



EASA
European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

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BASA EU/USA update on Technical Implementation Procedures (TIP) Revision

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BASA EU/USA update on TIP Revision

Three new avenues for approvals between FAA and EASA:

- Reciprocal Acceptance of Certificates and Approvals
 - An approval by the CA constitutes a valid approval in the VA's system without any technical involvement or approval by the VA
- Streamlined Validation of Certificates and Approvals
 - An approval by the CA leads to an approval by the VA without any technical involvement
- Validation Work-Plan
 - Level of involvement by the VA is established based on risk based principles rather than a comprehensive review of compliance findings made by the CA
 - A work-plan is used for each project requiring active management oversight to ensure common principles and procedures are applied to maximize reliance on the CA's findings



BASA EU/USA update on TIP Revision

Specific Initiatives:

➤ Reciprocal Acceptance of Certificates and Approvals

Description	Desired Outcome	Remark
Refine criteria for Level 1 Major changes	More changes will be classified as Level 2 Major and thus reciprocally accepted	The terms Level 1 Major and Level 2 Major are no longer used, but the resulting criteria changes to Basic vs Non-Basic achieve the same objective
Harmonize operational validation requirements (e.g., MRB/MMEL)	An approval in the system of one party constitutes a valid approval in the other party's system without any technical involvement or issuance by the importing authority	<ul style="list-style-type: none">a. MRB will be reciprocally accepted.b. MMEL will be processed in a risk-based validation process. The team can continue to work towards reciprocal acceptance.c. OSD (for U.S. applicants) will be submitted to the FAA for approval by EASA.



BASA EU/USA update on TIP Revision

Specific Initiatives:

➤ Reciprocal Acceptance of Certificates and Approvals

Description	Desired Outcome	Remark
Develop criteria/procedures for reciprocal acceptance of Alternate Means of Compliance to ADs	An approval in the system of one party constitutes a valid approval in the other party's system without any technical involvement or issuance by the importing authority	Not achieved. 14 CFR 39.19 language explicitly requires ACO manager approval of all AMOCs. FAA continuing to look for a way to meet 39.19 or streamline the procedure to issue and AMOC until 39.19 can be revised.



BASA EU/USA update on TIP Revision

Specific Initiatives:

► Validation Work-Plan

Description	Desired Outcome	Remark
FAA-EASA to develop validation principles based on TCCA (CMT) Validation White Paper and ongoing COB-CIT activity	Optimize reliance on the CA determinations of compliance and approvals when conducting validation. Eliminate Type Validation Principles (TVP) and replace with risk-based principles which allow the partnership to evolve as further confidence is gained.	TVP/PTVP (i.e. TIP Rev 5 Appendix C) eliminated and replaced with risk-based procedure scalable to the safety risk determined in the project
Implement Work Plan, applying risk-based criteria to identify VA level of technical involvement	The VA's level of technical involvement is established based on a set of risk based principles rather than a comprehensive review of compliance findings made by the CA	Work plan procedures established in TIP Rev 6



BASA EU/USA update on TIP Revision

Specific Initiatives:

► Validation Work-Plan (continued)

Description	Desired Outcome	Remark
VA will start with CA certification basis for all validation projects with a Work Plan	A step toward a single certification basis that will facilitate reciprocal acceptance of Certificates and Approvals, and streamlined validation of Certificates and Approvals	Achieved. The VA's cert basis will start with the CA cert basis and add VA additional technical conditions in accordance with 21.29.



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Specific Initiatives:

➤ Validation Work-Plan (continued)

Description	Desired Outcome	Remark
Modify issue resolution process to include engagement with the applicable EASA-FAA CA Group membership for resolution of regulatory/policy issues	Enhance the harmonization of technical standards and policies to further streamline the reciprocal acceptance of approvals and determinations of compliance. Ultimate goal of CA certification basis being acceptable to the VA with no additional technical conditions.	Achieved. TIP Rev 6 includes procedure to route conflict resolution through the CAG reps before elevating to the COB. This should help to reduce issues from reoccurring



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Specific Initiatives:

➤ Streamlined Validation of Certificates and Approvals

Description	Desired Outcome	Remark
Develop one design change classification criteria for streamlined validation of low-risk design changes	An issuance of an approval in the system of one party leads to an issuance by the validating authority without any technical involvement	Achieved
Define classification criteria for streamlined validation of low-risk TCs (Parts 23, 27, 33 and 35)	Same as above	Partially achieved. Basic TCs for reciprocating engines and all propellers will be included



BASA EU/USA update on TIP Revision

➤ Post-Approval Audit/Sampling Process

- Objective: Maintain confidence and communication channels in domains with no technical involvement

➤ Harmonisation of airworthiness requirements

- Objective: One single Certification Basis for CA and VA

➤ Common Training

- Objective: All teams have same understanding



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