

AIRWORTHINESS AND ENVIRONMENTAL CERTIFICATION

1. SCOPE

1.1. This Annex covers 1) the reciprocal acceptance of findings of compliance, approvals, and documentation, and 2) technical assistance regarding:

(a) airworthiness and continued airworthiness of civil aeronautical products (hereinafter referred to as "products"); and

(b) noise, fuel venting, and exhaust emissions.

1.2. As provided for in Article 4 of the Agreement, the Parties shall reciprocally accept each other's findings made under the systems of the Technical Agents or Aviation Authorities, subject to the provisions of this Annex and where applicable, the technical implementation procedures concluded by the Technical Agents.

2. JOINT COORDINATION BODY

2.1. Composition

2.1.1. A joint technical coordination body called the Certification Oversight Board, accountable to the Bilateral Oversight Board, is hereby established under the joint leadership of the Technical Agents. It shall include representatives from each Technical Agent responsible for airworthiness and environmental certification, quality management systems and rulemaking.

2.1.2. The joint leadership may invite additional participants to facilitate the fulfilment of the mandate of this Certification Oversight Board.

2.2. Mandate

2.2.1. The Certification Oversight Board shall meet at regular intervals to ensure the effective functioning and implementation of this Annex. Its functions shall include in particular:

- (a) Developing, approving, and revising the technical implementation procedures;
- (b) Sharing information on major safety issues and developing action plans to address them;
- (c) Ensuring the consistent application of this Annex;
- (d) Resolving technical issues falling within the responsibilities of the Technical Agents and examining other technical issues that cannot be solved at a lower level;

- (e) Developing effective means for cooperation, assistance and exchange of information regarding safety and environmental standards, certification systems, and quality management and standardisation systems;
- (f) Administering the list of Aviation Authorities identified in Appendix of this Annex according to the decisions taken by the Bilateral Oversight Board;
- (g) Proposing amendments regarding this Annex to the Bilateral Oversight Board.

2.2.2. The Certification Oversight Board shall report unresolved issues to the Bilateral Oversight Board and ensure the implementation of decisions reached by the Bilateral Oversight Board regarding this Annex.

3. IMPLEMENTATION

3.1. General

3.1.1. The Technical Agents shall develop technical implementation procedures for the implementation of this Annex that further address the differences between the Parties' airworthiness and environmental certification systems.

3.1.2. Each Technical Agent and, if applicable, Aviation Authority, shall support the other's Party's Technical Agent's and, if applicable, Aviation Authority's, requests for access to data under the regulatory control of the other Technical Agent and, if applicable, Aviation Authority, in order to carry out the activities of this Annex.

3.2. Design Approvals

- 3.2.1. The U.S. Technical Agent shall carry out the State of Design functions applicable to the United States under Annex 8 of the Convention on International Civil Aviation done at Chicago on 7 December 1944 ("the Chicago Convention") for regulated entities over which it has jurisdiction.
- 3.2.2. The EC Technical Agent shall carry out on behalf of the EU Member States the State of Design functions applicable to them under Annex 8 of the Chicago Convention for regulated entities over which it has jurisdiction.
- 3.2.3. To benefit from reciprocal acceptance under this Agreement:
- (a) EASA shall act as the certificating authority and accept certification applications only from applicants located within the territory of the European Community for the initial approval of their design, design changes and repair data, and
 - (b) FAA shall act as the certificating authority and accept certification applications only from applicants located within the United States for the initial approval of their designs, design changes and repair data.

3.2.4. Each Technical Agent shall use a validation process to approve

- (a) the design of aircraft, aircraft engines, propellers and appliances;
- (b) supplemental type certificates;
- (c) certain major changes to type design, as defined in the technical implementation procedures, and
- (d) acoustical and emission changes

that have been, or are in the process of being, approved by the other Party's Technical Agent in carrying out the State of Design's functions. The validation process, as defined in the technical implementation procedures, shall be based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the other Technical Agent. The airworthiness certification basis developed during the validation process of an aircraft, aircraft engine, or propeller shall use the applicable airworthiness standards or codes in effect on the date of application to the Technical Agent carrying out the State of Design functions. The environmental certification basis shall be developed based on the application dates prescribed in the technical implementation procedures.

3.2.5. The Technical Agents shall ensure that information related to operational requirements that impact design is made available to each other during the validation process. The Aviation Authorities shall make such information available to EASA.

- 3.2.6. The Technical Agents may also use a joint certification process, where appropriate. Joint certification is an alternative form of validation when mutually agreed by the applicant and both Technical Agents, as defined in the technical implementation procedures. Joint certification is particularly appropriate when components of a new product are designed by a regulated entity located within the territory of the other Party. Under joint certification, compliance demonstration and findings are expected to be made locally by the other Party's Technical Agent.
- 3.2.7. Because the Parties' regulatory systems for parts, repair design data, and design changes other than those covered by 3.2.4, are considered sufficiently comparable such that a separate approval by the importing Party's Technical Agent or Aviation Authority is not required, the importing Technical Agent shall accept a part, repair design data or design change when it has already been approved or otherwise accepted by the other Party's Technical Agent in carrying out the State of Design functions for the part, repair design data, or design change. The technical implementation procedures shall identify when a separate approval by the importing Technical Agent is necessary.
- 3.2.8. Certifying statements related to design approvals, including information on noise and emission levels, shall be defined in the technical implementation procedures.

- 3.2.9. In the event that a design approval holder transfers its approval to another entity, the Technical Agent responsible for the design approval shall promptly notify the other Technical Agent of the transfer. The Technical Agents shall define procedures to facilitate the transfer of certificates between the Parties' regulated entities in the technical implementation procedures.
- 3.2.10. EASA shall accept the U.S. certification procedures as an acceptable alternative to the European Community's requirements for demonstrating the capability of an applicant.
- 3.3. Continued Airworthiness
- 3.3.1. The Technical Agents are committed to take action to address unsafe conditions in products that they have certificated. The Technical Agents shall exchange information on failures, malfunctions and defects received from its approval holders to support the other Technical Agent's investigation of service difficulties or other potential safety issues. The exchange of this information between the Technical Agents shall be considered to fulfil the obligation of each approval holder to report failures, malfunctions, and defects to the other Party's Technical Agent under that other Party's applicable law. Actions to address unsafe conditions and exchange of safety information shall be defined in the technical implementation procedures.

3.3.2. Unless otherwise notified by either Party's Technical Agent:

- (a) The FAA shall carry out the continued airworthiness State of Design functions applicable to the United States under Annex 8 of the Chicago Convention for aircraft, aircraft engines, propellers and appliances for the life cycle of the product.
- (b) EASA shall carry out on behalf of the EU Member States the continued airworthiness State of Design functions applicable to them under Annex 8 of the Chicago Convention for aircraft, aircraft engines, propellers and appliances for the life cycle of the product.

3.3.3. The FAA shall exercise the State of Manufacture functions applicable to the United States under Annex 8 to the Chicago Convention for aircraft, aircraft engines, propellers and appliances for the life cycle of the product over which it has jurisdiction. The Aviation Authorities and, where applicable, EASA shall exercise the State of Manufacture functions applicable to the EU Member States under Annex 8 to the Chicago Convention for aircraft, aircraft engines, propellers and appliances for the life cycle of the product over which it has jurisdiction. Actions to address unsafe conditions shall be defined in the technical implementation procedures.

3.3.4. Any changes to the ownership or airworthiness status of a certificate issued by either Party's Technical Agent shall be timely communicated to the other Technical Agent.

3.4. Production

3.4.1. The Technical Agents and, where applicable, the Aviation Authorities, grant production approvals, based upon an acceptable production quality/inspection system, to a manufacturer under their own regulatory system when that manufacturer is involved in the export of aircraft, aircraft engines, propellers, appliances, or parts to the other Party. Such production approvals shall ensure that all aircraft, aircraft engines, propellers, appliances and parts conform to the approved design of the importing Party, have undergone an operational check if applicable, and are in a condition for safe operation at the time of export.

3.4.2. Because the Parties' regulatory systems for production are considered sufficiently comparable, the importing Technical Agent or Aviation Authority shall not issue its own production approval for those manufacturers regulated by the exporting Party.

3.4.3. Each Technical Agent and, where applicable, Aviation Authorities, shall recognize the other Technical Agent's or Aviation Authorities' production approvals including:

- (a) production approvals granted or extended for the manufacture of aircraft, aircraft engines, propellers, appliances or parts within their territories; and for the manufacture of aircraft, aircraft engines, propellers or parts outside their territories, and

- (b) production approvals granted for the manufacture of aircraft, aircraft engines, propellers, or parts, based upon a manufacturer's licensing agreement or appropriate arrangement with a design approval holder in the other Party's territory or a third country. When a licensing agreement for the production of an aircraft, aircraft engine, or propeller separates the State of Design and State of Manufacture responsibilities between the two Parties, the FAA and EASA, or an Aviation Authority if appropriate, shall enter into a working arrangement.

3.4.4. Each Party's Technical Agent and, if applicable, Aviation Authorities, shall fulfil their respective regulatory obligations to oversee manufacturers, and suppliers approved under the manufacturer's quality system, located within the other's Party's territory by relying on the other Party's surveillance system when all the following conditions are met:

- (a) The Technical Agent or Aviation Authority responsible for oversight of the production approval holder officially requests surveillance assistance;
- (b) The manufacturing facility additionally has been granted a production approval of similar scope, issued by either the Technical Agent or Aviation Authority of the territory in which the facility is located;
- (c) The other Party's Technical Agent or Aviation Authority is willing and able to undertake such activities as its resources permit, and
- (d) The Technical Agents or Aviation Authority shall document, as appropriate, the details of any agreed surveillance assistance.

- 3.4.5. For parts manufactured under the regulatory system of one Party at a facility located in the other Party's territory, the Technical Agents and Aviation Authorities shall accept Authorized Release Certificates or other documents, as agreed, in lieu of their own documentation under the following conditions:
- (a) The manufacturing facility has been granted a production approval of similar scope, issued by either a Technical Agent or an Aviation Authority listed in Appendix, having regulatory authority over this manufacturing facility; and, where applicable;
 - (b) For delivery to an end user, the applicable approval holder has granted written permission to its supplier when allowed under the regulatory system of the approval holder.
- 3.4.6. For products manufactured under a licensing agreement, the Technical Agents shall establish procedures to ensure that all changes introduced into the design by the licensee are approved, through the design approval holder, by the Technical Agent carrying out the responsibilities of the State of Design for the product.

3.5. Export Airworthiness Certification

3.5.1. Each Party's Technical Agent or, where applicable, the Aviation Authorities, shall reciprocally accept the other Party's certifications of airworthiness for all products when a product is exported from one Party's regulatory jurisdiction to the other Party's regulatory jurisdiction with the appropriate airworthiness certification. The Technical Agents and, where applicable, the Aviation Authorities or appropriately approved organisations, shall issue the following airworthiness documentation with each export:

- (a) An Export Certificate of Airworthiness for a new or used aircraft, as defined in the technical implementation procedures;
- (b) Either an Export Certificate of Airworthiness or an Authorized Release Certificate for a new aircraft engine or propeller;
- (c) An Authorized Release Certificate for a new part or appliance.

3.5.2. For new products, the Technical Agents or the Aviation Authorities identified in Appendix (or their designated regulated entities when appropriate) shall certify, by the issuance of a specific airworthiness export document, that an aircraft, aircraft engine, propeller, part or appliance:

- (a) Conforms to a design approved by the importing Technical Agent and specified in the type certificate data sheet or other design approval, including any additional supplemental type certificates;
- (b) Is in a condition for safe operation, including compliance with any Airworthiness Directives (if applicable) or Safety Information Notice as notified by the importing Technical Agent, and any mandatory safety actions (if applicable) concerning production or maintenance as notified by the relevant importing Aviation Authority;
- (c) Has undergone a final operational check, if applicable;

- (d) Is appropriately marked or identified in accordance with the requirements of the importing Technical Agent;
- (e) Meets all additional requirements prescribed and notified by the importing Technical Agent, and
- (f) For a rebuilt aircraft engine, that the engine has been rebuilt by the engine's manufacturer.

3.5.3. The Technical Agents or the Aviation Authorities identified in **Appendix** (or their designated regulated entities when appropriate) shall also accept a used civil aircraft for either standard or special/restricted airworthiness certification only if a type certificate or European restricted type certificate holder exists to support continued airworthiness of the aircraft and when the other Party's Technical Agent or Aviation Authority certifies that the aircraft:

- (a) has been properly maintained during its service life (as evidenced by appropriate maintenance records), and
- (b) meets the requirements of paragraph 3.5.2(a) through (e).

The inspection and maintenance records to accompany a used aircraft are detailed in the technical implementation procedures.

- 3.5.4. All airworthiness documentation shall contain appropriate certifying statements, as specified in the technical implementation procedures.
- 3.5.5. If, in the process of making an airworthiness certification, the exporting Technical Agent or Aviation Authority is unable to satisfy all of the requirements specified in paragraph 3.5.2 (a)-(f) or 3.5.3, the exporting Technical Agent or Aviation Authority shall;
- (a) Immediately notify the importing Technical Agent or Aviation Authority of this fact;
 - (b) Coordinate, with the importing Technical Agent or Aviation Authority as specified in the technical implementation procedures, their acceptance or rejection of the exceptions to the requirements prior to completing the airworthiness certification; and
 - (c) Document any accepted exceptions when exporting the product.
- 3.5.6. In addition to the products listed in Appendix to this Annex, the FAA shall continue to accept products that were included in the scope of a bilateral agreement related to airworthiness listed in Attachment 1 of the Agreement that conform to an FAA-approved design provided that they were manufactured and issued an appropriate airworthiness certification prior to the date of entry into force of this Agreement.
- 3.5.7. The European Community shall not require the specific marking European Parts Approval (EPA) for parts imported from the United States except where EASA is acting as the State of Design.

4. ACCEPTANCE OF FINDINGS AND APPROVALS

4.1. Qualification Requirements for the Acceptance of Findings and Approvals

4.1.1. The Technical Agents and, where applicable, the Aviation Authorities, shall establish a certification and oversight system for the various activities included in the scope of this Annex. This system shall be documented and include the organizational structure, staff qualifications, and internal policies and procedures used to perform those activities.

4.1.2. Each Technical Agent and, where applicable, the Aviation Authorities, shall demonstrate sufficient knowledge of each other's system in terms of airworthiness and environmental requirements, associated policy and guidance material, procedures and organizational structure.

4.1.3. Each Technical Agent and, where applicable, the Aviation Authorities, shall ensure that staff are appropriately qualified and have sufficient knowledge, experience, and training to perform their responsibilities under this Agreement.

4.1.4. These systems shall be subject to internal quality audits, accreditation or standardization inspections. The technical implementation procedures shall define the Technical Agents' periodic participation in each other's internal quality audits, accreditation or standardization inspections, including the inspections of Aviation Authorities described in paragraph 4.2.3, in order to maintain mutual confidence in each other's systems. The Technical Agents and the Aviation Authorities shall submit to such inspections and ensure that regulated entities provide access to both Technical Agents.

- 4.2. Qualifications of the Technical Agents and Aviation Authorities
- 4.2.1. Subject to any conditions defined in the technical implementation procedures, the Technical Agents are deemed to meet the requirements specified in paragraphs 4.1.1 to 4.1.3, following a confidence building process. For airworthiness certification, the confidence building process has been completed as evidenced by the inclusion of this Annex to the Agreement. For environmental certification, the confidence building process is defined in the technical implementation procedures.
- 4.2.2. The Aviation Authorities that meet the requirements in paragraphs 4.1.1 to 4.1.3 for production and airworthiness certification functions are listed in Appendix to this Annex, with their scope of activity.
- 4.2.3. If following a standardization inspection by EASA, the European Community determines that other Aviation Authorities meet the requirements specified in paragraphs 4.1.1 to 4.1.3, the Technical Agents shall follow the process outlined in Section 1 of the technical implementation procedures. Following completion of the process, if they deem it appropriate, the Technical Agents shall then propose to the Bilateral Oversight Board any amendments to Appendix, including changes in scope of an Aviation Authority's activities.

4.2.4. If one Technical Agent believes that the other Technical Agent's or any of the Aviation Authorities' technical competency is no longer adequate, the Technical Agents shall consult and propose an action plan, including any confidence building activities, in order to address deficiencies. Similarly, if either Technical Agent believes that the acceptance of findings or approvals made by an Aviation Authority should be suspended, the Technical Agents shall consult. If confidence is not restored through mutually acceptable means, either Technical Agent may refer the matter to the Bilateral Oversight Board. If the problem is not solved through mutually acceptable means, either Party may notify the other Party according to Article 18.A of the Agreement.

4.2.5. Similarly, the Technical Agents shall consult whenever either Technical Agent proposes to consider the reinstatement of an Aviation Authority that has previously been removed from Appendix by the Bilateral Oversight Board or whose findings or approvals have been suspended.

5. COMMUNICATIONS

All communications between the Technical Agents and, where applicable, the Aviation Authorities, including documentation, shall be in the English language. The Technical Agents may agree to exceptions for certification compliance data on a case-by-case basis.

6. TECHNICAL CONSULTATIONS

The Technical Agents agree to resolve issues associated with implementation of this Annex through consultation. The Technical Agents shall make every effort to resolve issues at the lowest possible technical level using the process outlined in the technical implementation procedures before elevating the issue to the Bilateral Oversight Board.

7. TECHNICAL ASSISTANCE

7.1. Upon request and after mutual agreement, each Party's Technical Agent or, where applicable, an Aviation Authority, shall provide technical assistance to the other Party's Technical Agent or, where applicable, an Aviation Authority, in certification and continued airworthiness oversight activities related to design, production, airworthiness, and environmental certification within each other's territory. The process for conducting such assistance is described in the technical implementation procedures.

7.2. The Technical Agents or the Aviation Authorities may decline to provide such technical assistance due to lack of resource availability, because the product is not within the scope of this Agreement or there is no regulatory involvement with the facility.

- 7.3. When technical assistance is provided, the Technical Agent or, where applicable, the Aviation Authority, providing the assistance shall apply their respective Party's regulatory system and procedures, unless otherwise agreed by the Technical Agents or, where applicable, the Aviation Authority. Technical assistance including conformity inspection, test witnessing, and compliance determinations may be conducted by approved/delegated organizations. In cases where a European Community approved organization does not have these privileges within its production authorisation, Aviation Authorities may provide such assistance directly or by extending to the organization such privileges. In cases where a European Community approved organization does not have such privileges within its design authorisation, EASA may provide the technical assistance directly or by extending to the organization such privileges.
- 7.4. Technical assistance may also be requested related to the import of used aircraft that were originally exported from the United States or the European Community. Each Party's Technical Agent or, where applicable, the Aviation Authorities, shall assist the other Party's Technical Agent or Aviation Authority, as applicable, in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer.

8. NOTIFICATION OF INVESTIGATION OR ENFORCEMENT ACTION

Each Party's Technical Agents and, where applicable, the Aviation Authorities shall notify the other Party's Technical Agent and, where applicable, the Aviation Authorities, promptly of their own investigation or enforcement action that may involve 1) a product or regulated entity for airworthiness or environmental certification or 2) an action of a Technical Agent or Aviation Authority that appears not to comply with this Annex. The Technical Agents and, where applicable, the Aviation Authorities, shall cooperate in sharing information needed for any such investigation or enforcement action including its closure.

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.

European Community Technical Agent	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
	<ul style="list-style-type: none"> • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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).
Technical Assistance Activities Performed on Behalf of FAA	<ul style="list-style-type: none"> • Design data (compliance statements) and test witnessing. • 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>Austria</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<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, 2008. • 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, 2008. 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> • 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 appliances 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. • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance;

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
	<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).
Technical Assistance Activities Performed on Behalf of FAA	<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>Belgium</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 Belgian Export Certificate of Airworthiness issued before September 28, 2008. 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 appliances 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 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, 2008.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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
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, 2008. • 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, 2008. • 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, 2008.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 Czech Export Certificate of Airworthiness issued before September 28, 2008. 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. • 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 appliances 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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, 2008. 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 appliances 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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>Finland</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 Finnish Export Certificate of Airworthiness issued before September 28, 2008. 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 appliances 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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
France	
Products and Associated Export Documentation Accepted for Import into the U.S.	<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, 2008. • 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, 2008. • 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, 2008. 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> • 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. • New appliances 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. • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance;

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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.

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
Germany	
Products and Associated Export Documentation Accepted for Import into the U.S.	<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, 2008. • 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, 2008. • 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, 2008.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 German Export Certificate of Airworthiness issued before September 28, 2008. 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. • New engines and propellers 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 appliances 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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
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 German Documentation on Parts Produced in Germany 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 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
Italy	
Products and Associated Export Documentation Accepted for Import into the U.S.	<ul style="list-style-type: none"> • New airplanes, helicopters, and 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, 2008. • 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, 2008. 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 appliances 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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 Italian Documentation on Parts Produced in Italy 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 Italy, when that supplier also holds a 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 Lithuanian POA, and accompanied by an EASA Form 27, Export Certificate of Airworthiness, or a Lithuanian Export Certificate of Airworthiness issued before September 28, 2008. • 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, 2008. • 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 which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts for the products listed above.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Luxembourg</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 Luxembourgian Export Certificate of Airworthiness issued before September 28, 2008. • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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
Netherlands	
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 Dutch Export Certificate of Airworthiness issued before September 28, 2008. 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 appliances 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. • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance;

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
	<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).
Technical Assistance Activities Performed on Behalf of FAA	<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, 2008. • 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, 2008. 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> • New appliances 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. • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts for the Polish products listed above; ➤ 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;

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
	<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).
Technical Assistance Activities Performed on Behalf of FAA	<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, 2008. • 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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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;

Aviation Authority in Listed EU Member State	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
	<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).
Technical Assistance Activities Performed on Behalf of FAA	<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>Romania</p>	
<p>Products and Associated Export Documentation Accepted for Import into the U.S.</p>	<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, 2008. • 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, 2008. 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.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
<p>Technical Assistance Activities Performed on Behalf of FAA</p>	<ul style="list-style-type: none"> • The following new parts manufactured under a Romanian POA that conform to FAA-approved design data and are eligible for installation in a product or appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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). • 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"> • [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 appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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
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, 2008. • 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, 2008. 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, 2008. • New appliances conforming to an FAA-approved design, manufactured under a Spanish POA, and accompanied by an EASA Form 1, Authorized Release Certificate, or a JAA Form One issued before September 28, 2005.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> • The following new parts manufactured under a Spanish POA that conform to FAA-approved design data and are eligible for installation in a product or appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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>Sweden</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 Swedish Export Certificate of Airworthiness issued before September 28, 2008. 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 appliances 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. • The following new parts manufactured under a Swedish POA that conform to FAA-approved design data and are eligible for installation in a product or appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005): <ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance;

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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>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, 2008. • 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, 2008. • 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, 2008.

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</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 U.K. Export Certificate of Airworthiness issued before September 28, 2008. 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.
	<ul style="list-style-type: none"> • New engines and propellers 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 appliances 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. • The following new parts manufactured under a U.K. POA that conform to FAA-approved design data and are eligible for installation in a product or appliance which has been granted an FAA design approval (accompanied by an EASA Form 1, or a JAA Form One issued before September 28, 2005):

<p>Aviation Authority in Listed EU Member State</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> ➤ Replacement parts regardless of the State of Design for the product and/or appliance; ➤ 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 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, at a PAH's supplier located in the U.K., when that supplier also holds a U.K. POA for the same part.

United States Technical Agent	PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES
FAA	
Products and Associated Export Documentation Accepted for Import into the EU	<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) when 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 8130-4, Export Certificate of Airworthiness.

<p>United States Technical Agent</p>	<p>PRODUCTS, EXPORT DOCUMENTATION, AND TECHNICAL ASSISTANCE ACTIVITIES</p>
	<ul style="list-style-type: none"> • New appliances conforming to an EASA-approved design, manufactured under a U.S. production approval and accompanied by an FAA Form 8130-3, Authorized Release Certificate. • 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 appliance which has been granted an EASA design approval (accompanied by an FAA Form 8130-3, Authorized Release Certificate): <ul style="list-style-type: none"> ➤ Replacement parts for the product and/or appliance 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 design approval holder. ➤ PMA replacement and modification parts as defined in the technical implementation procedures when accompanied by an FAA Form 8130-3 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.