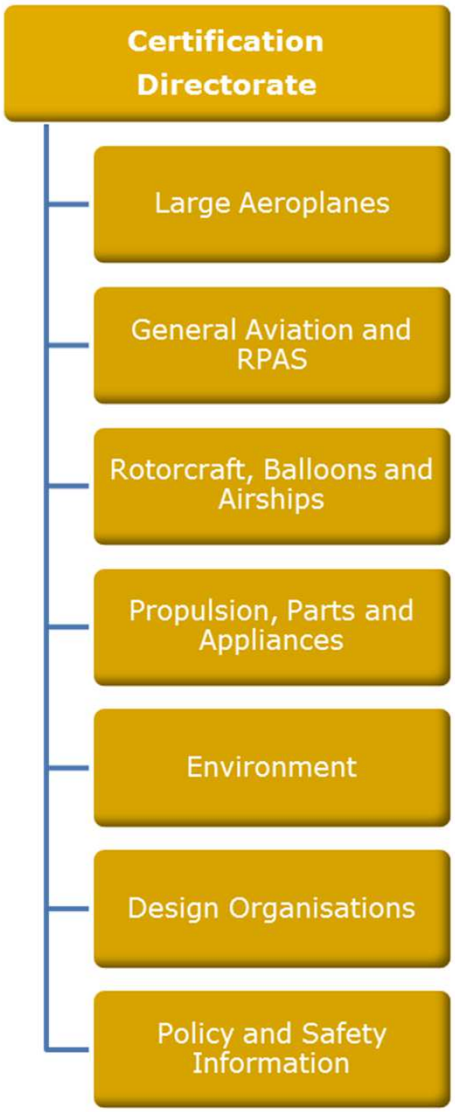
Recent changes to the organisation

EASA



Core tasks:

- Airworthiness and Environmental certification:
  - Products
  - Parts and Appliances
- Design Organisation Approvals (DOA)) and Oversight
- ADs & SIBs
- Rulemaking
  - Initial Airworthiness
  - Environment

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Recent changes to the organisation

EASA

Per 1st March 2015

- **FLIGHT STANDARDS DIRECTOR** — W. SCHULZE(acting)
  - **FLIGHT STANDARDS DIRECTOR'S OFFICE**
  - **MAINTENANCE & PRODUCTION** — J. HALL
    - MAINTENANCE & PRODUCTION STANDARDISATION
    - MAINTENANCE REGULATIONS
    - PRODUCTION ORGANISATIONS
    - CONTINUING AIRWORTHINESS ORGANISATIONS
    - MAINTENANCE REVIEW BOARD
  - **AIR OPERATIONS** — C. TREVISAN
    - AIR OPERATIONS STANDARDISATION
    - AIR OPERATIONS REGULATIONS
    - THIRD COUNTRY OPERATORS (TCO)
    - SAFETY ASSESSMENT OF FOREIGN AIRCRAFT (SAFA)
  - **AIRCREW & MEDICAL** — G. REBENDER
    - AIRCREW & MEDICAL STANDARDISATION
    - AIRCREW & MEDICAL REGULATIONS
    - APPROVED TRAINING ORGANISATION (ATO) & AERO-MEDICAL CENTRES (AEMC)
    - FLIGHT CREW TRAINING
  - **AIR TRAFFIC MANAGEMENT/ AIR NAVIGATION SERVICES (ATM/ANS) & AERODROMES** — J. MYLLARNIEMI
    - AIR TRAFFIC MANAGEMENT/ AIR NAVIGATION SERVICES (ATM/ANS) STANDARDISATION & OVERSIGHT
    - AIR TRAFFIC MANAGEMENT/ AIR NAVIGATION SERVICES (ATM/ANS) REGULATIONS
    - AERODROMES
  - **POLICY & PLANNING** — W. SCHULZE (acting)

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Recent changes to the organisation

EASA

Core tasks:

- Oversight of approved organisations;
- Oversight of Member States (Standardisation);
- Development of Regulatory Material – *except initial airworthiness and environment*

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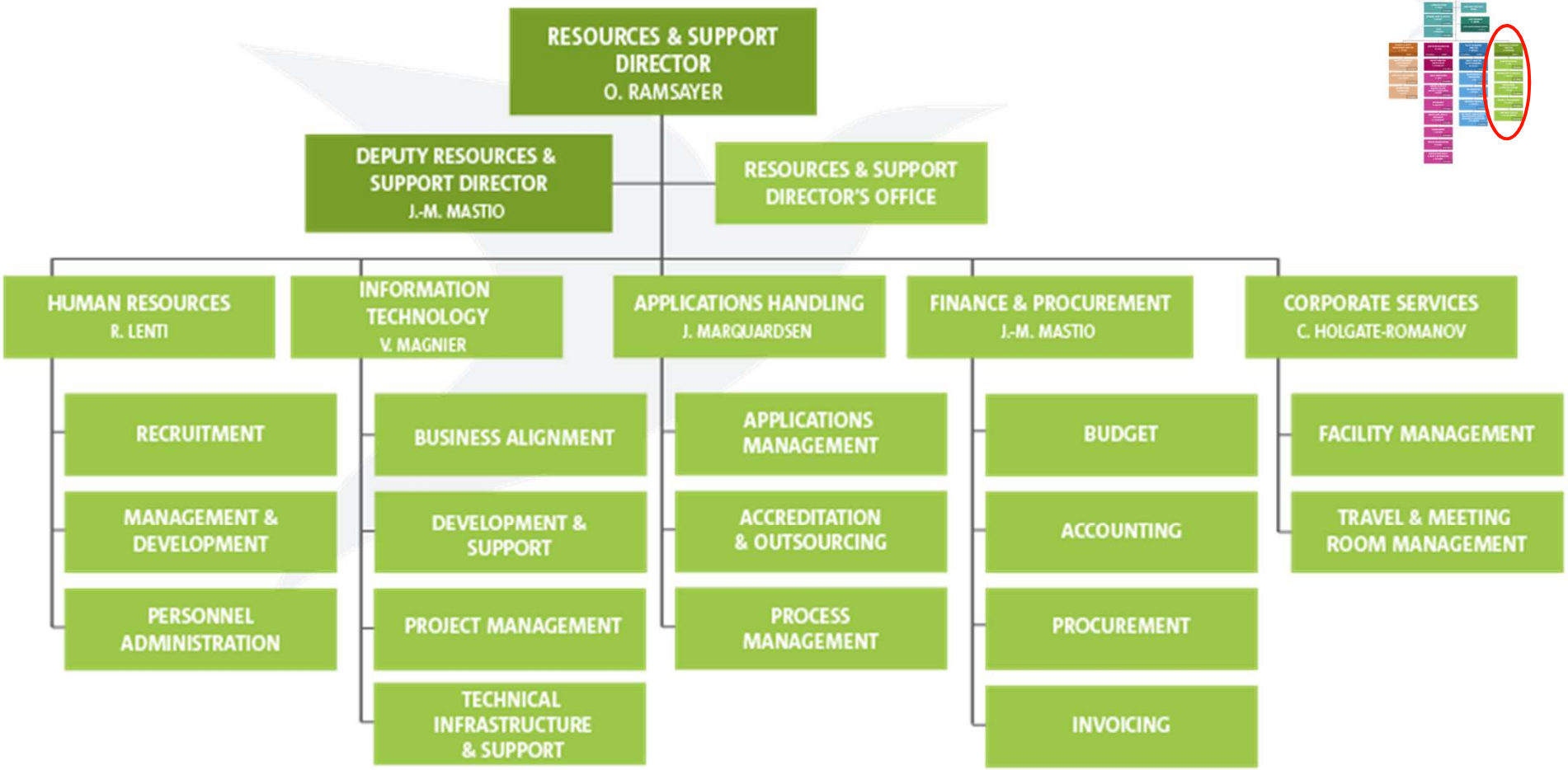
Recent changes to the organisation

EASA



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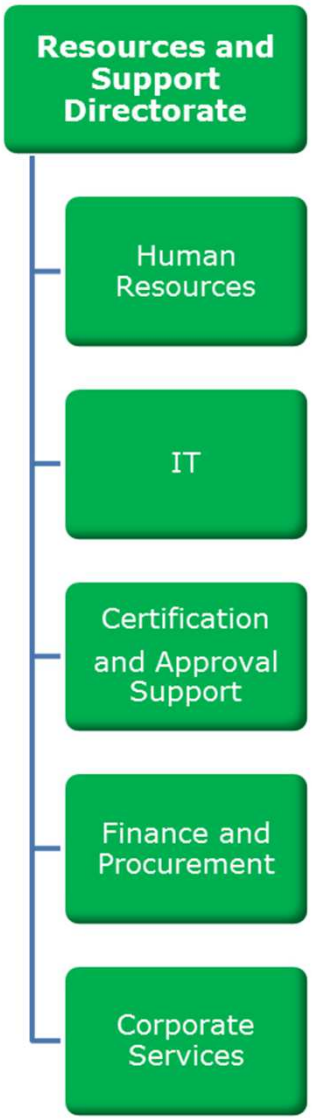
Recent changes to the organisation

EASA



Core tasks:

- HR functions
- IT
- Admin of F&C activities
- Accounting
- Budget implementation
- Invoicing
- Procurement
- Travel and conference management

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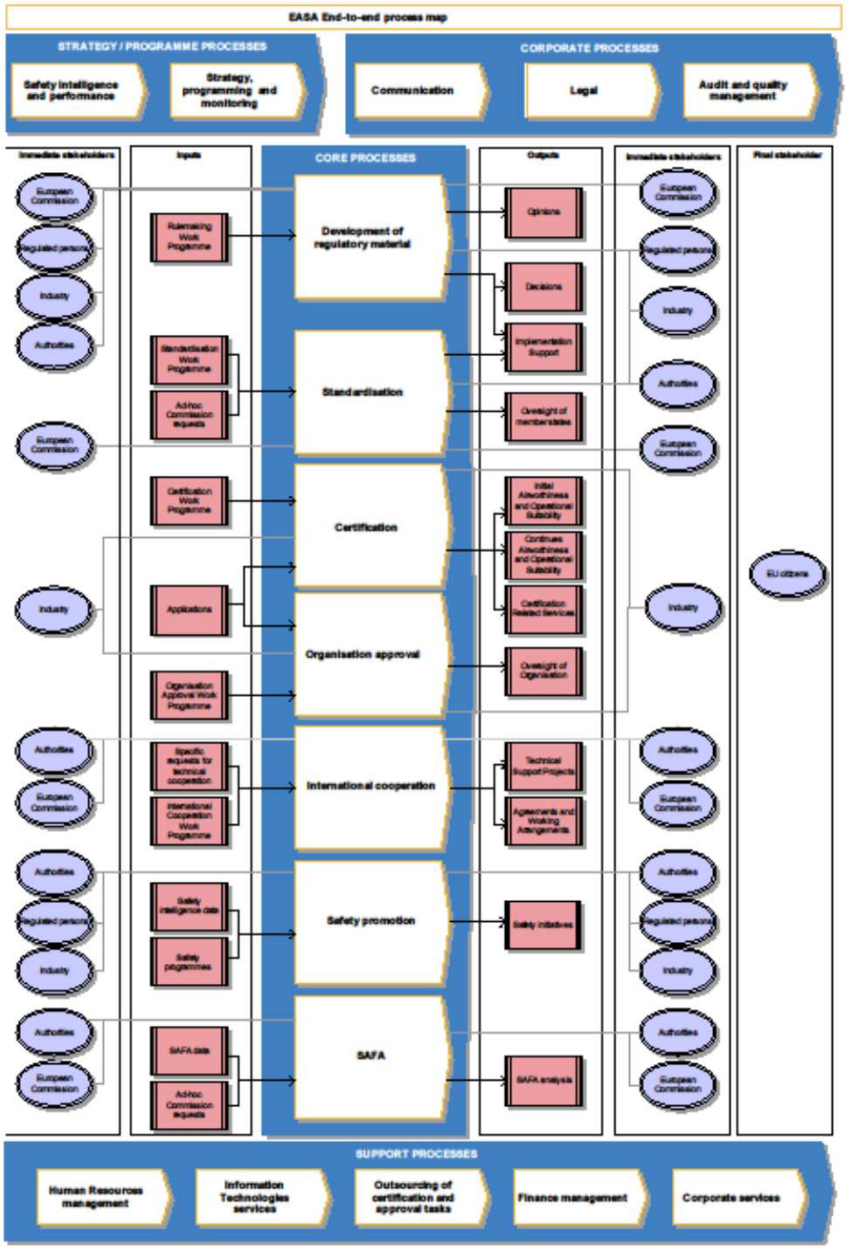
Recent changes to the organisation

EASA



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EASA

Changes to the regulations:

- Basic regulation
- Operational Suitability Data
- Airworthiness & Environmental Certification
- Continuing Airworthiness
- AMC & GM

- New regulations

- CS amendments

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No changes to EC 216/2008: Basic Regulation

(see http://www.easa.europa.eu/ws_prod/g/rg_regulations.php#BR)

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Operational Suitability Data (OSD)

Need for OSD:

The Joint Operational Evaluation Board (JOEB) process was created by the JAA OPS DIV in 2000 to;

- respond to several industry (manufacturers and operators) developing needs;
- Jointly respond to the need to develop an aircraft operational evaluation process taking into account US and Canada already existing practices.
- The JOEB process was decided to be non binding (as JAA was non binding).

Due to dissolution of JAA; transfer of JOEB and MMEL to EU regulatory framework:

- Legal basis for approvals
- Allow Agency to perform evaluation
- Consistent high safety level in EU
- Level playing field for industry

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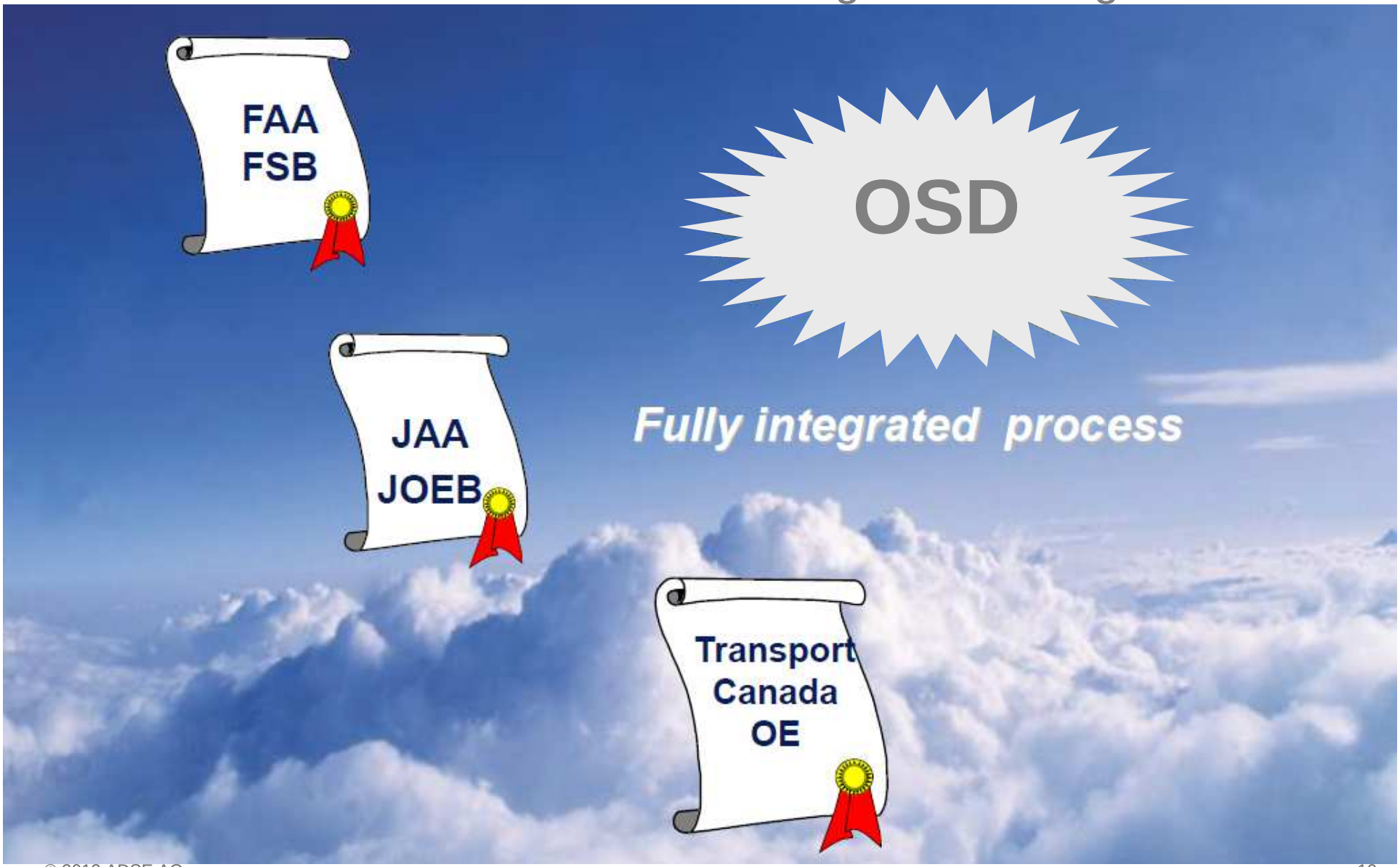
EASA

Changes to the regulations



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Operational Suitability Data (OSD)

GM No 3 to 21.A.15(d) OSD content

- The OSD will typically consist of elements that are required to be included by the TC applicant and elements that can be added at the request of the TC applicant. (see also GM No.4 to 21.A.15(d)).

- Both the required elements and the additional elements will have a part that is mandatory to be used by the operator or training organisation (status of rule) and a part which is not mandatory to the operator or training organisation (status of AMC). For illustration of this concept the below figure is included.

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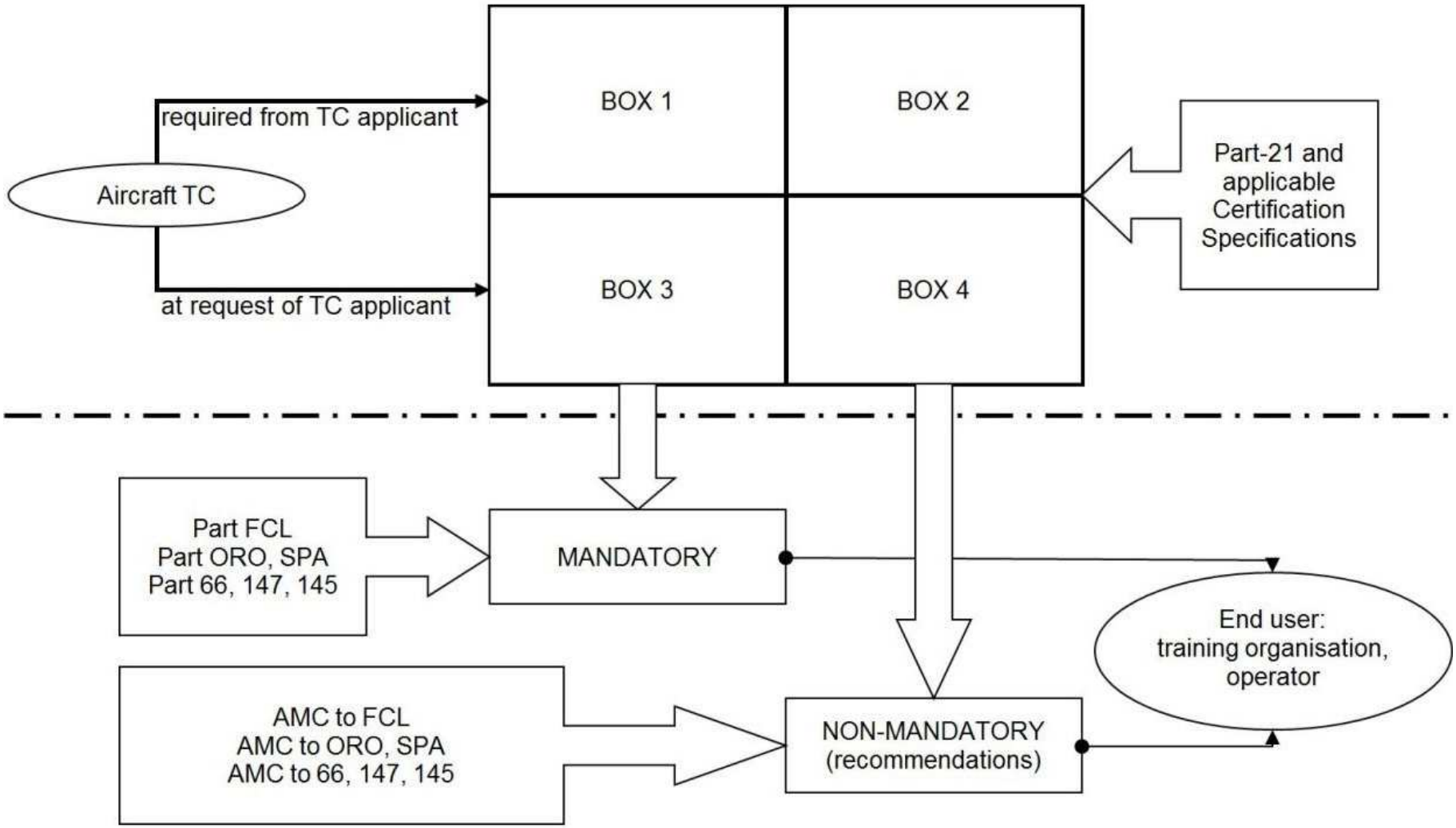
Operational Suitability Data (OSD)



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GM No 3 to 21.A.15(d) OSD content

Box 1: required from TC holder; mandatory for end-users.

Box 2: required from TC holder; not mandatory (recommendations) for end-users.

Box 3: at request of TC holder; mandatory for end-users.

The TC applicant may wish to apply for the approval of differences training between variants or types to reduce training, checking or currency requirements for operations of more than one type or variant. This is regarded as an optional element in addition to the required elements of Box 1 and 2.

Box 4: at request of TC holder; not mandatory (recommendations) for end-users.

The exact content of the four boxes in the above figure is determined by the certification specification that is applicable to the specific element.

The status the data will have on the side of the operator or training organisation should be indicated in the OSD by segregating the data in a section called ‘Mandatory’ and a section called ‘Non-mandatory (recommendations)’

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GM No 4 to 21.A.15(d) Scope of operational suitability data.

- (a) In the application-extension for approval of operational suitability data, the TC applicant may apply for the approval of different types of operations. If the aircraft is certificated for certain types of operations (e.g. ETOPS, RNP, LVO) the impact on the elements of 21.A.15(d) should be addressed.
- (b) Under the term ‘Other type-related operational suitability elements’ of 21.A.15(d)(6) there are several possibilities for including elements in the OSD at the request of the TC applicant in addition to the required elements. These additional elements should be linked to one of the required elements or should concern the operational suitability of the aircraft type.

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Changes to EU 748/2012: Initial Airworthiness

(see http://www.easa.europa.eu/ws_prod/g/rg_regulations.php#BR)

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

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Recent changes to the regulations

Changes to Initial Airworthiness EU 748/2012

EU 69/2014 (27 January 2014) continued

- **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
- **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

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Recent changes to the regulations

Changes to Initial Airworthiness EU 748/2012

EU 69/2014 (27 January 2014) continued

- **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
- **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

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Recent changes to the regulations

Changes to Initial Airworthiness EU 748/2012

EU 69/2014 (27 January 2014) continued

- **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

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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 2014/007/R Amendment. 2** (31 January 2014)
  - **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)** Approval of OSD **new added**
  - **GM to 21.A.23(b)** Approval of OSD **new added**
  - **GM to 21.A.103(a)4** Approval of OSD **new added**

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Recent changes to the regulations

AMC and GM to IR Certification (Initial Airworthiness)

- **ED Decision 2014/007/R Amendment. 2** (continued)
  - **GM to 21.A.62** Availability of operational suitability data **new added**
  - **GM to 21.A.108** Availability of operational suitability data **new added**
  - **GM to 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

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Recent changes to the regulations

New IR Continuing Airworthiness EC 1321/2014

New EC 1321/2014: IR Continuing Airworthiness Regulation (17 December 2014)

(see http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:JOL_2014_362_R_0001&from=EN)

Repealing EC 2042/2003!

> The new EU 1321/2014 has been released since EC 2042/2003 has been substantially amended several times wherefore the EASA committee has decided that it should be recast.

Entry into force: 06 January 2015 (20 days after publication)

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New EC 1321/2014: IR Continuing Airworthiness Regulation (17 December 2014)

Changes to the previous EC 2042/2003:

- Annex I (Part-M), II (Part-145) and III (Part-66):

  These Annexes directly include now the requirements addressing **Operational Suitability Data.**

- Annex IV (Part-147):

  Article 6, 3.: “Type rating courses approved before the approval of the minimum syllabus of certifying staff type rating training in the **operational suitability data** for the relevant type in accordance with Regulation (EU) No 748/2012 shall include the relevant elements defined in the mandatory part of that operational suitability data not later than 18 December 2017 or within two years after the operational suitability data was approved, whichever is the latest.”

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CS amendments:

- **2014 / 026 / R** **CS 25** Amendment 15
- **2014 / 010 / R** **CS ETSO** Amendment 9

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AMC 20 amendments:

- **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

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New regulations

- **ED Decision 2014/006/R: CS-CCD (Cabin Crew Data)** Initial issue, dated 31 January 2014

  CS-CCD addresses cabin crew data and comprises information related to the type specific elements for cabin crew, as required under the OSD (operational suitability data) concept.

- **ED Decision 2014/008/R: CS-FCD (Flight Crew Data)** Initial issue, dated 31 January 2014

  CS-FCD contains a uniform process and criteria for determination of a pilot type rating to establish if a candidate aircraft is recognized as a new type or as a variant to an existing aircraft or group of aircraft and to assign the pilot license endorsement designation for a candidate aircraft.

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New regulations

- **ED Decision 2014/004/R: CS-MMEL (Master Minimum Equipment List)** Initial issue, dated 31 January 2014

  CS-MMEL addresses a safety issue related to Operational Suitability Data (OSD) with the objective is to achieve a safe and reliable type specific Master Minimum Equipment List **for complex aircraft** by providing the Type Certificate Holders with a uniform process and criteria for developing aircraft type specific MMEL.

- **ED Decision 2014/005/R: CS-GEN-MMEL (Generic Master Minimum Equipment List)** Initial issue, dated 31 January 2014

  CS-GEN-MMEL addresses a safety issue related to Operational Suitability Data (OSD) with the objective is to achieve a high level of safety by providing end users with access to a safe and reliable Master Minimum Equipment List data by providing the Type Certificate Holders with a uniform process and criteria for developing aircraft type specific MMEL data for **non complex aircraft** and allow its approval along with the other airworthiness certification activities.

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New regulations

- **ED Decision 2014/002/R: CS-FTL.1 (Flight & Duty Time Limitations)** Initial issue, dated 31 January 2014

  CS-FTL.1 contains a uniform process and criteria for determination of a pilot flight and duty time limitations and rest requirements to be met by an operator and its crew members. For the time being these requirements are only applicable to crew members taking part in commercial air transport by aeroplane (CAT) operations.

- **ED Decision 2014/013/R: CS- ADR-DSN (Aerodrome Design)** Initial issue, dated 05 March 2014

  CS-ADR-DSN addresses the requirements for aerodrome design in relation to the applicable ICAO standards.

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New regulations

- **ED Decision 2014/033/R: CS-SIMD (Simulator Data)** Initial issue, dated 02 December 2014

  CS-SIMD contains a uniform process and criteria for the objective qualification of aeroplane full flight simulators associated to the pilot type rating training including additional features required by the applicant.

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Future changes

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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.

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EASA
Future changes

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-RIA 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 OPS.036)	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-NCC, 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 CARS. Addressing safety recommendations FRAN-	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-APU	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)		Recurring task for non-controversial technical updates.	PS	Agency	Decision	2017	2019	Starting date changed		
CS-ETSO	Level playing field	RMT.0457	Regular update of EASA TSOs	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.0498	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						
Part-21	Level playing field	RMT.0023 (21.046)	Replacement parts	Introduction of provisions allowing approval of replacement parts taking into account ac under the bilateral agreement with the US								
ADR IR	Legal requirements	RMT.0485	Requirements for Apron Management Services at aerodromes	Aerodrome Implementing measures (IR) — Requirements for Apron Management Services at aerodromes	ATM/ADR	Group	Opinion	2012	2014			

Starting date changed to 2016

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

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Advance Notice of Proposed Amendment (A-NPA) 2014-12.

Published March 13, 2015

In the narrow sense of the revision of the Basic Regulation, the Opinion suggests proceeding with the most significant changes with the aim to further streamline and ‘defragment’ the existing framework, where necessary, in the following domains:

— General Aviation changes according to the General Aviation Road Map results,
— optional and partial inclusion of State services,
— Annex II adjustments,
— security aspects subject to existing EU competency,
— provisions to be addressed to Ground Handling Service Providers,
— consolidation of role in Single European Sky matters,
— role in research coordination,
— efficient use of available resources and sustainable funding solutions.

For details see: http://easa.europa.eu/system/files/dfu/Opinion%20No%2001-2015.pdf

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EASA - FAA

BASA changes

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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

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New BASA revision 02 dated 19 February 2014

- With new Revision 4 from 22 September 2014 of **Appendix 1** to agreement: **Technical Implementation Procedures** for Airworthiness and Environmental Certification (TIP) which can be found under: http://easa.europa.eu/system/files/dfu/FAA-EASA%20TIP%20Revision%204.pdf

- With new change 4 from 29 January 2014 of **Appendix 2** to agreement: **Maintenance Annex Guidance** (MAG) which can be found under: http://easa.europa.eu/system/files/dfu/MAG%20Change%204.pdf

- **A consolidated text of the bilateral agreement (BASA)** can be found here: http://easa.europa.eu/system/files/dfu/Consolidated%20text%20of%20the%20EU_US%20BASA_%20incorporating%20BOB%20decisions%201%20to%205.pdf

- **TIP changes on the next slides**
  - ~~**Deleted text**~~
  - **Newly added text**
  - **Unchanged**

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

2.0.7 Communications During a Validation Project. Validation requires effective communication between the FAA, EASA, and the applicant. Communication should occur authority-to-authority. The expectation is that there will be an early exchange of information and discussion between the certificating and validating authorities. Continued communication between the CA and VA is necessary in order for the VA to adequately understand actions taken by the CA and applicant. See paragraph 1.5, Communication, Appendix C for further information.

2.0.8 Project Prioritization. The FAA does not normally issue a design approval for a product manufactured outside the United States unless it is to be imported, i.e., an aircraft to be U.S.-registered or an engine, propeller, appliance or part to be incorporated into the design of a U.S.-registered aircraft or U.S.-manufactured product. European Union applicants for U.S. design approval should provide the FAA with evidence of import. EASA will adopt a similar project prioritization approach for applications from U.S. applicants under this agreement.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

2.5.1(a)(4) Deleted and replaced by former 2.5.1(a)(5)

~~Also, the application should contain the following, if known at the time of application:~~

~~(i) Evidence that the appliance will be imported into the U.S., installed on a U.S.–registered aircraft, or installed on a U.S.–manufactured product.~~

~~(ii) The evidence must identify the FAA TSO appliance model at a minimum. The evidence provided must also be valid at the time of application in order for the project to be worked promptly.~~

2.5.2(a)(4) Deleted and replaced by former 2.5.2(a)(5)

~~Also, the application should contain the following, if known at the time of application:~~

~~(i) Evidence that the appliance will be imported into the EU, installed on an aircraft registered in an EU Member State, or installed on an EU–manufactured product.~~

~~(ii) The evidence must identify the ETSO appliance model at a minimum. The evidence provided must also be valid at the time of application in order for the project to be worked promptly.~~

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

2.5.3 Design Approval Procedures for ETSO Authorisation for APUs.

(a)(1) An application for EASA ETSOA for an APU from an applicant in the United States may be submitted for an APU~~s~~ with an FAA TSOA, or for an APU~~s~~ where application for TSOA has been made to the FAA.

3.1.4 Unsafe Condition and Mandatory Continuing Airworthiness Information.

(b) The FAA and EASA agree to perform the functions listed in paragraph 3.1.4(a) when an unsafe condition is related to production or maintenance of the products, appliances, and parts covered under ~~this~~ the Agreement. For certain cases of unsafe condition related to production or maintenance, EASA may issue an Emergency Conformity Information (ECI) instead of an AD. Both AD and ECI are EASA-issued Mandatory Continuing Airworthiness Information under ICAO Annex 8.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

3.1.5.1 The FAA must approve all AMOCs in accordance with 14 CFR 39.19. When issuing its approval, the FAA will give full consideration to the EASA approved AMOC provided the following conditions apply:

(a) The related EASA AD has been adopted by the FAA, or the FAA issued an AD with no deviations from the EASA AD; and

(b) The AMOC approval holder is the design approval holder of the product, or of the design change, or of the appliance or part, as applicable, to which that AD applies.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

3.1.5.2 EASA will accept an FAA approved AMOC provided the following conditions apply:

(a) The related FAA AD has been adopted by EASA, or EASA issued an AD with no deviations from the FAA AD; and

(b) The AMOC approval holder is the design approval holder of the product, or of the design change, or of the appliance or part, as applicable, to which that AD applies.

3.1.5.1 Old text renumbered to 3.1.5.3

3.1.5.2 Old text renumbered to 3.1.5.4

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

3.2.2 Level 1 Major Change Application

(b)(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~~ 8.6).

(b)(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~~.

(b)(10) Weight and Balance data associated with the change ~~if applicable~~.

3.2.7.1 For the FAA, approval of minor design change data submitted by a person other than the TC/STC holder is accomplished ~~are approved~~ using PMA procedures or through alterations. EASA's acceptance of PMA is addressed in paragraph 2.8 and the acceptance of alterations is addressed in paragraph 3.2.8 below.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

3.3.2.2 EASA Acceptance of FAA Repair Design Data.

(a)(2)(iii) the repair design data has been provided by ~~a~~ the U.S. TC~~/~~, STC, PMA, or TSOA holder, or

(a)(2)(iv) for minor repairs from other than ~~a~~ the U.S. TC~~/~~, STC, PMA, or TSOA holder, the determination that data are acceptable (under 14 CFR Part 43) has been made by a U.S. maintenance organization under FAA's authorized system,

Note: An ~~EU company~~ EASA approved maintenance organization must use EASA Part 21 for the approval of repair data for use on an EU-registered aircraft, unless the data for a minor repair has been previously used to repair an N-registered aircraft. ~~Unless the minor repair data has been previously used to repair an N-registered aircraft, an EU company cannot determine any data to be acceptable data under 14 CFR Part 43 for use on an EU-registered aircraft.~~

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

5.1.9 Used Aircraft for Which There Has Been a Design Approval Granted by the FAA.

(d)(4) When major design changes or STCs are embodied in a used aircraft, all necessary data for subsequent maintenance should be provided (e.g., data describing: • the installation, • the materials and parts used, • wiring diagrams for installation (e.g., on avionic and electrical systems), and/or • drawings or floor plans for installations in the cabin, fuel or hydraulic systems, structural changes, etc.)

5.1.10 Used Aircraft for Which There Has Been a Design Approval Granted by EASA.

(d)(3) When major alterations are embodied in a used aircraft, all necessary data for subsequent maintenance should be provided (e.g., data describing: • the installation, • the materials and parts used, • wiring diagrams for installation (e.g., on avionic and electrical systems), • and/or drawings or floor plans for installations in the cabin, fuel or hydraulic systems, structural changes, etc.)

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

Appendix C; SECTION III POST-TYPE VALIDATION PRINCIPLES

9.1 Notwithstanding the special handling provisions for emergency actions defined in the TIP paragraph 3.1.4(a)(6), design changes contained in service information intended for applicability to aircraft under the VAs registry should be approved using the procedures in paragraph ~~9~~8 above, prior to the issuance of the service information

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Recent changes to the regulations

Bilateral Agreements

Changed in updated TIP revision 4:

APPENDIX 1: FAA / EASA / DGAC-France Points of Contact

FAA - Small Airplane Directorate
Vandalia MIDO
~~3800 Wright Drive~~
303 Corporate Center Drive
Suite 312
Vandalia, OH 45377
USA

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Recent changes to the regulations

Bilateral Agreements

Changed in updated MAG revision 4:

Section A, Appendix 6, FAA Annex to EASA Form 6:

update of PTRS codes in line item 12.

(FAA use only PTRS code 3618/~~5666~~5618 (Inspect Aircraft Records)

Section B, Appendix 1, Paragraph 10

and

Section C, Appendix 1, Paragraph 7:

"block numbers" updated as a result of changes to FAA Order 8130.21 and "block number" updates to FAA Form 8130-3.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated MAG revision 4:

Section B, Appendix 1, Paragraph 10

b) The FAA Form 8130-3 should include the EASA Part-145 release to service certifying statement with the EASA Part-145 Approval Certificate number in block ~~13~~12, and specify any overhaul, repairs, alterations, Airworthiness Directives, replacement parts, PMA parts and quote the reference and issue/revision of the approved data used.

c) An example completed FAA Form 8130-3 dual release shall be included by the repair station in the supplement. Instructions shall be included in the supplement specifying that blocks ~~14~~13a through ~~18~~13e are not to be used by the repair station.

d) The signature of the person returning the component to service shall be in block ~~20~~14b with the FAA Repair Station Certificate number in block ~~21~~14c.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated MAG revision 4:

Section B, Appendix 1, Paragraph 10 (continued)

e) The status of the component (repaired, inspected, overhauled, etc.) shall appear in block ~~12~~11 with any relevant comments including detailed references to approved data, Ads, etc., in block ~~13~~12. Example: “Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with. Full details held on WO 456.”

f) Block ~~13~~12 shall also contain the following statement:
“Certifies that the work specified in block ~~12/13~~11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 Approval Number: “EASA 145…….”

g)(1) The case where all required maintenance was not carried out. In this case, list the maintenance not carried out in Block ~~13~~12 and/or attachments.

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Recent changes to the regulations

Bilateral Agreements

Changed in updated MAG revision 4:

Section C, Appendix 1, Paragraph 7:

No 8130-3 dual release possible (one or more products/articles used accompanied by Form 1 single release).

In block ~~19~~14a only check the box mentioning “Other regulation specified in block 13.” Do not check box that states compliance to 43.9.

In block ~~13~~12, the following text should be inserted:

“Certifies that the work specified in Block ~~12/13~~ 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the component is considered ready for release to service under EASA Part 145 approval no._____.

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Questions?
Thank you for your attention

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