EASA
European Union Aviation Safety Agency

Federal Aviation Administration

Technical Implementation Procedures

For

Airworthiness and Environmental Certification

Between the
Federal Aviation Administration of the United States of America
and the
European Union Aviation Safety Agency

Amendment 1
to
Revision 7

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CHAPTER 1: PURPOSE AND GENERAL PROVISIONS

The purpose of this document is to amend Revision 7 to the "Technical Implementation Procedures for Airworthiness and Environmental Certification– Between the Federal Aviation Administration of the United States of America and the European Union Aviation Safety Agency" dated October 19, 2023 (TIP), covering Design Approval Procedures, Continuing Airworthiness, Administration of Design Approvals, Production & Surveillance Activities, Export Procedures, and Technical Support between Authorities.

This amendment has been developed in accordance with paragraph 1.11.3 of the TIP and will be incorporated into the next revision of the TIP. This amendment to the Revision 7 of the TIP revises the requirements related to airworthiness documentation accompanying exported parts, considering that these requirements in the current TIP, and the current Maintenance Annex Guidance (MAG), exceed those related to the release of articles both in the FAA's and EASA's system for domestic usage. The Certification Oversight Board (COB) and the Joint Maintenance Coordination Board (JMCB) formed an FAA/EASA working group in 2023 to review the recent evolution of the EU regulation(s), specifically to EU 2021/699 and EU 2021/700. Industry associations have approached FAA and EASA to change the TIP to allow repair stations located in the U.S. that hold an EASA approval to receive and install new parts from US PAH or suppliers without an FAA Form 8130-3 in the course of a component repair that will be released and exported under EASA requirements.

This amendment also updates the required language to the provisions of prototype parts or appliances accompanied by EASA Form 1 or FAA Form 8130-3 regarding the issuance of these forms once these parts or appliances are approved along with a few clarifying edits.

There is also additional language on the validation of STCs by EASA when fitted to certain aircraft types at time of import.

CHAPTER 2: AMENDMENT

This document amends or adds the following provisions of the TIP: §2.2.6, 2.2.6.1, 2.3.6, 2.3.6.1, 3.3.1, 7.2, 7.10, 7.12, 7.16 and 8.4.5 of the TIP. The bold bracketed items identify the amended text and supersede the existing text in Revision 7 of the TIP. The TIP table of contents will be appropriately updated to reflect these changes. These amended provisions will apply to export procedures initiated after the entry into force of this Amendment.

[2.2.6 Provisions for Prototype Parts or Appliances Accompanied by EASA Form 1.]

[2.2.6.1 FAA recognizes, as within the scope of this agreement, a part or appliance accompanied by a 'Prototype' EASA Form 1 (issued before the approval of the design data). The 'Prototype' EASA Form 1 is replaced by a newly issued EASA Form 1 by the Production Organization Approval (POA) holder after the design data has been approved and prior to the release into service of the aircraft which the part or appliance has been installed on.]

2.3.6 **[Provisions for Prototype Parts Accompanied by FAA Form 8130-3** ~~**EASA recognizes, as within the scope of this agreement, a part or appliance accompanied by a 'Prototype'**~~

~~FAA Form 8130-3 (issued before the approval of the design data) if accompanied in addition by a statement from the corresponding Design Approval Holder (issued after the approval of the design data) attesting that the design data according to which the part or appliance was manufactured has not changed and is approved. This statement should include:~~

~~'This document certifies the approval of the design data [insert Design Change/STC/TC number, revision level], dated [insert date if necessary for identification of the revision status], according to which the [specify the part or appliance] covered by the FAA Form 8130-3 [Form Tracking Number] dated [date of the FAA Form 8130-3] was manufactured.'~~]

[2.3.6.1 EASA recognizes, as within the scope of this agreement, a part or appliance accompanied by a 'Prototype' FAA Form 8130-3 (issued before the approval of the design data) if accompanied in addition by a statement from the corresponding Design Approval Holder (issued after the approval of the design data) attesting that the design data according to which the part or appliance was manufactured has not changed and is approved. The PAH will notify the end user/installer of final design approval. This could be with a standalone statement or written in the remarks block of FAA Form 8130-3 as follows below:

'Prototype products and articles pending certification under FAA project number [enter number] are not eligible for installation on in-service, type-certificated aircraft. Upon approval of the applicable design data and provided the product or article has not been altered from the original design and is in condition for safe operation, that product or article may be considered as new.'

Once the end user/installer receives the notification from the PAH confirming that the product or article meets the approved design, it is considered to comply with the requirements of Section VII, Export Procedures of the FAA/EASA TIP.]

[3.3.1 Major Design Classified as Basic]

There is no need for application and the design change will be accepted by the VA without any review. In these cases, the CA will approve these design changes in accordance with its own procedures against the certification bases of both the CA and the VA. These design changes are considered approved by the VA, and are included in the DAH type design data and shall be made available by the CA to the VA upon request to the CA.

[Note: When the design change impacts the EASA official noise database (see Appendix A), the data listed in § 3.5.4.2(g) shall be sent by the CA to EASA noise mailbox (see Appendix A)]

7.2 [~~Export Certificate of~~ Airworthiness Documentation for Export]

[7.2.1 Unless otherwise specified in the following paragraphs of this section, the airworthiness documentation for export as required by paragraph 3.5.1 in Annex 1 of the Agreement is an Export Certificate of Airworthiness for complete aircraft, and an Authorized Release Certificate for aircraft engines, propellers, parts, and articles.]

[7.2.~~1~~2]For the FAA, an Export Certificate of Airworthiness, FAA Form 8130-4, is issued for complete aircraft. An Authorized Release Certificate, FAA Form 8130-3, is issued for aircraft engines, propellers and articles.

[7.2.~~2~~3]For the EU, an Export Certificate of Airworthiness, EASA Form 27, is issued by the AAs or by EASA for completed aircraft. AAs may use their own Export Certificate of Airworthiness forms for aircraft exported to the U.S. if issued before September 28, 2008. An Authorized Release Certificate, EASA Form 1, is issued for aircraft engines, propellers, parts, and articles. A JAA Form One is still valid for aircraft engines, propellers, parts, and articles when issued before September 28, 2005.

[7.2.~~3~~4]If the exporting Authority is not in a position to assess whether or not an aircraft satisfies the conditions defined in this section, it will inform the importing Authority accordingly.

[7.2.5 As provided in paragraph 2.2.6 and 2.3.6, the procedures described within are considered as compliant with paragraphs 7.2.1 and 7.2.2]

7.10 New Modification and Replacement Parts **[~~excluding Standard Parts~~]**

[7.10.1 Except as provided in paragraphs 7.10.3, 7.10.4 and 7.10.5, each new modification and replacement part exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate.]

[7.10.~~1~~2]The importing Authority will accept that the EA's Authorized Release Certificates on new modification and/ or replacement parts as identified in paragraphs 2.2.4.2, 2.2.4.3, 2.3.4.2, and 2.3.4.3 is deemed to certify **[~~only when the exporting Authority issuance of an Authorised Release Certificate~~]** that each part:

[7.10.~~1~~2.1]Conforms to EA-approved design data and is in a condition for safe operation;

[7.10.~~1~~2.2]Is marked in accordance with paragraph 7.15 of the TIP; and

[7.10.~~1~~2.3]Meets all additional requirements prescribed by the importing Authority in paragraph 7.15, as notified.

~~[7.10.2 Each part exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate.]~~

[7.10.3 The importing Authority will accept standard parts exported from the other party when accompanied by a manufacturer's Certificate of Conformity verifying the part's compliance to an officially recognized standard, e.g. a U.S. or EU industry, U.S. or European government or international specification.

7.10.4 The importing Authority will accept the EA's Authorized Release Certificate issued by the U.S. based repair stations holding EASA Approved Maintenance Organization certificates upon release of a part, when:

7.10.4.1 The new modification and replacement parts (subcomponents) incorporated in that part during maintenance, preventive maintenance, or alteration are not FAA critical PMA parts or life-limited parts; and

7.10.4.2 The new modification and replacement parts are accompanied by documentation that ensures both traceability to the FAA-approved Production Approval Holder (manufacturer) of the part and conformity to its approved design. Such documentation has to be acceptable under the quality system required to comply with U.S. 14 CFR section 43.13 paragraphs (a) and (b), section 145.211(c)(1)(i). FAA Advisory Circular 145-9 provides additional information that can be used as an acceptable means to meet quality system requirements. Examples of this documentation are purchase orders, shipping documents, certificates or statements of conformity, part markings, technical or design data (or a combination thereof).

7.10.5 The FAA shall accept the following parts exported from the EU without a JAA or EASA Form 1, when accompanied by a document issued by the person or organization that manufactured the part and which declares the conformity of the part with its design data:

7.10.5.1 A part identified by the holder of the design approval, in the Instructions for Continued Airworthiness of the product on which it is to be installed, as a part for which the consequences of a non-conformity with its approved design data has a negligible safety effect on the product on which it is installed.

7.10.5.2 A part identified, in the certification specifications for standard changes and standard repairs (CS-STAN), as a part for which the consequence of a non-conformity with its approved design data has a negligible safety effect on the product on which it is installed.

Note 1: The above paragraphs 7.10.5.1 and 7.10.5.2 should not be understood as allowing non-conforming parts to be deliberately exported or installed on aircraft.

Note 2: "Negligible Safety Effect" is defined by the AMC/GM to Part 21 (EU regulation 748/2012) as amended by EASA Decision 2021/007/R (issue 2 amendment 12), and further guidance is available in EASA Certification Memorandum CM-21.A-K-001.

7.10.5.3 A part or appliance that is exempted from an airworthiness approval in accordance with Commission Regulation (EU) No 965/2012.

7.10.5.4 A part or appliance that is an item of a higher assembly identified in previous paragraphs 7.10.5.1, 7.10.5.2 or 7.10.5.3.]

7.12 [Reserved~~Standard Parts~~

~~7.12.1 The FAA shall accept standard parts exported from the EU when accompanied by a manufacturer's Certificate of Conformity verifying the part's compliance to an officially recognized standard, e.g. a U.S. or EU industry, U.S. or European government or international specification.~~

~~7.12.2 The AA shall accept standard parts exported from the U.S. when accompanied by a manufacturer's Certificate of Conformity verifying the part's compliance to an officially recognized standard, e.g. a U.S. or EU industry, U.S. or European government or international specification.~~]

[7.16 Simplified STC Validation for Single Serial Number Imports to the EU

FAA approved STCs installed on a used aircraft exported from the U.S., regardless of the SoD of the aircraft, are eligible for a simplified validation by EASA, limited to the exported serial number at the time of import to the EU under the following conditions:

- **The scope is limited to aircraft and installed engines, if applicable, in the following categories:**
  - **Aeroplanes with a maximum take-off mass (MTOM) of 5 700 kg or less, having a Maximum Mach operating (MMo) equal or less than 0,6 and/or a maximum operating altitude equal or less than 25 000 ft;**
  - **Sailplanes or Powered Sailplanes;**
  - **Balloons;**
  - **Hot Air Airships; or**
  - **Rotorcraft with a MTOM of 3 175 kg or less and limited to 4 seats, including pilot;**
- **The STC holder is unable or unwilling to apply for a validation of the STC;**
- **The STC is classified as Basic according to the criteria stipulated in paragraph 3.5.3;**
- **STCs to an aircraft or aircraft engine that may result in a change (increase or decrease) in the noise level(s) are excluded; and**
- **STCs for external installations to a rotorcraft are excluded;**

Installation of such STC on the exported serial number is approved by EASA by using the following process:

1) **Application package:**
   a) **A completed EASA Form 134;**
   b) **A copy of the FAA STC to be validated;**
   c) **A copy of approved manuals and instructions for continued airworthiness related to the STC;**
2) **EASA review of the application**
   a) **EASA reviews the application package and requests any missing information in accordance with Item 1 above.**
   b) **EASA checks for absence of known continuing airworthiness issues affecting the STC.**
   c) **EASA determines if the application is eligible for the validation described by this paragraph.**
3) **Issuance of the Form 134 approval**

If EASA finds the application eligible it shall approve the Form 134.]

[8.4.5 **While the importing Authority will accept an exporting Authority's FAA Form 8130-3 or EASA Form 1 for prototype parts as an export airworthiness approval upon the end user/installer receiving the notification from the PAH confirming that the article meets verification of the approved design as provided in paragraph 2.3.6 or the POA Holder issuing an EASA Form 1 after the design data has been approved as provided in paragraph 2.2.6,** neither conformity certification on prototype/ pre-production parts, nor inspections on prototype/ pre-production parts, should be construed as being an export airworthiness approval **in itself**, since a conformity certification does not constitute an airworthiness determination. Airworthiness determinations remain the responsibility of

the **Design Approval Holder** or PAH and the Civil Aviation Authority of the State in which the holder is located.]

CHAPTER 3: ENTRY INTO FORCE AND AUTHORITY

In accordance with Paragraph 1.11.3 of the TIP, the Amendment will enter into force following the signing of this Amendment by the authorized representatives of the FAA and EASA.

The FAA and EASA agree to the provisions of this Amendment of these Technical Implementation Procedures, as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration
Department of Transportation
United States of America

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June 10, 2025

Date Month xx, 2025

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