

***BILATERAL OVERSIGHT BOARD
FOR THE AGREEMENT
BETWEEN
THE UNITED STATES OF AMERICA
AND THE EUROPEAN UNION
ON COOPERATION IN THE REGULATION OF CIVIL AVIATION SAFETY***

***RECORD OF DECISION
DECISION N° 0006***

In accordance with Article 19.B of the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (the “Agreement”), which provides for the amendments to the annexes to the Agreement to be effected by decision of the Bilateral Oversight Board (“BOB”) established pursuant to Article 3 of the Agreement, the BOB hereby decides as follows:

To amend Annex 1 to the Agreement by incorporating the following text additions and changes to the relevant paragraphs in the Appendix:

AIRWORTHINESS AND ENVIRONMENTAL CERTIFICATION

EASA, AVIATION AUTHORITY, AND U.S. PRODUCTS,
ASSOCIATED EXPORT DOCUMENTATION, AND
TECHNICAL ASSISTANCE ACTIVITY
ACCEPTED UNDER THIS AGREEMENT

European Community Technical Agent	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
EASA	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New aircraft conforming to an FAA-approved design, manufactured under an EASA-issued Production Organization Approval (POA) (paragraph 3.4.3), and accompanied by an EASA Form 27. • New engines and propellers conforming to an FAA-approved design that are manufactured under an EASA-issued POA accompanied by an EASA Form 1, Authorized Release Certificate. • The following new parts manufactured under an EASA-issued POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1), OR The following new parts manufactured under an EASA-issued POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1): <i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA Technical Implementation</i>

	<p><i>Procedures (TIP) paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Design data (compliance statements) and test witnessing. • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Austria	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New small airplanes, VLA and sailplanes and powered sailplanes, conforming to an FAA-approved design, manufactured under an Austrian POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or an Austrian Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or an Austrian Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Austria, and specified on the Austrian Export Certificate of Airworthiness or EASA Form 27. • New engines and propellers conforming to an FAA-approved design, manufactured under an Austrian POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an FAA-approved design, manufactured under an Austrian POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design,

	<p>manufactured under an Austrian POA, and accompanied by an EASA Form 1, Authorized Release Certificate.</p> <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under an Austrian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under an Austrian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be
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	<p>within the scope of the technical implementation procedures;</p> <ul style="list-style-type: none"> ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Belgium	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Belgian Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Belgium, and specified on the Belgium Export Certificate of Airworthiness or EASA Form 27. • New articles conforming to an FAA-approved design, manufactured under a Belgian POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Belgian POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p>

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
	<ul style="list-style-type: none"> • New manned balloons conforming to an FAA-approved design, manufactured under Subpart F of EASA Part 21 or Belgian POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Belgian Export Certificate of Airworthiness issued before September 28, 2012. • The following new parts manufactured under a Belgian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a Belgian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be

	<p>within the scope of the technical implementation procedures;</p> <ul style="list-style-type: none"> ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Czech Republic	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New small airplanes, VLA and sailplanes conforming to an FAA-approved design, manufactured under a Czech Republic POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Czech Export Certificate of Airworthiness issued before September 28, 2012. • New manned balloons conforming to an FAA-approved design, manufactured under a Czech Republic POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Czech Export Certificate of Airworthiness issued before September 28, 2012. • New airships conforming to an FAA-approved design, manufactured under a Czech Republic POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Czech Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Czech Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of the Czech Republic, and specified on the Czech Export Certificate of Airworthiness or EASA Form 27.

	<ul style="list-style-type: none"> • New engines and propellers conforming to an FAA-approved design, manufactured under a Czech Republic POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an FAA-approved design, manufactured under a Czech Republic POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Czech Republic POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a Czech Republic POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a Czech Republic POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval</p>
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	<p>(accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Denmark	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Danish Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Denmark, and specified on the Danish Export Certificate of Airworthiness or EASA Form 27. • New articles conforming to an FAA-approved design, manufactured under a Danish POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Danish POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a Danish POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by

an EASA Form 1, or a JAA Form One issued before September 28, 2005), **OR**

The following new parts manufactured under a Danish POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):

Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.

- Replacement parts regardless of the State of Design for the product and/or article;
- Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures;
- Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Finland	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Finnish Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Finland, and specified on the Finnish Export Certificate of Airworthiness or EASA Form 27. • New articles conforming to an FAA-approved design, manufactured under a Finnish POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Finnish POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a Finnish POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by

	<p>an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR</p> <p>The following new parts manufactured under a Finnish POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> ● Production surveillance and oversight conducted as technical assistance. ● Conformity inspection.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>France</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • New airplanes, helicopters, VLA, and sailplanes conforming to an FAA-approved design, manufactured under a French POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a French Export Certificate of Airworthiness issued before September 28, 2012. • New manned balloons conforming to an FAA-approved design, manufactured under Subpart F of EASA Part 21 or French POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a French Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a French Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of France, and specified on the French Export Certificate of Airworthiness or EASA Form 27. • New engines and propellers conforming to an FAA-approved design, manufactured under a French POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005.

	<ul style="list-style-type: none"> • New articles conforming to an FAA-approved design, manufactured under a French POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a French POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a French POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a French POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design
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	<p>for the product and/or article;</p> <ul style="list-style-type: none"> ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.
<p>Acceptance of French Documentation on Parts Produced in France under a U.S. Production Approval</p>	<ul style="list-style-type: none"> • EASA Form 1, Authorized Release Certificate, shall be accepted on parts produced under the quality system of a U.S. Production Approval Holder (PAH), at a PAH's supplier located in France, when that supplier also holds a French POA for the same part.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Germany</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • New airplanes, helicopters, VLA, sailplanes and motorized sailplanes, conforming to an FAA-approved design, manufactured under a German POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a German Export Certificate of Airworthiness issued before September 28, 2012. • New manned balloons conforming to an FAA-approved design, manufactured under a German POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a German Export Certificate of Airworthiness issued before September 28, 2012. • New airships conforming to an FAA-approved design, manufactured under a German POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a German Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a German Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Germany, and specified on the German Export Certificate of Airworthiness or EASA Form 27.

	<ul style="list-style-type: none"> • New engines and propellers conforming to an FAA-approved design, manufactured under a Germany POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an FAA-approved design, manufactured under a German POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a German POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a German POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a German POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p>
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	<p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> ● Production surveillance and oversight conducted as technical assistance. ● Conformity inspection.
<p>Acceptance of German Documentation on Parts Produced in Germany under a U.S. Production Approval</p>	<ul style="list-style-type: none"> ● EASA Form 1, Authorized Release Certificate, shall be accepted on parts produced under the quality system of a U.S. Production Approval Holder (PAH), at a PAH’s supplier located in Germany, when that supplier also holds a German POA for the same part.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Greece	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Greek Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Greece, and specified on the Greek Export Certificate of Airworthiness or EASA Form 27. • The following new parts manufactured under a Greek POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1) or a JAA Form One issued before September 28, 2005, OR The following new parts manufactured under a Greek POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1): <i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i> <p>➤ Replacement parts regardless of the State of Design</p>

	<p>for the product and/or article;</p> <ul style="list-style-type: none">➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures;➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
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Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Ireland	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or an Irish Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Ireland, and specified on the Irish Export Certificate of Airworthiness or EASA Form 27. • The following new parts manufactured under an Irish POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1), OR The following new parts manufactured under an Irish POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1): <i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i> <p>➤ Replacement parts regardless of the State of Design for the product and/or article;</p>

	<ul style="list-style-type: none"> ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Italy	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New airplanes, helicopters, VLA, conforming to an FAA-approved design, manufactured under an Italian POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or an Italian Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or an Italian Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Italy, and specified on the Italian Export Certificate of Airworthiness or EASA Form 27. • New articles conforming to an FAA-approved design, manufactured under an Italian POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under an Italian POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1</i></p>

	<p><i>“TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under an Italian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under an Italian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and
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	State of Manufacture).
Technical Assistance Activities Performed on Behalf of FAA	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.
Acceptance of Italian Documentation on Parts Produced in Italy under a U.S. Production Approval	<ul style="list-style-type: none"> • EASA Form 1, Authorized Release Certificate, shall be accepted on parts produced under the quality system of a U.S. Production Approval Holder (PAH), at a PAH's supplier located in Italy, when that supplier also holds an Italian POA for the same part.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Lithuania	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New sailplanes and powered sailplanes conforming to an FAA-approved design, manufactured under a Lithuania POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Lithuanian Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, when implemented, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Lithuanian Export Certificate of Airworthiness issued before September 28, 2012. • New propellers conforming to an FAA-approved design, manufactured under a Lithuanian POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • The following new parts manufactured under a Lithuanian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR The following new parts manufactured under a Lithuanian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):

	<p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article. ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
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Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Luxembourg	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M when implemented, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Luxembourgian Export Certificate of Airworthiness issued before September 28, 2012. • The following new parts manufactured under a Luxembourgian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR The following new parts manufactured under a Luxembourgian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1): <i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for

	<p>an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures;</p> <ul style="list-style-type: none">➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
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<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Netherlands</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Dutch Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of the Netherlands, and specified on the Dutch Export Certificate of Airworthiness or EASA Form 27. • New articles conforming to an FAA-approved design, manufactured under a Dutch POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Dutch POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a Dutch POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by

	<p>an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR</p> <p>The following new parts manufactured under a Dutch POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> ● Production surveillance and oversight conducted as technical assistance. ● Conformity inspection.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Poland</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • New airplanes, helicopters, VLA, and sailplanes, conforming to an FAA-approved design, manufactured under a Polish POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Polish Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Polish Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Poland, and specified on the Polish Export Certificate of Airworthiness or EASA Form 27. • New engines and propellers conforming to an FAA-approved design, manufactured under a Polish POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an FAA-approved design, manufactured under a Polish POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Polish POA, and accompanied by

	<p>an EASA Form 1, Authorized Release Certificate.</p> <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a Polish POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a Polish POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation
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	<p>procedures;</p> <ul style="list-style-type: none"> ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Portugal</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, when implemented, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Portuguese Export Certificate of Airworthiness issued before September 28, 2012. • The following new parts manufactured under a Portuguese POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR The following new parts manufactured under a Portuguese POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1): <i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are

	<p>associated with an EASA STC, the STC must be within the scope of the technical implementation procedures;</p> <ul style="list-style-type: none"> ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Romania	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New sailplanes, powered sailplanes, and VLA conforming to an FAA-approved design, manufactured under a Romanian POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Romanian Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Romanian Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Romania, and specified on the Romanian Export Certificate of Airworthiness or EASA Form 27. • The following new parts manufactured under an Romanian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR The following new parts manufactured under a Romanian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):

	<p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Slovakia</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Slovakian Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Slovakia, and specified on the Slovakian Export Certificate of Airworthiness or EASA Form 27. • The following new parts manufactured under a Slovakian POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR The following new parts manufactured under a Slovakian POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1): <i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i> <p>➤ Replacement parts regardless of the State of Design for</p>

	<p>the product and/or article;</p> <ul style="list-style-type: none">➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures;➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
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Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Spain	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New airplanes and VLA conforming to an FAA-approved design, manufactured under a Spanish POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Spanish Export Certificate of Airworthiness issued before September 28, 2012. • New helicopters conforming to an FAA-approved design, manufactured under a Spanish POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Spanish Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Spanish Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Spain, and specified on the Spanish Export Certificate of Airworthiness or EASA Form 27. • New manned balloons conforming to an FAA-approved design, manufactured under a Spanish POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Spanish Export Certificate of Airworthiness issued before September 28, 2012. • New articles conforming to an FAA-approved design, manufactured under a Spanish POA, and accompanied by

	<p>an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005.</p> <ul style="list-style-type: none"> • New articles conforming to an EASA-approved design, manufactured under a Spanish POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under an Spanish POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a Spanish POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article;
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	<ul style="list-style-type: none"> ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Sweden	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Swedish Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of Sweden, and specified on the Swedish Export Certificate of Airworthiness or EASA Form 27. • New articles conforming to an FAA-approved design, manufactured under a Swedish POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a Swedish POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under an Swedish POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an

	<p>EASA Form 1, or a JAA Form One issued before September 28, 2005), OR</p> <p>The following new parts manufactured under a Swedish POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder (split State of Design and State of Manufacture).
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> ● Production surveillance and oversight conducted as technical assistance. ● Conformity inspection.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>United Kingdom</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<ul style="list-style-type: none"> • New small airplanes and VLA conforming to an FAA-approved design, manufactured under a U.K. POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a U.K. Export Certificate of Airworthiness issued before September 28, 2012. • New airships conforming to an FAA-approved design, manufactured under a U.K. POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a U.K. Export Certificate of Airworthiness issued before September 28, 2012. • New manned balloons conforming to an FAA-approved design, manufactured under a U.K. POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a U.K. Export Certificate of Airworthiness issued before September 28, 2012. • Used aircraft conforming to an FAA-approved design, maintained in accordance with EASA Part 145 or Part M, as applicable, when accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a U.K. Export Certificate of Airworthiness issued before September 28, 2012. If relevant provisions of Part M are not yet implemented, the applicable maintenance requirements will be those of the U.K., and specified on the U.K. Export Certificate of Airworthiness or EASA Form 27. • New engines and propellers conforming to an FAA-approved design, manufactured under a U.K. POA,

	<p>and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005.</p> <ul style="list-style-type: none"> • New articles conforming to an FAA-approved design, manufactured under a U.K. POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005. • New articles conforming to an EASA-approved design, manufactured under a U.K. POA, and accompanied by an EASA Form 1, Authorized Release Certificate. <p><i>Note: New articles conforming to an EASA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under an U.K POA that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005), OR <p>The following new parts manufactured under a U.K. POA that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval (accompanied by an EASA Form 1):</p> <p><i>Note: These parts are for articles conforming to an EASA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1</i></p>
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	<p><i>“TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or article; ➤ Modification parts for design changes where EASA acts as the State of Design for the design change for an EU applicant. When these modification parts are associated with an EASA STC, the STC must be within the scope of the technical implementation procedures; ➤ Modification parts for any product where the U.S. is the State of Design for the design change and the parts are produced under licensing agreement to the U.S. design approval holder.
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.
<p>Acceptance of U.K. Documentation on Parts Produced in the U.K. under a U.S. Production Approval</p>	<ul style="list-style-type: none"> • EASA Form 1, Authorized Release Certificate, shall be accepted on parts produced under the quality system of a U.S. Production Approval Holder (PAH), at a PAH’s supplier located in the U.K., when that supplier also holds a U.K. POA for the same part.

<p>United States Technical Agent</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>FAA</p>	
<p>Products and Associated Export Documentation Accepted for Import into the EU</p>	<ul style="list-style-type: none"> • New aircraft conforming to an EASA-approved design, manufactured under a U.S. production approval, and accompanied by an FAA Form 8130-4, Export Certificate of Airworthiness. • New manned balloons conforming to an EASA-approved design, manufactured under a U.S. production approval, and accompanied by an FAA Form 8130-4, Export Certificate of Airworthiness. • New airships conforming to an EASA-approved design, manufactured under a U.S. production approval, and accompanied by an FAA Form 8130-4, Export Certificate of Airworthiness. • Used aircraft conforming to an EASA-approved design, maintained under FAA’s authorized system (i.e. 14 CFR parts 43, 65, 121, 125, 135, 145 or 129.14), and accompanied by an FAA Form 8130-4, Export Certificate of Airworthiness. • New and rebuilt engines and propellers conforming to an EASA-approved design, manufactured under a U.S. production approval, and accompanied by an FAA Form 8130-3, Authorized Release Certificate. • New articles conforming to an EASA-approved design, manufactured under a U.S. production approval, and accompanied by an FAA Form 8130-3, Authorized Release Certificate. • New articles conforming to an FAA-approved design, manufactured under a U.S. production approval, and

	<p>accompanied by an FAA Form 8130-3, Authorized Release Certificate.</p> <p><i>Note: New articles conforming to an FAA-approved design have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> • The following new parts manufactured under a U.S. production approval that conform to EASA-approved design data and are eligible for installation in a product or article which has been granted an EASA design approval (accompanied by an FAA Form 8130-3, Authorized Release Certificate), OR <p>The following new parts manufactured under a U.S. production approval that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an EASA design approval (accompanied by an FAA Form 8130-3):</p> <p><i>Note: These parts are for articles conforming to an FAA-approved design that have been accepted in accordance with FAA-EASA TIP paragraph 2.5.1 “TSO/ETSO Articles Accepted under Reciprocal Acceptance”.</i></p> <ul style="list-style-type: none"> ➤ Replacement parts for the product and/or article including parts produced under licensing agreement to an EASA design approval holder. ➤ Modification parts for design changes where FAA is the State of Design for the design change or the parts are produced under licensing agreement to an EASA
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	<p>design approval holder.</p> <ul style="list-style-type: none"> ➤ PMA replacement and modification parts as defined in the technical implementation procedures when accompanied by an FAA Form 8130-3, Authorized Release Certificate, with appropriate certifying statements.
<p>Technical Assistance Activities Performed on Behalf of EASA</p>	<ul style="list-style-type: none"> • Design data (compliance statements) and test witnessing. • Production surveillance and oversight conducted as technical assistance. • Conformity inspection.

The amendment shall take effect on the date of the last signature below.

For the Bilateral Oversight Board:

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

BY: Margaret Kelly

TITLE: Associate Administrator for
Aviation Safety

DATE: March 2, 2016

PLACE: Washington, DC

EUROPEAN COMMISSION
EUROPEAN UNION

BY: F. Cornelis

TITLE: Acting Director, Air Transport,
Directorate-General for Mobility
and Transport

DATE: 2 March 2016

PLACE: Brussels, Belgium