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|  |  |
| EASA STC/Maj Ch Appr No.: |  |
| Issue Date: |  |
| Title: |  |
| Checklist Date: |  |

Note: All paragraph references below are to FAA/EASA (TIP) Rev. 6 dated 9/22/2017

**Basic vs Non-Basic Assessment:**

|  |  |  |
| --- | --- | --- |
| **Yes** | **No** | **Non-Basic Criteria [TIP Revision 6, paragraph 3.5.3.2(b)]** |
|  |  | 1. Any item in the VA Safety Emphasis Item (SEI) list as defined in paragraph 3.5.10.4 *(Link to FAA SEI List provided in Appendix A)*
 |
|  |  | If Yes, please list all applicable items: |
|  |  | 1. The FAA or EASA certification basis includes or is anticipated to include a new or amended:

[ ]  Exemption[ ]  Special condition[ ]  Equivalent level of Safety (ELOS)***Note****: New or amended is considered in the context of the project, relative to the baseline certification basis of the product or STC being changed.* |
|  |  | If Yes, please list by Title and Type of CRI or IP (e.g., SC, ESF) or subject of exemption/deviation : |
|  |  | 1. A classification of “significant” has been made by EASA in accordance with 21.A.101(b).
 |
|  |  | 1. An AD is affected that was issued unilaterally by FAA; or an AD is affected that was issued by FAA, and where FAA is the Authority for the State of Design (SoD) for the TC;
 |
|  |  | If Yes, please list the associated FAA AD’s; |
|  |  | 1. Changes involving the use of a new or different applicable method of compliance from that previously agreed by the FAA and EASA;

***Note****: A method of compliance (MOC) would not be considered “new” or “different” if it had been applied previously in a similar context by both the FAA and EASA.* |
|  |  | If Yes, please list: |
| **Basic vs Non-Basic Assessment (cont.):** |
| **Yes** | **No** | **Non-Basic Criteria [TIP Revision 6, paragraph 3.5.3.2(b)]** |
|  |  | 1. New technology exists;

***Note****: New technology is technology that is new to FAA as a whole, not just new to the FAA team members. For example, if technology used by the applicant were new to the FAA team but not FAA itself, it would not be considered new. It is FAA management’s responsibility to make sure the FAA team members are properly informed of the earlier use of the technology, FAA standards and MOC.* |
|  |  | If Yes, please list: |
|  |  | 1. Novel applications of existing technology exist;

***Note****: Novel application of technology is where a particular technology is being used in a manner that causes the precepts of the technology to be questioned. However, it does not mean that existing technology being applied for the first time to a particular product line is automatically novel. Additionally, novel applies to FAA as a whole, not just to a project being assessed by the specific FAA team members.* |
|  |  | If Yes, please list: |
|  |  | 1. The applicant has proposed to the FAA non-simple substantiations of acoustic or emissions changes, whereas a simple substantiation is when the compliance demonstration with the FAA has involved standard means of compliance and procedures which were already regularly agreed by EASA and FAA in previous projects of the same applicant (using the same test organization).
 |
|  |  | 1. Changes that have an appreciable effect on any one of the Operational Suitability Data (OSD) constituents (**refer to EASA Guidance Material GM 21.A.91 to determine an appreciable effect**); Please consider that OSD is not part of FAA type certificate definition.
 |
|  |  | 1. Any other design change designated as Non-Basic by EASA.

*Note: The addition of models to TC and STCs are considered basic if none of the 10 criteria above is triggered.* |

**Resulting classification:**

|  |  |
| --- | --- |
|  | Basic STC / Major Change *(If no criteria marked as “Yes”)* |
|  | Non-Basic STC / Major Change *(If any criteria marked as “Yes”)* |

**General/Certification Basis:**

|  |  |  |  |
| --- | --- | --- | --- |
| Y | N | N/A |  |
|  |  |  | Does the EASA STC encompass multiple TCDS (i.e. Approved Model List - AML)?  |
|  |  |  | Has FAA certified/validated all product models to be modified? *[IAW TIP Para 2.3.1.2]* ***(FAA website:*** [***https://www.faa.gov***](https://www.faa.gov) ***include link)*** |
|  |  |  | List Applicable FAA TCDS No.(s): |
|  |  |  | List any aircraft models identified on the EASA STC / Major Change that **will not** be validated: |
|  |  |  | For Basic classified application: Ensure the change is in compliance to FAA requirements and an EASA statement of compliance to the FAA Certification Basis was made and included in the application package. *[IAW TIP Para 3.5.4.2(e)&(f)]*When declaring that the changed has been examined and verified to comply with the applicable FAA requirements, you may opt for one of the following options: - either quote the FAA Type Certificate Data Sheet [TCDS number, issue number and date] [*Remark: this would necessitate that EASA ensured (via an analysis made by the applicant) that the compliance at EASA level was indeed satisfying the FAA TCDS and that there was – at FAA level – no need to upgrade the FAA certification basis above the TCDS*].- either quote the EASA Certification Basis plus the specific FAA SSD & FAA SC, ESF, DEV when applicable or**- [preferred option]** quote the FAA airworthiness and environmental requirements corresponding to those selected for the EASA approval plus the specific FAA SSD & FAA SC, ESF, DEV (when applicable). |
|  |  |  | Are there any findings to FAA standards that are at a newer amendment than those listed in the FAA TCDS Certification Basis? |
|  |  |  | If Yes, list associated FAA Regulation (Amendment): ***FAA website:*** [***https://www.faa.gov***](https://www.faa.gov)***. include link*** |

**Limitations:**

|  |  |  |  |
| --- | --- | --- | --- |
| Y | N | N/A |  |
|  |  |  | Is this approval a provisions installation, which requires a subsequent approval?  |
|  |  |  | Does the EASA approval rely on a dependency with other associated approvals? (Prerequisites) |
|  |  |  | If Yes, list associated EASA approval(s): |
|  |  |  | Have all associated approvals (Prerequisites) been validated or certified by FAA? ***(See Checklist Appendix C for FAA website.)***  |
|  |  |  | If Yes, list associated FAA approval(s): |

**Documentation:**

Required documentation must be provided to FAA in electronic format with the application package (Please mark X in the box if provided). (IAW TIP para. 3.5.4.2 and 3.5.5.1)

|  |  |  |  |
| --- | --- | --- | --- |
| **B** | **NB\*** | **Description** | **Location of required information:****Document Name, No., Revision, & Date** |
|  |  | Description IAW Paragraphs:3.5.4.2(a) For Basic3.5.5.1(a) For Non-Basic |  |
|  |  | Date of Application for EASA STC / Major Change *(Date used to establish the EASA certification basis)* |  |
|  |  | Statement of EASA classification of the project: Basic (B) or Non-Basic (NB) |  |
|  |  | A copy of the CA’s TC and TCDS, TCDSN or STC that identifies the certification basis upon which the CA’s design approval was issued. *(For Non-Basic concurrent projects: submit a document that defines the proposed EASA certification basis)* |  |
|  |  | Flight Manual Supplements *(For Basic: submit only if new or revised operating limits have been established)* |  |
|  |  | Instructions for Continued Airworthiness ICA *(For Basic: submit only for changes to the Airworthiness Limitation Section)* |  |
|  |  | List of any newer amendment levels to the FAA standards. |  |
|  |  | Statement of Compliance to FAA certification basis in accordance with para 3.5.4.2(e) & (f). |  |
|  |  | Complete list of all Non-Basic criteria ( para 3.5.3.2) that will/may be affected by the design change *(Will be used to develop the work plan)*; |  |
|  |  | Compliance checklist *(Include Proposed FAA corresponding Airworthiness Standards & associated Compliance methodology) – This corresponds to the requested “proposed VA validation program” as per para 3.5.5.1 (e).* |  |
|  |  | List of all EASA deviations, special conditions, and equivalent level of safety findings. |  |
| **B** | **NB\*** | **Description** | **Location of required information:****Document Name, No., Revision & Date** |
|  |  | List of all EASA CRIs developed or revised for the design change, all certification memoranda raised during EASA’s certification activities |  |
|  |  | Brief description of all novel or unusual design features |  |
|  |  | Information on VA customers and delivery schedules |  |
|  |  | Master Documentation List or Master Drawing List which identifies all type design drawing, specifications and reports for the change |  |
|  |  | Top level drawing of the aircraft or design change. If a top level drawing is not available include a drawing or diagram that shows the overall change |  |
|  |  | Other approved manuals or changes to approved manuals as necessary |  |
|  |  | Changed MMEL as applicable |  |
|  |  | Weight and balance data if not contained in an approved manual |  |
|  |  | Environmental: For a design change classified as an acoustical or emissions change, per 14 CFR section 21.93 or EASA Part 21, include a copy of the new noise or emission levels as approved by the EASA.  |  |
| B = Basic NB = Non-basic \*Note: For Data not available at the time of application identify as “TBD” or Not Applicable “N/A” |

**Note:** Below are references made in the Checklist to assist in locating the required information in the appropriate FAA websites:

**APPENDIX A**

**FAA All Products SSD and SEI Lists Main Reference Page:**

<https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/approvals/EASA/>

**APPENDIX B**

**FAA website for Airworthiness Directives:**

<https://www.faa.gov/regulations_policies/airworthiness_directives/>

**APPENDIX C**

**Note:** The applicant should provide the corresponding STC to the EASA STC which is (are) prerequisites. The applicant will need to contact the prerequisite STC(s) holder(s) for those STCs to ensure they were validated and provide the validated STC number(s) with their submittal package to the Agency.

**FAA website for Supplemental Type Certificates:**

<http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/MainFrame?OpenFrameSet>