TECHNICAL IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS AND ENVIRONMENTAL

CERTIFICATION

BETWEEN THE

FEDERAL AVIATION ADMINISTRATION
OF THE
UNITED STATES OF AMERICA

AND THE

EUROPEAN AVIATION SAFETY AGENCY
OF THE
EUROPEAN Union

Amendment 1
to
Revision 6

June 22, 2018

TABLE OF CONTENTS

CHAPTER 1: PURPOSE AND GENERAL PROVISIONS

The purpose of this document is to amend the Technical Implementation Procedures (TIP) for Airworthiness and Environmental Certification between the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) to make corrections to errors in specific paragraphs and appendices, and to add items that were inadvertently left out that are necessary for implementation.

This amendment has been developed in accordance with Annex 1 paragraph 2.2.1 of the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety dated June 30, 2008. This amendment will be incorporated into the TIP at the next revision.

CHAPTER 2: AMENDMENTS

The following paragraphs supersede the indicated paragraphs in TIP Revision 6. Items in brackets identify the modified text.

3.2.1 Any design change by the TC or STC holder classified as Basic per the criteria of paragraph 3.5.3.1 that does not require the CA to issue a new or revised TC, Type Certificate Data Sheet (TCDS), or STC;

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

3.3.1 Design changes by the TC or STC holder classified as Basic per the criteria of paragraph 3.5.3.1 that do not require the CA to issue a new or revised TC, Type Certificate Data Sheet (TCDS), [or] STC.

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 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) must be sent to EASA noise mailbox (see Appendix A)]

3.3.2 Minor Design Changes.
Where a DAH introduces a design change that would be classified as minor in accordance with 14 CFR [Section 21.93 (a) and (b)] or [EASA Part 21.A.91], it shall be accepted by the VA without further review. In these cases, the CA will approve these design changes in accordance with its own procedures against the certification basis 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.

3.3.4.3 The PMA [part is a "critical component" and the PMA design was approved via:
(a) An FAA-issued STC and EASA has validated the STC; or
(b) Identicality without a licensing agreement per 14 CFR section 21.303 and EASA has issued an equivalent STC; or

(c) Test reports and computations per 14 CFR section 21.303 and EASA has issued an equivalent STC.]

3.3.5.3(b) EASA shall also accept data used in support of minor repairs when:
(1) EASA has certificated/validated the product or article; [and]
(2) The FAA is the Authority of the SoD for the repair design data; [and]
(3) The repair design data has been provided by the U.S. TC, STC, PMA, or TSOA holder; [or]
(4) For minor repairs from other than 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 the FAA's authorized system.

Note: An 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.

3.5.3.2(a) Type Certificates
Application for validation of a TC shall be classified as Non-Basic, except for:

Applications for validation of reciprocating engine and propeller new TCs[, and all changes to those TCs, including STCs will be classified as Basic, unless the CA or VA certification basis includes or is anticipated to include a new or amended (i.e. not previously applied):
(i) FAA exemption or EASA deviation;
(ii) Special condition; or
(iii) Equivalent level of Safety (ELOS/ESF)];

3.5.4 Streamlined Validation Process for Applications Classified as Basic

Applications classified as Basic are managed through the Streamlined Validation process described in this section.

When design changes would be classified as Basic [per the criteria of paragraph 3.5.3] and do not require a change to the certificate, they are Accepted per Paragraph 3.2, and no validation involvement or validation application occurs.

3.5.4.2 (a)(2) For a design change, including an STC, a high-level description of the change, together with the make and model of the product being changed, including, if affected, a copy of:

(i) Changes to the Airworthiness Limitations Section of the Instructions for Continued Airworthiness;

(ii) Changes to other Operating Limitations (e.g. Flight Manual); and

(iii) Changes to OSD for EASA validations, and for FAA validations a copy of changed MMEL.

The VA must be aware of any such changes to ensure they are able to release updated information, or to perform any necessary mandatory airworthiness activity as required by their system, or to address crew training requirements to support operational introduction. Any additional information the VA needs to fulfill such responsibilities will be requested by the VA within the time frame specified in paragraph [3.5.4.4].

[3.5.4.2 (g) For Basic projects having an impact on the EASA official noise database the below data shall be transmitted to EASA, when applicable:

(1) Noise certification standard
(2) Other modifications already incorporated for the purpose of compliance with the applicable noise certification standards.
(3) Lateral/full-power noise level: (*)
(4) Approach noise level (*)
(5) Flyover noise level (*)
(6) Overflight noise level (*)
(7) Take-off noise level (*)

(*) These items are applicable depending on the required noise certification standard]

3.5.7.3(a) In a sequential validation, the CA has completed its certification, or is well advanced in the certification process, before the applicant requests validation by the VA. In this case, the CA certification basis and acceptable methods of compliance (MOCs) have been established [and may or may not have received final approval] by the CA.

Type design changes, revised operating limitations, or new or revised certification testing or analysis may be required in a sequential program to meet the requirements of the VA, since these requirements may not have been considered during the original CA certification.

3.5.9.2(c) The initial VA work plan will include the following elements []:

(1) A brief description of the product or change, as provided in the application package;

(2) A proposed initial VA certification basis, including the following elements, to the extent that they can be defined based on review of the application:

(i) Applicable VA airworthiness standards;

(ii) Applicable significant standards differences (SSD); and

(iii) Proposed exemptions/deviations, special conditions, or equivalent level of safety findings;

(3) A list of proposed areas of VA level of involvement, bounded by the applicable Non-Basic criteria;

(4) A proposal for technical familiarization activities (see section 3.5.10.1) necessary to achieve a final work plan;

(5) Identification of the responsible VA project certification manager and any VA team members identified based on review of the application.

3.5.10.1(e)(2) Provide the VA flight test representatives with sufficient familiarity with the aircraft, [whenever needed and justified by a risk-based VA Level of Involvement (LOI), to get the necessary familiarization with the product that is necessary to validate the MMEL and other operational aspects, and to develop] any special flight characteristics training requirements; and

3.5.10.4(b)(ii) Airworthiness standards where the VA's and CA's interpretive, advisory, MOC, or guidance materials differ or are insufficient, to an extent that those differences impact the level of safety required by the VA system and could result in VA required changes to the type design or approved manuals. [As experience is gained, the VA may choose to reduce the application of this criterion to minimize non-basic applications. When interpretive, advisory, MOC, or guidance materials are well understood by both authorities; full confidence should be given to the CA for determining compliance to those VA SEIs.]

3.5.11.5 Applicants for U.S. TC, or for a design change classified as an acoustical change according to 14 CFR section 21.93(b), need to comply with the noise standards of 14 CFR part 36 in effect on the reference date established under paragraph 3.5.11.1, [or as otherwise provided in 14 CFR 36.2];

3.5.11.7 Applicants to EASA must comply with the applicable noise, fuel venting and exhaust emission standards in EASA Part 21 that are in effect on the [date of application for validation to EASA].

3.6.3.3 Any potential conflict derived from this process shall be resolved in a similar manner as the provisions outlined in paragraph 1.9 but through the appropriate FAA Flight Standards Service and EASA [Certification office].

Appendix A replace the following paragraphs with:

Requests to FAA for Conformity Inspections

For Small Airplane Manufacturing Inspection
Central MIO Branch 9-ACE-180-FRFC@faa.gov
For Rotorcraft Manufacturing Inspection
Southwest MIO Branch 9-ASW-180-FRFC@faa.gov
For Engine and Propeller Inspection
New England MIO Branch 9-ANE-180-FRFC@faa.gov
For Transport Airplane Manufacturing Inspection
Northwest MIO Branch 9-ANM-108-FRFC@faa.gov

FAA Policy and Innovation (P&I) Division Branch Contact Points for TC Applications

FAA P&I Branches

Engine and Propeller Standards Branch, AIR-6A0
(Applications for Engine TCs should be sent to ECO Branch, AIR-7E0; applications for propeller TCs should be sent to the Boston ACO Branch, AIR-7B0)

1200 District Avenue
Burlington, MA 01803

Telephone: 1-781-238-7100
Fax: 1-781-238-7199

Regulatory and policy responsibility for all aircraft engines, propellers, and auxiliary power units.

Rotorcraft Standards Branch, AIR-680

(Applications should be sent to Standards Staff, ASW-110)

10101 Hillwood Parkway
Fort Worth, TX 76177

Telephone: 1-817-222-5100
Fax: 1-817-222-5959

Regulatory and policy responsibility for powered lift, normal and transport category rotorcraft.

Small Airplane Standards Branch, AIR-690
[Applications should be sent to Project Support Section, AIR-692 via email at 9-ACE-AIR-Import-Validation@faa.gov
or to the following address]

DOT Building
901 Locust
Room 301
Kansas City, MO 64106-2641

Telephone: 1-816-329-4100
Fax: 1-816-329-4106

Regulatory and policy responsibility for:

1. *Airplanes weighing less than 12,500 pounds and having passenger configurations of 9 seats or less;*
2. *Commuter airplanes weighing 19,000 pounds or less, with passenger configurations of 19 seats or less; and*
3. *Gliders, airships, manned free balloons, and VLA.*

Transport Standards Branch, AIR-670
(Applications should be sent to International Section, AIR-676)

1601 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: 1-425-227-2100
Fax: 1-425-227-1100

Regulatory and policy responsibility for all transport category airplanes.

Appendix A Add a new paragraph

EASA Noise Change Information

EASA Contact for Noise

European Aviation Safety Agency
Konrad-Adenauer-Ufer 3;
D-50668 Cologne, Germany
Postal: Postfach 10 12 53, 50452 Cologne, Germany
Tel.: +49 221 89990-4080

For Accepted changes that effect the EASA noise database send information to
Email: noise@easa.europa.eu

EASA Noise Database
https://www.easa.europa.eu/easa-and-you/environment/easa-certification-noise-levels

Replace Appendix C in its entirety with:

APPENDIX C LIST OF SPECIAL ARRANGEMENTS

The following working arrangements are in force:

1. Working Arrangement on the Airbus A320 Aircraft Family Final Assembly Line and Delivery Centre in Mobile, Alabama, United States
2. Working Arrangement for CFM International SA

They are available at:

EASA

https://www.easa.europa.eu/document-library/bilateral-agreements/eu-usa .

FAA

For signed Working Arrangements select European Union under Bilateral Agreements Listing and look under the Agreements column.
https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/

Note: For Technical Assistance Agreements and Management Plans contact AIR-400 International Division at 7-AWA-AVS-AIR-040-Coord@faa.gov

Replace Appendix F in its entirety with:

Appendix F SSD and SEI Lists Links

FAA Lists:

FAA All Products SSD and SEI Lists Main Reference Page:

http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/approvals/EASA/

EASA Lists:

EASA All Products SSD and SEI Lists Main Reference Page:

http://www.easa.europa.eu/document-library/bilateral-agreements/eu-usa

CHAPTER 3: AUTHORITY

The FAA and EASA agree to the amendment of the TIP, as indicated by the signature of their duly authorized representatives.

FEDERAL AVIATION ADMINISTRATION DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA	EUROPEAN AVIATION SAFETY AGENCY EUROPEAN UNION
By Amanda A. Baker	By J. R. Wood
Title Executive Dir. Aircraft Cert Service	Title Certification Director
Date June 22, 2018	Date 22 June 2018