



Working Arrangement

between

**the European Aviation Safety Agency
(EASA)**

and

**the State Aviation Administration of Ukraine
(SAAU)**

The European Aviation Safety Agency (EASA) and the State Aviation Administration of Ukraine (SAAU), hereinafter referred to as 'the Sides',

1. Considering the common interest of the Sides to achieve a high, uniform level of civil aviation safety and environmental compatibility;
2. Building on the long existing relationship between the Sides stemming from the JAA system;
3. Taking note that following the decision of the Directors General of the Member States of the European Civil Aviation Conference at their DGCA/129 meeting (Paris, 19 March 2008) and with the endorsement of the Final Report on the FUJA II the JAA were dissolved and the Arrangements concerning the development, the acceptance and the implementation of Joint Aviation Requirements (Cyprus Arrangements), ceased to exist on 30 June 2009;
4. Noting that Regulation (EC) No 216/2008¹ provides for the involvement of European countries not Members of the European Union with the objective of ensuring a proper pan-European dimension, in order to facilitate the improvement of civil aviation safety throughout Europe;
5. Considering the existing level of cooperation;
6. Considering that it is desirable to ensure further close cooperation between the Sides in all areas of aviation safety, taking into account the objective of the European Union and Ukraine to gradually establish a Common Aviation Area, which is founded in particular on identical technical requirements, administrative procedures, basic operational standards and implementing rules in the area of aviation safety;
7. Noting the intention of Ukraine to incorporate into its aviation legislation the corresponding requirements and standards of the European Union, including with regard to future legislative developments within the EU;
8. Considering that Ukraine and the European Union and its Member States have initialled a Common Aviation Area Agreement (CAA Agreement)² which provides for Ukraine's participation in the relevant parts of the EASA system;
9. Acknowledging that Ukraine continues to carry out functions and tasks of the State of design, manufacture and registration as provided by the Convention on International Civil Aviation;³
10. Noting that Regulation (EC) No 216/2008 and its implementing rules are expected to be applied to Ukraine according to the envisaged CAA Agreement, while acknowledging that, pursuant to the envisaged CAA Agreement, Ukraine does not intend to delegate to EASA any of its safety related functions as envisaged under the Convention on International Civil Aviation and its Annexes, and at the same time being subject to standardisation inspections conducted by EASA under Articles 24 and 54 of Regulation (EC) No 216/2008;
11. Noting the envisaged Arrangement between the State Aviation Administration of Ukraine and the European Commission on the convergence of certification systems;
12. Noting that the intention of this Working Arrangement is to facilitate preparations for the implementation of the envisaged CAA Agreement and that it should serve to assist the SAAU to further study, and become acquainted with, the standards and systems for certification and oversight of the EU;

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency. OJ L 79, 19.3.2008, p. 1, recital 30.

² Common Aviation Area Agreement between the European Union and its Member States and Ukraine, initialled on 28 November 2013 in Vilnius (CAA Agreement).

³ Convention on International Civil Aviation, opened for signature at Chicago on 7 December 1944 (the Chicago Convention).

13. Desiring to encourage co-operation and assistance between the Sides with the view to developing and employing procedures for granting design approvals and airworthiness and environmental certification to civil aeronautical products, parts and appliances imported from the other Side so as to give maximum practicable credit for technical evaluations, test results, inspections, conformity statements, marks of conformity and certificates accepted or issued by or on behalf of the exporting Side in granting its own design approvals or airworthiness and environmental certification to such aeronautical products, parts and appliances;

14. Recognising the emerging trend towards multinational design, production and interchange of civil aeronautical products and the need for harmonisation of processes and procedures aiming for an integrated safety management and safety validation methodology on airworthiness matters;

15. Conscious of the need to avoid any gap in their cooperation in safety related matters;

16. Noting that the SAAU has accepted the competencies and tasks attributed to EASA in particular in the field of standardisation;

17. Intending to replace the Working Arrangement⁴ concluded between the Sides in Paris on 9 December 2009;

Have agreed to conclude this Working Arrangement as follows:

1. Scope of cooperation

1.1 This Working Arrangement addresses all relevant civil aviation safety and environmental protection regulation of products, organisations and personnel as these are covered by the applicable Technical Requirements and Standards listed in Annex 1.

1.2 With a view to facilitating preparations for the implementation of the envisaged CAA Agreement, through this Working Arrangement EASA intends to assist the SAAU to undertake, as appropriate, the implementation of the relevant Technical Requirements and Standards listed in Annex 1. Such actions would be undertaken *inter alia* by means of consultations, dedicated information sharing and training events, and secondment of the SAAU experts, depending on the availability of the resources.

1.3 Cooperation of the Sides relating to the collection and exchange of information on the safety of aircraft using EU airports and airports of non-EU States, including Ukraine, under the EU SAFA Programme is envisaged to be the subject of a separate Working Arrangement.⁵

2. Definitions

For the purposes of this Working Arrangement the following definitions apply:

“EASA system” means the system established pursuant to Regulation (EC) No 216/2008 (OJ L 79, 19.3.2008, p.1), as amended, and its implementing rules.

⁴ Working Arrangement between the European Aviation Safety Agency (EASA) and the State Aviation Administration of the Ministry of Transport and Communications of Ukraine (SAAU), available at <https://www.easa.europa.eu/system/files/dfu/WA%20EASA%20-%20SAAU%20en.pdf>

⁵ Working Arrangement between the European Aviation Safety Agency and the State Aviation Administration of Ukraine on the participation of the State Aviation Administration of Ukraine in the SAFA programme and on the collection and exchange of information on the safety of aircraft using EU airports and airports of non-EU States that participate in the EU SAFA programme, including airports of Ukraine, available at <https://www.easa.europa.eu/system/files/dfu/SAFA.pdf>.

“seconded personnel” means the officials made available by the competent authorities of EU Member States, the International Civil Aviation Organisation (ICAO), other international aviation organisations or the competent authorities of Third Countries having agreements with the EU or working arrangements with EASA, who are nominated by these authorities to assist EASA in carrying out inspections.

3. Regulatory cooperation and mutual assistance

3.1 In the context of this Working Arrangement, the Sides accept to provide each other technical assistance as they consider appropriate, as well as consultations and exchange of information on new legislation.

3.2 When mutually agreed, cooperation between EASA and the SAAU in the domains of Research and the European Strategic Safety Initiative (ESSI) is envisaged.

3.3 EASA accepts to notify the SAAU of any change to the relevant Technical Requirements and Standards set out in Annex 1 and to assist the SAAU in understanding the applicable rules so as to facilitate their incorporation into the national legislation of Ukraine and its implementation. The Sides acknowledge that such change will become effective upon inclusion of the subject matter Technical Requirements and Standards into the Annex I of the envisaged CAA Agreement or implementation of the Technical Requirements and Standards into the national legislation of Ukraine, whichever comes first.

3.4 The Sides accept that the SAAU is under no obligation to automatically adopt or apply, as its sole code, the relevant Technical Requirements and Standards set out in Annex 1, and acknowledge the intention for transitional arrangements and transitional periods to be specified in this respect in the envisaged CAA Agreement.

4. Standardisation procedures and reference standards

4.1 The SAAU hereby accepts that standardisation inspections are to be carried out by EASA on the basis of the relevant Technical Requirements and Standards as set out in Annex 1, as applicable. This includes the possible participation of inspectors from EASA staff and seconded personnel to the standardisation inspections.

4.2 EASA intends to start performing standardisation inspections in a specific area when the relevant Technical Requirements and Standards set out in the Annex 1 are incorporated into the Ukrainian legislation and implemented, and the SAAU has notified EASA that the inspections should start. It is envisaged that subsequent standardisation inspections are to be carried out by EASA in accordance with paragraphs 4.4 and 8.2.

4.3 For the purpose of carrying out standardisation inspections, it is envisaged that EASA uses the standardisation methods and principles established in Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections,⁶ and the Working Procedures set out in Annex 2 to this Working Arrangement.

4.4 It is expected that EASA would provide to the SAAU information regarding the planning and particular areas of standardisation inspections. Such forecast information would be provided at the latest by 31 October of the year preceding the year of the planned inspection. In exceptional cases of inspections conducted by EASA on an unscheduled basis, the information would be provided at the latest 2 weeks before the intended inspection date.

⁶ Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 736/2006, OJ L 179, 29.6.2013.

4.5 It is envisaged that standardisation methods and principles referred to in paragraph 4.3 are to be adapted by EASA as appropriate when the scope of the inspections covers the standards in the domains not subject to Article 11, paragraph 1 of Regulation (EC) No 216/2008 in accordance with the terms of the envisaged CAA Agreement.

4.6 For the purpose of carrying out standardisation inspections the SAAU accepts to assist EASA auditors team in gaining, in accordance with legislation of Ukraine in force, unimpeded access to its relevant premises, lands or means of transport and to those of any undertakings under its regulatory control.

4.7 The SAAU accepts to notify EASA of the legislation of Ukraine in force as referred to in paragraph 4.6 upon the signature of this Working Arrangement. It is expected that the SAAU would promptly inform EASA of any subsequent changes to such legislation.

4.8 Prior to the performance of standardisation inspections EASA accepts to assist in training of the SAAU staff involved in the standardisation inspections in order to increase their awareness of applicable standardisation methods and principles referred to in paragraph 4.3, and with account of specifics of the particular areas of standardisation inspections.

5. Acceptance of certificates

5.1 Where in a given safety area the SAAU has effectively implemented rules and standards as set out in Annex 1, and this has been confirmed through EASA standardisation, acceptance of certificates would take place according to the relevant provisions of the envisaged CAA Agreement or any other relevant agreement between Ukraine and the European Union.

5.2 The Sides acknowledge that, as foreseen in the envisaged CAA Agreement, nothing would prevent the SAAU, in the field of airworthiness where no tasks are carried out by EASA, to issue certificates, licences or approvals in application of an agreement or arrangement concluded by Ukraine with a third country.

6. Implementation procedures

6.1 The Implementation Procedures for the certification of products, parts and appliances are set out in Annexes 3 and 4 to this Working Arrangement.

6.2 Without prejudice to EU legislation, the Sides may develop implementation procedures in other areas of aviation safety certification by common agreement.

7. Consultations

7.1 If either Side has serious doubts about the compliance of a certificate issued by the other Side, it is expected that notification thereof is to be done as soon as practicable but not later than 20 calendar days after doubts about compliance have been raised.

7.2 Following this notification, the Sides would attempt to resolve any doubt about the compliance of the certificate concerned.

7.3 It is not intended that application of paragraph 7.2 prevents either Side from taking any action they consider appropriate to preserve safety, or that their respective rights provided for in international agreements to which Ukraine or the European Union are Parties would be affected.

8. Costs

8.1 Without prejudice to paragraph 8.2, the Sides accept to bear their respective costs incurred from the application of this Working Arrangement.

8.2 Standardisation activities referred to in paragraph 4 of this Working Arrangement are intended to be funded through the relevant EU technical assistance programmes, in accordance with their terms and conditions.

9. Communication and liaison activities

9.1 The SAAU accepts to establish a liaison function with EASA and to assign a Focal Point to facilitate the implementation of this Working Arrangement.

9.2 The SAAU may appoint an observer in the Rulemaking Advisory Group and in each of the Thematic Advisory Groups of EASA, so as to be aware of regulatory developments in the EASA system and to contribute to defining priorities and policies for rulemaking. The SAAU may equally propose experts for participation in rulemaking activities, including working groups.

9.3 All communication undertaken in execution of this Working Arrangement is intended to be conducted in the English language.

10. Exchange of Information and Confidentiality

10.1 Subject to the applicable EU and Ukrainian legislation in force, the Sides accept, upon request, to exchange information necessary for the proper implementation of this Working Arrangement.

10.2 EASA accepts to grant access to relevant SINAPSE⁷ communities for the SAAU personnel in charge of the implementation of this Working Arrangement. It is expected that the requests for such access are to be communicated to EASA by the SAAU focal point designated under paragraph 9.1.

10.3 The SAAU accepts, in accordance with the applicable legislation of Ukraine in force, to take all necessary measures to ensure appropriate confidentiality of the information received under the present Working Arrangement. It is expected that the SAAU uses this information solely for the exercise of its responsibilities related to the improvement of civil aviation safety.

10.4 It is intended that the relevant legislation of Ukraine in force referred to in paragraph 10.3, as well as the internal rules and other procedures of the SAAU implementing such legislation are to be notified to EASA ultimately upon the signature of this Working Arrangement. It is expected that the SAAU would promptly inform EASA of any changes to such legislation, rules or procedures.

10.5 Where the SAAU receives a request, from a third party, for information in its possession that originates from EASA, it is expected to consult with EASA in order to ensure the fulfilment of the objectives of this Working

⁷ SINAPSE is a web-based software application hosted by the European Commission. It features tools to facilitate the effective communication amongst closed communities of experts. Nominated experts become group members.

Arrangement, notably those laid down under paragraph 10.3. Under no circumstances is it envisaged that the transfer of such information to a third party would be done without the EASA consent.

10.6 It is expected that EASA, in accordance with the European Union legislation, takes the necessary measures to ensure appropriate confidentiality of the information received under the present Working Arrangement. EASA would use this information according to the relevant European Union legislation. Under no circumstance is it envisaged that the transfer of such information to a third party would be done without the SAAU consent.

11. Final Provisions

It is not intended that this Working Arrangement affects or limits in any way the rights and obligations of the SAAU or EASA stemming from the international agreements to which Ukraine or the European Union are Parties.

12. Enactment of the Working Arrangement

12.1 This Working Arrangement would apply as from the date of its signature. When the signature process is performed by exchange of letters, this Working Arrangement would apply as from the date of notification of the last signature of the Sides.

12.2 This Working Arrangement may be amended in writing by mutual consent of the Sides.

12.3 It is expected that any difference in the interpretation or application of this Working Arrangement would be resolved by common accord between the Sides.

12.4 It is expected that either Side wishing to discontinue this Working Arrangement would do so by means of a written notification, the actual termination taking effect upon the sixtieth (60) calendar day following the day of receipt of the written notification, unless the notice of termination would be withdrawn by mutual accord before the expiry of the aforementioned period.

12.5 This Working Arrangement supersedes the Working Arrangement between the Sides signed on 9th December 2009 in Paris including all the amendments thereto.

Done in duplicate in English and Ukrainian languages⁸ on.....2015 in.....

European Aviation Safety Agency (EASA)

State Aviation Administration of Ukraine (SAAU)

By

By

Mr P. Ky
Executive Director
18. JAN. 2016

Mr E. Demin
Acting Chairman

November 24, 2015
Kyiv



⁸ In case of dispute the English version shall prevail. The SAAU is in charge of the translation of the Working Arrangement and its annexes into the Ukrainian language.

Annex 1

Relevant Technical Requirements and Standards

This Annex sets out the relevant Technical Requirements and Standards to be applicable for the purposes of this Working Arrangement.

A. Technical requirements in the field of airworthiness and maintenance:

Commission Regulation (EU) No 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations, as last amended;

Applicable requirements and standards: Articles 1-2, 8-10 and Annex 1

CS-Definitions (Definitions and Abbreviations)
CS-22 (Sailplanes and Powered Sailplanes)
CS-23 (Normal, Utility, Aerobatic and Commuter Aeroplanes)
CS-25 (Large Aeroplanes)
CS-27 (Small Rotorcraft)
CS-29 (Large Rotorcraft)
CS-34 (Aircraft Engine Emissions and Fuel Venting)
CS-36 (Aircraft Noise)
CS-APU (Auxiliary Power Units)
CS-AWO (All Weather Operations)
CS-E (Engines)
CS-ETSO (European Technical Standard Orders)
CS-P (Propellers)
CS-VLA (Very Light Aeroplanes)
CS-VLR (Very Light Rotorcraft)
CS-31GB (Gas Balloons)
CS-31HB (Hot Air Balloons)
CS-31TGB (Tethered Gas Balloons)
CS-LSA (Light Sport Aircraft)
CS-MMEL (Master Minimum Equipment List)
CS-GEN-MMEL (Generic Master Minimum Equipment List)
CS-CCD (Cabin Crew Data)
CS-FCD (Flight Crew Data)
CS-STAN (Standard Changes and Standard Repairs)
CS-SIMD (Simulator Data)

AMC&GM related to this field.

Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, as last amended;

Applicable requirements and standards: Articles 1 to 6, Annexes I to IV

AMC&GM related to this field.

B. Technical requirements in the field of air operations:

Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as last amended;

Applicable requirements and standards: Articles 1 to 9, Annexes I to VIII

CS-FTL.1 (Commercial Air Transport by Aeroplane)
CS-26 (Additional airworthiness specifications for operations)

AMC&GM related to this field.

C. Technical requirements in the field of aircrews:

Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as last amended;

Applicable requirements and standards: Articles 1 to 11, Annexes I to VII

CS-FSTD(A) (Aeroplane Flight Simulation Training Devices)
CS-FSTD(H) (Helicopter Flight Simulation Training Devices)

AMC&GM related to this field.

D. Technical requirements in the field of air traffic management (ATM) / air navigation services (ANS) and air traffic controllers:

Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, as last amended;

Applicable requirements and standards: Articles 1 to 10, Annexes I to IV

AMC&GM related to this field.

Commission Implementing Regulation (EU) No 1034/2011 of 17 October 2011 on safety oversight in air traffic management and air navigation services and amending Regulation (EU) No 691/2010, as last amended.

Applicable requirements and standards: Articles 1 to 19

AMC&GM related to this field.

Commission Implementing Regulation (EU) No 1035/2011 of 17 October 2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010, as last amended.

Applicable requirements and standards: Articles 1 to 5, Annexes I to V

AMC&GM related to this field.

Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance, as last amended;

Applicable requirements and standards: Articles 1 to 4, Annex.

AMC&GM related to this field.

Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010, as last amended;

Applicable requirements and standards: Articles 1 to 10, Annex.

AMC&GM related to this field.

E. Technical requirements in the field of aerodromes:

Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

AMC&GM related to this field.

Annex 2

Standardisation Inspections' Working Procedures

This Annex sets out the relevant standardisation principles and working procedures to be applicable for the purposes of this Working Arrangement.

1. Standardisation Principles

- 1.1 Regulation (EU) No 628/2013 of 28 June 2013 establishes the standardisation principles and working methods to be used by EASA when performing Standardisation Inspections referred in this Working Arrangement under paragraph 4. These working methods include two main tools to be used by EASA:
- a) Continuous monitoring of the implementation of the relevant provisions of the CAA Agreement and the relevant standards listed in Annex 1 to this Working Arrangement;
 - b) Conducting standardisation inspections of the SAAU, including undertakings under the oversight of the SAAU.
- 1.2 For the purpose of continuous monitoring referred to in 1.1 a) the SAAU shall provide EASA with the relevant data and information as described in the Working Procedures referred in item 2.
- 1.3 Notwithstanding the above mentioned standardisation inspections, EASA may raise off-site findings based on collected sufficient evidence of non-conformity.
- 1.4 Submission of corrections and corrective action plan in relation to findings raised during standardisation inspections process in accordance with the timeframes set out in Regulation (EU) 628/2013 are part of the SAAU obligations.

2. Working Procedures

2.1 The following Standardisation Inspection Procedures including the relevant Working Procedures, as last amended, as well the associated Working Instructions, will be used by EASA as reference when performing standardisation inspections activities:

- a) Standardisation inspecting (PR.STDI.00001-005);
- b) Standardisation continuous monitoring (PR.STDCM.00002-001);

2.2 EASA will make the above mentioned procedures available on the 'Standardisation' electronic community of EASA in SINAPSE. These procedures may need to be adapted by EASA in order to ensure consistency with this Working Arrangement.

Annex 3

Implementation procedure for design approvals of aircraft, engines and propellers from Ukraine

A. TYPE-CERTIFICATION

1. Purpose and Scope

Subject to demonstration that the Ukrainian system includes the same independent level of checking of compliance for the Ukrainian design organisations listed in Appendix A, as provided by Commission Regulation (EU) No 748/2012, the purpose of this Implementation Procedure (IP) is to give practicable credit, where appropriate, to technical evaluations, tests results, conformity statements, design approvals and airworthiness certification to civil aeronautical products listed in Appendix A for which the State Aviation Administration of Ukraine (SAAU) carries out on behalf of Ukraine the functions and tasks of the State of Design.

2. Application for EASA Type Certification

An application for EASA Type Certificate shall be made in accordance with Commission Regulation (EU) No 748/2012 Section A, Subpart B and EASA Certification/Validation Procedures, through SAAU. Applications may be submitted for products with SAAU Type Certificate, or with application for type certification accepted by SAAU. SAAU shall ensure the application has the following information:

- a. The SAAU Type Certificate and TC Data Sheet, if available, and a definition of the national airworthiness and environmental protection standards upon which the SAAU design approval was (or is to be) based, and the EASA equivalent standards SAAU believes to be satisfied by its own standards; and
- b. A planning date for EASA type certification;

The application shall also contain the following information if known at the time of the application to EASA:

- c. A description of all novel or unusual design features known to the type-certificate applicant and SAAU at the time of application which might necessitate issuance of EASA special conditions under Point 21A.16B of Annex I (Part 21) to Regulation (EU) No 748/2012, or which might require a special review of acceptable means of compliance; and
- d. All known or expected exemptions or equivalent level of safety findings relative to the SAAU's national standards for design approval that might affect compliance with the applicable EASA airworthiness and environmental protection standards.

3. SAAU and EASA Communications and Procedures

3.1 All formal correspondence between SAAU and EASA will be between the SAAU Project Certification Manager (PCM) and EASA Project Certification Manager (PCM), as nominated for each project for which EASA certification has been applied.

3.2 Direct informal discussion at the technical specialist level is necessary and shall include the exchange of technical information.

3.3 EASA will notify the SAAU of any meeting(s) it has with the type-certificate applicant and/or its suppliers as arranged through the type-certificate applicant on certification matters. EASA shall indicate those meetings particularly warranting SAAU attendance. For all other meetings, SAAU has the right to attend, and will notify EASA of their attendance.

3.4 EASA, SAAU and Type Certificate Applicant shall agree on a certification program for each Certification Project and, in case of necessity, the certification programme will be covered by a supplement to this IP.

4. Oversight

4.1 Without prejudice of the provisions of paragraph 4 of the Working Arrangement, EASA will conduct an initial assessment of the SAAU regulatory oversight system in order to assess whether the conditions laid down in paragraph 1 of this IP are met.

4.2 The result of this assessment will be communicated to the SAAU. In case of significant finding, EASA and SAAU will meet according to the provisions of paragraph 3 above.

4.3 Recurrent assessments will be conducted in order to maintain the initial level of confidence. Unless otherwise agreed between the Parties, assessments will be conducted every two years.

5. EASA responsibilities

5.1 EASA type-certification basis and environmental protection requirements will be notified to the SAAU and the type-certificate applicant.

5.2 EASA will provide SAAU with appropriate interpretative material to enable the SAAU to determine compliance with EASA airworthiness standard or environmental protection requirements and declare this compliance to EASA.

5.3 For major certification subjects, EASA will raise Certification Review Items (CRIs):

- a. To record the process followed to define and record the content of the EASA certification basis identifying the nature of each requirement;
- b. To develop and administer EASA Special Conditions;
- c. To administer new EASA policies, e.g. means of compliance, interpretations;
- d. To administer equivalent safety findings or exemptions;
- e. To deal with novel and unusual design features;
- f. To record the application of new EASA standards, if different from Ukraine standards;
- g. To record controversial subjects;
- h. To list specific design changes required for compliance with EASA certification basis.

5.4 For the purpose of administering the findings of compliance with EASA airworthiness standard or environmental protection requirements, EASA shall issue Certification Action Items (CAIs):

- a. To review the suitability of a proposed demonstration of compliance;
- b. To identify areas and justify extent of direct involvement of EASA in the compliance finding process;
- c. To provide SAAU with adequate material (e.g. the interpretations to be applied, the means of compliance) to verify compliance demonstrations.

5.5 EASA will identify as early as possible the subjects for which it wishes to be directly involved in the demonstration of compliance findings. EASA will inform the SAAU in writing of its conclusions concerning its investigation. EASA is to notify SAAU and the type-certificate applicant of any test witnessing in which it elects to participate.

5.6 EASA will provide a Summary List and a copy of all Certification Review Items (CRIs) and CAIs, and revisions thereof, to the SAAU, including copies of EASA correspondence with the type-certificate applicant relating to CRIs and CAIs.

5.7 EASA will notify the SAAU (with copy to type-certificate applicant) concerning the status of each CRI or CAI and will request formal SAAU and type-certificate applicant position statements.

5.8 EASA will contact the SAAU to discuss or clarify any aspect of certification items raised by the SAAU and reissues thereof, which are of specific interest.

5.9 When satisfied with the compliance findings, EASA will send a statement of compliance to SAAU for the subjects for which it has retained compliance.

6. SAAU Responsibilities

6.1 SAAU will find compliance with EASA type-certification basis and environmental protection requirements using EASA acceptable means of compliance and guidance material (see paragraph 5 above).

6.2 SAAU will initiate comments on CRIs and CAIs for which EASA has requested SAAU position statements, or as considered appropriate by the SAAU.

6.3 SAAU will provide EASA with a formal statement attesting that it has determined that compliance has been demonstrated with EASA type-certification basis and environmental protection requirements.

6.4 SAAU will keep EASA informed on the status of the certification program, including progress, schedules, problems and significant certification issues.

7. EASA Test Witnessing

7.1 EASA and SAAU shall agree on a list of tests to be witnessed by SAAU on behalf of EASA. EASA and SAAU shall also agree on a list of EASA approved test program to be used, which shall be notified by EASA to the Type Certificate Applicant. SAAU will verify the reported certification test results and will forward them to EASA. EASA will review these test results and notify SAAU (with copy to type-certificate applicant) of their conclusions.

7.2 EASA and SAAU shall agree on a list of test programs and/or test reports approved by SAAU on behalf of EASA.

8. Documentation

8.1 The following documents require formal approval by EASA:

- a. Test Programs for which the test witnessing has been retained by EASA;
 - b. Compliance documents on subjects which have been retained by EASA;
 - c. EASA Aircraft Flight Manual (AFM);
 - d. EASA Airworthiness Limitation Section; and
 - e. EASA Certification Maintenance Requirements.
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8.2 EASA may request SAAU to approve the above documents on behalf of EASA after their consideration.

B. CHANGES TO TYPE-CERTIFICATES

1. Introduction

These procedures apply to the products listed in Appendix A.

The purpose of this Section is to lay down procedures for the approval of changes to Type Designs, Type Certificates and associated Flight Manual amendments that are voluntarily generated by the type-certificate holder.

2. Post Type Certification Procedures

2.1 Design Changes other than AFM Revisions

- 2.1.1 For the purpose of this procedure Design Changes are classified as Major or Minor.
- 2.1.2 Minor Design Changes are design changes as defined by Commission Regulation (EU) 748/2012, Point 21A.91 and GM 21A.91.
- 2.1.3 Major Design Changes are all other changes not classified as a Minor Design change.

2.2 AFM Revisions

- 2.2.1 The SAAU will review all proposed revisions to SAAU AFM pages and EASA pages that are required to be approved.
- 2.2.2 All AFM revisions will be submitted to EASA for approval.
- 2.2.3 EASA approves changes in accordance with EASA internal working procedures.

3. EASA Responsibilities

3.1 EASA may prescribe standards in addition to the Type Certification basis if found necessary for approving a change. In such cases, it will notify in writing SAAU and the type-certificate holder of these additional standards.

3.2 EASA will review and approve all design changes. It will identify as early as possible the subjects for which it wish to be involved to some degree directly in the demonstration of compliance findings, and notify it to SAAU.

4. SAAU Responsibilities

4.1 It is understood that the type-certificate holder will notify EASA in writing, with SAAU endorsement, of all classified Design Changes.

4.2 SAAU will verify and state to EASA that compliance has been demonstrated with the EASA certification basis.

4.3 For Design Changes, SAAU will ensure that compliance with the EASA certification basis has been determined prior to their incorporating in the EASA approved type design of the product.

4.4 In addition SAAU shall approve the following documents taking into account the EASA Certification Basis and the EASA approved Type Design of the product:

- a. Continuing Airworthiness Instructions (Airworthiness Limitation Section – see Part A, paragraph 8), and
- b. Structural Repair Manual and Major Repairs.

4.5 For the purpose of this Procedure, the applicant proposed classification of the Repair shall be reviewed and agreed by SAAU and submitted to EASA for approval. Classification of Repairs as 'Minor Repair' or 'Major Repair' is performed in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21A.435 and GM 21A.435.

5. Delivery of the product to EU

5.1 It is understood that timely in advance of the product delivery to an EU country, the build standard, including the embodiment of all Minor and Major Design Changes, should be made available by type-certificate holders to EASA. In particular, a list of all Minor Design Changes approved by SAAU since previous delivery must be provided to EASA for approval.

5.2 Furthermore, if compliance of a Design Change with the applicable EASA requirements cannot be shown at the date of product delivery, the type-certificate holder should notify the customer accordingly.

5.3 SAAU will ensure that the design configuration of a Product delivered to EU conforms to configuration approved by EASA.

C. CONTINUED AIRWORTHINESS

1. In service events

1.1 It is understood that the type-certificate holders shall report to EASA and SAAU all failures, malfunctions, defects or other occurrences on their products of which they are aware and that have resulted or may result in an unsafe condition, in accordance with applicable rules.⁹

1.2 It is further understood that the type-certificate holders shall investigate reported occurrences and propose corrective actions to SAAU and EASA in accordance with applicable rules.¹⁰

2. SAAU Responsibilities

2.1 SAAU, as a result of reviewing of Type Certificate Holder reports concerning failures, malfunctions, defects or other occurrences that have resulted or may result in an unsafe condition of Product and on the base of operating experience analysis under 21.A.3B of Aviation Rule of Ukraine ARU-21 (Part 21) shall decide whether a SAAU Airworthiness Directive should be issued.

2.2 SAAU shall promptly submit to EASA all Airworthiness Directives concerning the products covered by an EASA Type Certificate.

2.3 At the request of EASA, SAAU shall submit any required additional information and explanation. SAAU and EASA will organise continuing airworthiness information meetings at regular intervals.

3. EASA responsibilities

3.1 EASA shall notify SAAU of Airworthiness Directives in accordance with the relevant provisions of the Chicago Convention.

3.2 EASA will review with SAAU failures, malfunctions and defects or other occurrences reported by type-certificate holders under point 1.1 and decide when an EASA airworthiness directive is to be issued.

4. EASA, SAAU and Type Certificate Holder cooperation

When considered appropriate by EASA, SAAU or a Type Certificate Holder, a meeting shall be organised between EASA, SAAU and the type-certificate holder to review and discuss service difficulties, incidents and accidents and agree on appropriate actions.

⁹ For EASA: Regulation (EU) No 748/2012, Annex I (Part 21), Point 21A.3 and GM 21A.3(b). The Internal Occurrence Reporting System (IORS) is the form and manner established by the Agency.

For SAAU: Aviation Rule of Ukraine, Part 21 'Certification of aircraft and related products, parts and appliances, and of design and production organisations' ARU 21(Part 21), Section A, Point 21.A.3A(b).

¹⁰ For EASA: Regulation (EU) No 748/2012, Annex I (Part 21), Point 21A.3(c).

For SAAU: Aviation Rule of Ukraine ARU 21(Part 21), Point 21.A.3A(c).

D. SUPPLEMENTAL TYPE CERTIFICATES

1. Introduction

Provisions of Annex I (Part 21) to Regulation (EU) No 748/2012, Subpart E and Sections A and B of this Implementation Procedure shall remain applicable, when relevant, for the purpose of supplemental type certification (STC).

2. Purpose and Scope

The purpose of this Section is to lay down procedures for the approval of Major Changes to Type Designs which are designed by an organisation other than Type Certificate holder.

3. Application for EASA Supplemental Type Certification

An application for EASA Supplemental Type Certificate shall be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart E and EASA Supplemental Type Certificate Procedures, through SAAU. Applications may be submitted for Changes with SAAU Supplemental Type Certificate. SAAU shall ensure that the application contains the following information:

- a. The SAAU Supplemental Type Certificate and a definition of the airworthiness and environmental protection standards upon which the change to design was approved by SAAU, as well as the EASA requirements which SAAU considers as being complied with.
- b. SAAU approval of Applicant as Design Organisation.
- c. Supplements to Aircraft Flight Manual and Instructions for continued airworthiness.
- d. A planning date for EASA supplemental type certification
- e. A description of all novel or unusual design features known to the STC applicant and SAAU at the time of application which might necessitate issuance of EASA special conditions under Point 21A.16B of Annex I (Part 21) to Regulation (EU) No 748/2012, or which might require a special review of acceptable means of compliance; and
- f. All known exemptions, deviations or equivalent level of safety findings relating to the SAAU's national standards for design approval that might affect compliance with the applicable EASA airworthiness and environmental protection standards.

4. EASA Responsibilities

- 4.1 EASA will consider the eligibility of the applicant and the acceptability of the application and notify the outcome to the Applicant and SAAU.
- 4.2 EASA will contact the SAAU to discuss or clarify any aspect of certification items raised by the SAAU and reissues thereof, which are of specific interest
- 4.3 Should the application be acceptable, EASA will initiate the certification process in accordance with applicable EASA procedures.

5. SAAU and Applicant Responsibilities

- 5.1. SAAU will confirm compliance with EASA type-certification basis and environmental protection requirements by using EASA acceptable means of compliance and guidance material.
 - 5.2. SAAU and the Applicant will provide EASA with a formal statement attesting that it has determined that compliance has been demonstrated with EASA type-certification basis and environmental protection requirements.
-

Appendix A
List of design organisations and products of Ukraine

To be completed

Annex 4
Implementation Procedure for design approvals
of aircraft, engines and propellers from the European Union (EU)

A. TYPE-CERTIFICATION

1. Purpose and Scope

The purpose of this Implementation Procedure (IP) is to facilitate and accomplish the State Aviation Administration of Ukraine (SAAU) validation of certificates issued by the European Aviation Safety Agency (EASA) on products for which EASA carries out on behalf of its Member States the functions and tasks of the State of Design.¹¹ The IP is applicable to the validation by SAAU of products listed in Appendix A.

2. Application for SAAU Type Certification

An application for SAAU Type Certificate (TC) shall be made in accordance with Aviation Rule of Ukraine ARU-21 (Part 21)¹², Section A, Subpart B1, through EASA. Applications may be submitted for products with EASA Type Certificate, or for product where application for type certification has been accepted by EASA. EASA shall ensure the application has the following information:

- a. The EASA Type Certificate, TC Data Sheet and TC Data Sheet for Noise, if available, and a definition of the national airworthiness and environmental standards upon which the EASA design approval was (or is to be) based, and the SAAU equivalent standards EASA believes to be satisfied by its own standards;
- b. A description of all novel or unusual design features known to the type-certificate applicant and EASA at the time of application which might necessitate issuance of SAAU special technical conditions under 21.A.16B of Aviation Rule of Ukraine ARU-21 (Part 21), or which might require a special review of acceptable means of compliance;
- c. All known or expected deviations or equivalent level of safety findings relative to the EASA's standards for design approval that might affect compliance with the applicable SAAU airworthiness and environmental standards;
- d. A planning date for SAAU type certification; and
- e. All information available on Ukraine market potential, including particular customers.

3. SAAU and EASA Communications and Procedures

3.1 All formal correspondence between SAAU and EASA will be between the SAAU Project Certification Manager (PCM) and EASA Project Certification Manager (PCM), as nominated for each project for which SAAU certification has been applied.

¹¹ For the purposes of this IPs, "Member States" means the Member States of the European Union and the third countries that participate in the activities of EASA under Article 66 of Regulation (EC) No 216/2008. As of 1 January 2011, Iceland, Liechtenstein, Norway and Switzerland.

¹² Aviation Rule of Ukraine, Part 21 'Certification of aircraft and related products, parts and appliances, and of design and production organisations' ARU 21(Part 21).

- 3.2 Direct informal discussion at the technical specialist level is necessary and shall include the exchange of technical information.
- 3.3 SAAU will notify EASA of any meeting(s) it has with the type-certificate applicant and/or its suppliers as arranged through the type-certificate applicant on certification matters. The SAAU shall indicate those meetings particularly warranting EASA attendance.
- 3.4 EASA, SAAU and the Type Certificate Applicant shall agree on a certification programme for each Certification Project and, in case of necessity, the certification programme will be covered by a supplement to this IP.

4. SAAU Responsibilities

- 4.1 The SAAU type-certification basis and environmental requirements will be notified to the type certificate applicant and EASA.
- 4.2 SAAU will notify EASA and the type-certificate applicant in writing of the list of subjects to be discussed during the validation sessions, which will be imposed to comply with the SAAU certification basis.
- 4.3 SAAU will provide EASA with appropriate interpretative material to enable EASA to determine compliance with SAAU airworthiness standard or environmental protection requirements and declare this compliance to SAAU.
- 4.4 After reviewing the documentation specified in point 2 above, the SAAU provides the type certificate applicant and EASA with additional technical conditions under 21.A.70D of Aviation Rule of Ukraine ARU-21 (Part 21) related to airworthiness of the product.
- 4.5 For major certification subjects, the SAAU will raise Certification Review Items (CRIs):
- a. To record the process followed to define and record the content of the SAAU certification basis identifying the nature of each requirement;
 - b. To develop and administer SAAU special technical conditions;
 - c. To administer new SAAU policies, e.g. means of compliance, interpretations;
 - d. To administer equivalent safety findings;
 - e. To deal with novel and unusual design features;
 - f. To record the application of new SAAU standards, if different from EASA standards;
 - g. To record controversial subjects;
 - h. To list specific design changes required for compliance with SAAU certification basis.
- 4.6 For the purpose of administering the findings of compliance with SAAU airworthiness standard or environmental requirements, the SAAU shall issue Certification Action Items (CAIs):
- a. To review the suitability of a proposed demonstration of compliance;

- b. To identify areas and justify extent of direct involvement of SAAU in the compliance finding process;
- c. To provide EASA with adequate material (e.g. the interpretations to be applied, the means of compliance) to verify compliance demonstrations.

4.7 SAAU will identify as early as possible the subjects for which it wishes to be directly involved in the demonstration of compliance findings. The SAAU will inform EASA in writing of its conclusions concerning its investigation.

4.8 SAAU will provide a Summary List and a copy of all Certification Review Items (CRIs) and CAIs, and revisions thereof, to EASA, including copies of SAAU correspondence with the type certificate applicant relating to CRIs and CAIs.

4.9 SAAU will notify EASA (with copy to type-certificate applicant) concerning the status of each CRI or CAI and will request formal EASA and type-certificate applicant position statements.

4.10 SAAU will contact EASA to discuss or clarify any aspect of certification items raised by EASA and reissues thereof, which are of specific interest.

4.11 When satisfied with the compliance findings, the SAAU will send to EASA a statement of compliance to for the subjects for which it has retained compliance.

5. EASA Responsibilities

5.1 EASA will find compliance with SAAU type-certification basis and environmental requirements using SAAU acceptable means of compliance and guidance material (see point 4 above);

5.2 EASA will provide comments on CRIs and CAIs for which SAAU has requested EASA position statements, or as considered appropriate by EASA.

5.3 EASA will provide SAAU with a formal statement attesting that it has determined that compliance has been demonstrated with SAAU type-certification basis and environmental requirements.

5.4 EASA will keep the SAAU informed on the status of the certification program, including progress, schedules, problems and significant certification issues.

6. SAAU Test Witnessing

6.1 SAAU will notify EASA and the type-certificate applicant of any test witnessing in which it elects to participate.

6.2 SAAU will notify EASA and the type-certificate applicant concerning requests for conducting or witnessing tests by EASA on behalf of SAAU and will identify the SAAU approved test program to be used. EASA will verify the reported certification test results and will forward them to the SAAU. The SAAU will review these test results and notify EASA (with copy to type-certificate applicant) of their conclusions.

6.3 SAAU may request EASA to approve the test program and/or the test results report on behalf of the SAAU.

7. Documentation

7.1 During the certification process, the following documents require formal approval or acceptance by the SAAU:

- a. Test Programs for which the test witnessing has been retained by SAAU;
- b. Compliance documents on subjects which have been retained by the SAAU;
- c. SAAU Aircraft Flight Manual (AFM) or special pages or Supplement;

- d. SAAU Airworthiness Limitation Section;
- e. SAAU Certification Maintenance Requirements; and
- f. A document defining Product configuration for Ukraine.

7.2 The SAAU may request EASA to approve the above documents on behalf of the SAAU after their consideration.

B. CHANGES TO TYPE-CERTIFICATES

1. Introduction

These procedures apply to the products listed in Appendix A.

The purpose of this Section is to lay down procedures for the approval of changes to Type Designs, Type Certificates and associated Flight Manual amendments that are voluntarily generated by the type-certificate holder.

2. Post Type Certification Procedures

2.1 Design Changes other than AFM Revisions

- 2.1.1 For the purpose of this procedure Design Changes are classified as Major or Minor. Type certificate holders proposed classification of the Design Change from organisations not having a Design Organisation Approval (DOA) shall be reviewed and agreed by EASA and submitted to SAAU for endorsement.
- 2.1.2 Classification of design changes as 'Minor Change' or 'Major Change' is performed in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21A.91 and GM 21A.91.
- 2.1.3 Major changes to the type design, sought by the SAAU Type certificate holder, may be approved as amendments to the type certificate issued by the SAAU.
- 2.1.4 Depending on the magnitude and complexity of the design change (significant change), SAAU may accept the EASA approval results without additional technical evaluation or define a certification procedure similar to the one described in Section A above for Major change approval – although adjusted to the complexity of the design change.

2.2 AFM Revisions

- 2.2.1 EASA will review all proposed revisions to EASA approved AFM pages and SAAU approved pages.
- 2.2.2 All AFM revisions will be submitted to SAAU for review.

3. SAAU Responsibilities

- 3.1 SAAU may prescribe standards in addition to the Type Certification basis if found necessary for approving a major change. In such cases, it will notify in writing EASA and the type certificate holder of these additional standards.
- 3.2 SAAU will review and approve all major design changes. It will identify as early as possible the subjects for which it wish to be involved to some degree directly in the demonstration of compliance findings, and notify it to EASA.

4. EASA Responsibilities

- 4.1 It is understood that the type-certificate holder will notify SAAU in writing, with EASA endorsement, of all Design Changes classified as Major by EASA.
- 4.2 Upon SAAU request, EASA will verify and state to the SAAU that compliance has been demonstrated with the SAAU Additional Technical Conditions to the EASA certification basis, if any.
- 4.3 For Minor Design Changes from organisations not having a DOA, EASA will ensure that compliance with the SAAU certification basis has been determined prior to their incorporating in the SAAU approved type design of the product.
- 4.4 In addition EASA shall approve the following documents taking into account the SAAU Certification Basis and the SAAU approved Type Design of the product:
 - a. Continuing Airworthiness Instructions (Airworthiness Limitation Section – see Part A, point 7), and
 - b. Structural Repair Manual and Major Repairs.
- 4.5 Classification of Repairs as ‘Minor Repair’ or ‘Major Repair’ is performed in accordance with Part 21, Point 21A.435 and GM 21A.435.

5. Delivery of the product to Ukraine

- 5.1 It is understood that timely in advance of the product delivery to Ukraine, the build standard, including the embodiment of all Minor and Major Design Changes, should be made available by type certificate holders to SAAU. In particular, a list of all Minor Design Changes approved by EASA since previous delivery must be provided to SAAU for approval.
- 5.2 Furthermore, if compliance of a Design Change with the applicable SAAU requirements cannot be shown at the date of product delivery, the type-certificate holder should notify the customer accordingly.
- 5.3 EASA will ensure that the design configuration of a Product delivered to Ukraine conforms to configuration approved by SAAU (point 7(f) of Section A above).

C. CONTINUED AIRWORTHINESS

1. In service events

- 1.1 It is understood that type-certificate holders shall report to SAAU on all failures, malfunctions, defects or other occurrences on their products of which they are aware and that have resulted or may result in an unsafe condition, in accordance with Aviation Rule of Ukraine ARU21(Part 21), Point 21.A.3A¹³.
- 1.2 It is understood that type-certificate holders shall investigate reported occurrences and propose corrective actions to EASA and SAAU in accordance with applicable rules¹⁴.
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2. SAAU responsibilities

- 2.1 SAAU will review with EASA failures, malfunctions and defects or other occurrences reported by type-certificate holders under Point 21.A.3A of Aviation Rule of Ukraine ARU-21 (Part 21).
- 2.2 When considered appropriate by SAAU, EASA or a type-certificate holder, a meeting shall be organized between SAAU, EASA and the type-certificate holder to review and discuss service difficulties, incidents and accidents and agree on appropriate actions.
- 2.3 SAAU will accept EASA airworthiness directives as a minimum airworthiness standard for the continued airworthiness of the EU products operated in the Ukraine. EASA will mail copies of their airworthiness directives to SAAU on a regular basis.
- 2.4 SAAU shall issue Airworthiness Directives in accordance with Point 21.A.3B of Aviation Rule of Ukraine ARU-21(Part 21).

D. SUPPLEMENTAL TYPE CERTIFICATES

1. Introduction

Sections A and B of this Implementation Procedure shall remain applicable, when relevant, for the purpose of supplemental type certification (STC).

2. Purpose and Scope

The purpose of this Section is to lay down procedures for the approval of Major Changes to Type Designs which are designed by an organisation other than the Type Certificate holder.

3. Application for SAAU Supplemental Type Certification

An application for SAAU STC shall be made in accordance with Aviation Rule of Ukraine ARU-21(Part 21) Section A, Subpart E1, through EASA. Applications may be submitted for changes covered by an EASA STC. EASA shall ensure the application has the following information:

¹³For this purpose, it is acceptable to use the provisions of Regulation (EU) No 748/2012, Annex I (Part 21), Paragraph 21.A.3A and GM 21.A.3A(b).

¹⁴ For EASA: Regulation (EU) No 748/2012, Annex I (Part 21), Point 21.A.3A(c).
For SAAU: Aviation Rule of Ukraine ARU 21(Part 21), Point 21.A.3A(c).

- a. The EASA STC and a definition of the airworthiness and environmental protection standards upon which the change to design was approved by EASA, as well as SAAU requirements which EASA considers as being complied with.
- b. EASA Design Organisation Approval for the Applicant;
- c. Supplements to Aircraft Flight Manual and Instructions for continued airworthiness;
- d. A planning date of supplemental type certification by SAAU;
- e. A description of all novel or unusual design features known to the STC Applicant and EASA at the time of application which might necessitate issuance of SAAU special conditions under 21.A.16B of Aviation Rule of Ukraine ARU-21 (Part 21), or which might require a special review of acceptable means of compliance; and
- f. All known deviations or equivalent level of safety findings relating to the EASA standards for design approval that might affect compliance with the applicable SAAU airworthiness and environmental protection standards.

4. SAAU Responsibilities

- 4.1 SAAU will consider the application and notify to EASA and the Applicant conditions and procedure for approval.
- 4.2 SAAU will contact EASA to discuss or clarify any aspect of certification items raised by EASA and reissues thereof, which are of specific interest.
- 4.3 Depending on the magnitude and complexity of the design change (significant change), SAAU may accept the EASA approval results or define a certification procedure similar to the one described in Section A above for Major change approval – although adjusted to the complexity of the design change.
- 4.4 SAAU will consider acceptance of EASA approved Supplements to Aircraft Manual and Instructions for continued airworthiness or will identify special Supplements to be prepared for compliance with SAAU requirements.

5. EASA Responsibilities

EASA will confirm compliance with SAAU type-certification basis and environmental protection requirements by using SAAU acceptable means of compliance and guidance material.

Appendix A
List of EU products

To be completed
