

TECHNICAL IMPLEMENTATION PROCEDURES
FOR
AIRWORTHINESS AND ENVIRONMENTAL
CERTIFICATION

BETWEEN THE

FEDERAL AVIATION ADMINISTRATION
OF THE
UNITED STATES OF AMERICA

AND THE

EUROPEAN UNION AVIATION SAFETY AGENCY
OF THE
EUROPEAN UNION

Amendment 2
to
Revision 6

April 2, 2019

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CHAPTER 1: PURPOSE AND GENERAL PROVISIONS

The purpose of this document is to amend the Technical Implementation Procedures (TIP) for Airworthiness and Environmental Certification between the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA) (now named the European Union Aviation Safety Agency). Annex 1 to the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety dated June 30, 2008 (Agreement) contains an Appendix which lists EASA, Aviation Authority, and U.S. products, associated export documentation, and technical assistance activity accepted under the Agreement. This change accompanies a Bilateral Oversight Board (BOB) decision that removes the Appendix to Annex 1 from the Agreement. This Amendment removes all TIP references to the Appendix and updates the export certification provisions accordingly.

This amendment has been developed in accordance with Annex 1 paragraph 2.2.1 of the Agreement, and will be incorporated into the TIP at the next revision.

CHAPTER 2: AMENDMENTS

The following paragraphs supersede the indicated paragraphs in TIP Revision 6, Amendment 1. Items in brackets identify the modified text.

1.7 [Reserved]

Note: Paragraph 1.7, inclusive of 1.7.1 and 1.7.2, is deleted. Paragraph 1.7 will now only reflect the word “Reserved.”]

2.1 General

2.1.1 [All products and articles as listed in Paragraph 2.2 are eligible for import to the U.S. from EASA and each EU member state (AA) equally. Section II of the TIP provides the scope of how EASA exercises the State of Design (SoD) functions for an individual EU member state (AA). All products and articles as listed in Paragraph 2.3 are eligible for import to the EU from the U.S.]

2.1.2 [The TIP covers the products and articles identified below, their approvals, and the provisions set forth in the following paragraphs. In any case of conflict or ambiguity between the TIP and the Agreement (including Annex 1), the Agreement takes precedent.]

2.1.3 In accordance with Article 16.C of the Agreement, the FAA and EASA shall continue to recognize and accept design approvals and data certified by the FAA, EASA, and AAs, and validated by the FAA, EASA or an AA prior to the date of this TIP under the Agreement and bilateral airworthiness agreements listed in Attachment 1 of the Agreement until such approvals are replaced or cancelled. These design approvals include TCs, Amended TCs, STCs, Letters of TSO Design Approval, ETSO/Joint Technical Standard Order Authorizations or national article approvals, and FAA PMA parts.

7.2 Export Certificates of Airworthiness

7.2.1 [For the FAA, an Export Certificate of Airworthiness, FAA Form 8130-4, is issued for complete aircraft. An Authorized Release Certificate, FAA Form 8130-3, is issued for aircraft engines, propellers and articles.]

7.2.2 For the EU, an Export Certificate of Airworthiness, EASA Form 27, is issued by the AAs or by EASA for completed aircraft. AAs may use their own Export Certificate of Airworthiness forms [for aircraft exported to the U.S. if issued before September 28, 2008. An Authorized Release Certificate, EASA Form

1, is issued for aircraft engines, propellers, parts, and articles. A JAA Form One is still valid for aircraft engines, propellers, parts,] and articles when issued before September 28, 2005.

7.2.3 If the exporting Authority is not in a position to assess whether or not an aircraft satisfies the conditions defined in this section, it will inform the importing Authority accordingly.

7.10 New Modification and Replacement Parts excluding Standard Parts

7.10.1 The importing Authority will accept the EA's Authorized Release Certificates on new modification and/or replacement parts as identified in paragraphs 2.2.4.2, 2.2.4.3, 2.3.4.2, and 2.3.4.3 only when the exporting Authority certifies by issuance of an Authorized Release Certificate that each part:

7.10.1.1 Conforms to EA-approved design data and is in a condition for safe operation;

7.10.1.2 Is marked in accordance with paragraph 7.15 of the TIP; and

7.10.1.3 Meets all additional requirements prescribed by the importing Authority in paragraph 7.15, as notified.

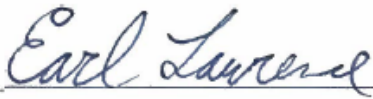
7.10.2 Each part exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate.[]

CHAPTER 3: AUTHORITY

The FAA and EASA agree to the amendment of the TIP, as indicated by the signature of their duly authorized representatives. This amendment will enter into force upon last signature.

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

EUROPEAN UNION AVIATION SAFETY AGENCY
EUROPEAN UNION



Earl Lawrence
Executive Director
Aircraft Certification
Service

Date

APR 02 2019



Rachel Daeschler
Certification Director (A)

Date

APR 02 2019