

Working Arrangement

between

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

and

**the Civil Aviation Authority of Israel
(CAAI)**

The European Union Aviation Safety Agency (EASA), and the Civil Aviation Authority of Israel (CAAI), hereinafter referred to jointly as the “Sides” or individually as a “Side” have decided to conclude this Working Arrangement to replace the existing EASA-CAAI Working Arrangement, signed on 21 August 2018.

Both Sides agree to align with the new legal situation, after the Agreement between Israel and Italy concerning the airworthiness certification, approval, or acceptance of imported civil aeronautical products and the acceptance of maintenance services, which entered into force on 2 May 1990 (hereinafter referred to as “the Agreement”), was terminated in accordance with Article 140(6) of Regulation (EU) 2018/1139 with effect from 2 January 2022.

With this new Working Arrangement, both Sides intend to ensure their continued cooperation and to maintain existing cooperation mechanisms to the extent possible in accordance with their respective regulatory framework.

1 PURPOSE AND SCOPE

1.1 This Working Arrangement establishes the principles and procedures in order to facilitate the initial airworthiness and environmental certification by one Side of the aeronautical products, parts appliances and non-installed equipment under the regulatory responsibility of the other Side.

1.2 Through this Working Arrangement, the Sides also intend to establish, as appropriate, an extended regulatory cooperation in the domains of design-related cybersecurity matters and regulation of unmanned aircraft.

1.3 The Sides agree that, subject to their mutual interest, their cooperation under this Working Arrangement may be further developed to address other areas, in which case this Working Arrangement shall be amended accordingly.

2 IMPLEMENTATION

2.1 This Working Arrangement will be implemented in accordance with the Implementation Procedures jointly decided upon and included as attachments to this Working Arrangement (Annexes II and III). Such procedures will be consistent with the principles specified in the present Working Arrangement. These Implementation Procedures will be regularly updated by mutual consent of the Sides.

2.2 The Sides agree to exchange information on regulatory standards, with a view to facilitating regulatory harmonisation, and consult on the methodologies of assessment, identification, and management of associated risks, as applicable. Such cooperation may be enabled through regular meetings, thematic events, workshops, working groups or similar initiatives organised by either Side.

2.3 Nothing in this Working Arrangement shall be construed to limit the regulatory authority of the competent authorities of the Member States of the European Union (EU) or of the States participating in the work of EASA under Article 129 of Regulation (EU) No 2018/1139¹. This Working Arrangement does not create any legal obligations incumbent on the European Union or its Member States.

¹ At the time of signature of this working arrangement, the states participating in the work of EASA under Article 129 of the Basic Regulation are Switzerland, Norway, Iceland and Lichtenstein.

3 COMMUNICATION

3.1 Focal Points will be assigned by each Side to facilitate the implementation of this Working Arrangement. All routine communication will take place between these Focal Points. The list of Focal Points is contained in Annex I and it will be modified and confirmed by the Sides, by exchange of letters.

3.2 All communications between the Sides related to the activities under this Working Arrangement will be conducted in the English language.

3.3 The Sides agree to take all necessary measures, in accordance with their applicable legislation, to ensure appropriate confidentiality of the information received under this Working Arrangement and to use this information solely for the exercise of their responsibilities related to the implementation of this Working Arrangement and its Annexes. Where either Side receives a request from a third Side for information in its possession that originates from the other Side, it will not disclose such information to a third Side without the written consent of the other Side, except when otherwise provided by the applicable legislation.

4 MUTUAL UNDERSTANDING AND CONTINUED CONFIDENCE

4.1 The Sides note that they have established sufficient initial confidence in each other's conformity assessment systems in the domains covered by Part 1.1.

4.2 In order to promote mutual understanding, the Sides agree to consult and exchange information on their respective quality assurance and standardisation activities in the domains covered by Part 1.1. Such consultations may include participation from one Side in the regular audits related to conformity assessment activities or other assessments of the other Side. The Sides may exchange schedules upon request to allow for mutual attendance as observers in each other's activities.

4.3 The Sides further agree that, in order to ensure continued confidence, recurrent assessments will be carried out by EASA, so as to ascertain that the CAAI system for design certification and production organisation oversight includes the same independent level of checking of compliance as provided for in the applicable EU legislation. Such recurrent assessments may include desktop and/or on-site visits to the CAAI premises and the premises of the relevant undertakings and, unless otherwise agreed between the Sides, will be conducted once every two years.

5 COORDINATION MEETINGS

5.1 The Sides, represented by the Focal Points identified in Annex I, will meet at least once a year, unless otherwise agreed, so as to ensure consistent application of this Working Arrangement and its Annexes.

5.2 The purposes of these meeting are to:

- a) Solve any disagreement regarding the interpretation or application of this Working Arrangement and its Annexes;
- b) Resolve technical issues that cannot be solved at lower level;
- c) Evaluate regulatory changes to ensure that certification requirements remain current;

- d) Organise, as appropriate, participation by one Side in the other Side's standardisation or conformity assessment activities;
- e) Propose modification to the Working Arrangement and its Annexes, if necessary.

6 NOTIFICATION OF APPLICABLE REQUIREMENTS

6.1 With respect to matters covered by this Working Arrangement, each Side will inform the other Side of all its relevant regulations and airworthiness standards. Moreover, each Side will notify the other Side, as soon as practicable, of envisaged significant revisions to its relevant regulations and airworthiness standards.

6.2 The procedures established in Annexes to this Working Arrangement are based upon similar certification and approval systems for civil aeronautical products being in place at the time of signing the Working Arrangement. Therefore, the Sides shall keep each other informed of significant changes within those systems, such as changes in statutory responsibilities, organisational structure, airworthiness and environmental requirements, procedures and technical training, production quality system oversight, including system oversight outside their jurisdiction and functions or tasks performed by approved organisations.

7 COSTS

The Sides will support their respective direct costs associated with the implementation of this Working Arrangement and may be reimbursed by a third party as per their own policies and procedures.

8 RESOLUTION OF DIFFERENCES

8.1 Any disagreement regarding the interpretation or application of this Working Arrangement shall be resolved by consultations between the Sides.

8.2 In case of conflicting interpretations by the Sides of the laws, airworthiness or environmental regulations, standards, specifications, requirements, acceptable means of compliance pertaining to certifications, approvals, or acceptance under Annexes to this Working Arrangement, the interpretation of the Side whose laws, airworthiness or environmental regulations, standards, specifications, requirements or acceptable means of compliance are discussed shall prevail.

9 SUSPENSION OF COMMITMENTS

9.1 A Side may suspend, in whole or in part, its commitments specified under this Working Arrangement where the other Side fails to fulfil its commitments specified under this Working Arrangement or where the other Side fails to maintain the legal and regulatory means and measures required to implement the provisions of this Working Arrangements.

9.2 Before suspending its commitments, a Side shall request consultations. The other Side shall reply promptly to such a request and shall enter into consultations at a time agreed by the Sides within 45 days. Should consultations not resolve the disagreement, either Side may notify the other Side of its intention to suspend its commitments under the Implementing Procedures contained in Annexes to this Working

Arrangement, over which there is disagreement. Such notification shall be in writing and detail the reasons for suspension.

9.3 Such suspension shall take effect 30 days after the date of the notification, unless, prior to the end of this period, the Side which initiated the suspension notifies the other Side in writing that it withdraws its notification. Such suspension shall not affect the validity of findings of compliance, certificates and approvals made by the Side in question prior to the date the suspension took effect. Any such suspension that has become effective may be rescinded immediately upon an exchange of written correspondence to that effect by the Sides.

10 COMMENCEMENT, MODIFICATION AND DISCONTINUATION

10.1 The Working Arrangement between the Civil Aviation Authority of Israel (CAAI) and the European Union Aviation Safety Agency (EASA) signed on 21 August 2018, is discontinued as from the date of the signature of this Working Arrangement.

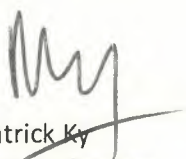
10.2 The collaboration under this Working Arrangement is to start from the date of its signature.

10.3 This Working Arrangement will apply for 16 months with the possibility of extension. Either Side may discontinue this Working Arrangement by written notice. Such discontinuation will be effected upon the sixty calendar day's period following the date of receipt of the written notification, unless the notice of discontinuation has been withdrawn by mutual consent before the expiry of the aforesaid period. Such discontinuation will not affect the validity of any certificate and other approval granted by the Sides under the terms of this Working Arrangement, including its Annexes.

Signed in duplicate in the English language.

For the European Union Aviation Safety Agency
(EASA)

For the Civil Aviation Authority of Israel
(CAAI)



Mr Patrick Ky
Executive Director



Mr Shmuel Zakay
Director General

Date: 09. MAY 2023

Date: 14 May 2023

Annex I

FOCAL POINTS AND OFFICE ADDRESSES

1. FOCAL POINTS FOR IMPLEMENTATION

The designated focal point offices for the implementation of the Working Arrangement are:

Annex	For design matters:	For production matters:
Annex II	Chief Engineer Airworthiness Division Civil Aviation Authority of Israel	Manufacturing Department Airworthiness Division
Annex III	Certification Director's Office European Union Aviation Safety Agency	Maintenance and Production Department Flight Standards Directorate European Union Aviation Safety Agency

2. FOCAL POINTS FOR COORDINATION OF AMENDMENTS

The designated focal point offices for the implementation of this Working Arrangement on matters other than those specified in point A1 above and the coordination of amendments to this Working Arrangement are:

For CAAI:	For EASA:
Airworthiness Division Civil Aviation authority of Israel	International Cooperation Department European Union Aviation Safety Agency

3. EASA APPLICATIONS ADDRESSES

TCs: tc@easa.europa.eu
 STCs: stc@easa.europa.eu
 ETSOAs: etsoa@easa.europa.eu
 Major changes/repairs: MajorChange-MajorRepair@easa.europa.eu
 POAs: foreignPOA@easa.europa.eu
 For Continuing Airworthiness:
 AD: ads@easa.europa.eu
 Failure, Malfunction and Defect: report@easa.europa.eu
 EASA utilises an on-line application portal that can be found here:
[EASA Portal \(https://portal.easa.europa.eu\)](https://portal.easa.europa.eu)

4. CAAI APPLICATIONS ADDRESSES

TCs: caai-tc@mot.gov.il
 STCs: caai-stc@mot.gov.il
 ITSOAs: caai-itsoa@mot.gov.il
 Major changes/repairs: caai-MajorChange-MajorRepair@mot.gov.il
 POAs: caai-poa@mot.gov.il
 For Continuing Airworthiness:
 AD: caai-ads@mot.gov.il
 Failure, Malfunction and Defect: caai-cos_report@mot.gov.il

Annex II

IMPLEMENTING PROCEDURE FOR AIRWORTHINESS CERTIFICATION APPROVALS ISSUED UNDER THE LEGISLATION OF THE STATE OF ISRAEL

1. GENERAL PROVISIONS

- 1.1 This Implementing Procedure (IP) establishes the interface requirements agreed between the Sides for the issuance of design approvals and for the continued airworthiness of products, and related parts and appliances, for which the Civil Aviation Authority of Israel (CAAI) carries out, on behalf of the State of Israel, the functions and tasks of the State of Design.
- 1.2 The purpose of this IP is to give credit, where appropriate, to the airworthiness certification activities of CAAI to support the issuance by the European Union Aviation Safety Agency (EASA) of its own design approvals. This IP will not be applied for the approval by EASA of any designs that are also covered by certificates issued by CAAI pursuant to bilateral aviation safety agreements concluded between the State of Israel and any third country.
- 1.3 As the result of EASA's determination that the design system of the State of Israel meets the requirements of Article 8.2 of Regulation (EU) No 748/2012, for the purpose of the issuance of design approvals and certificates under this IP, a holder of a Design Approval issued by CAAI as per ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977 will not be required by EASA to hold a Design Organisation Approval (DOA) or Alternative Procedures to DOA (ADOA), as applicable, issued under EU legislation.
- 1.4 When applying this IP for design approval purposes, EASA may adjust the level of its technical involvement in conducting the technical review and compliance determination activities leading to the approval of a design. This is usually predicated on the sensitivity placed by EASA on the demonstration of compliance with its requirements.
- 1.5 It is acknowledged that, according to the EU regulatory framework, Operational Suitability Data (OSD) is a component of the EASA type certification and it is recorded as part of the certification basis within the TCDS. Design changes can also impact the approved OSD. It is further acknowledged that the legal framework of the State of Israel does not include such an instrument and CAAI does not utilise OSD. EASA and CAAI therefore agree that the relevant components of OSD will be provided directly to EASA for approval, without CAAI involvement.

2. TYPE CERTIFICATES

- 2.1 This Section sets out procedures for the issuance of a type certificate (TC) by EASA for a product (an aircraft, an engine or a propeller) for which CAAI carries out the functions and tasks of the State of Design.
- 2.2 An application to EASA for a TC shall be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart B. That application for a TC shall be submitted to EASA with a CAAI endorsement confirming that the product has been issued a TC by CAAI, or that an application for the type certification of that product has been made to and accepted by CAAI.

Note: An EASA TC may be issued with a delayed OSD approval. However, in this case, the TC approval would not allow the product to be commercially operated by an EU operator. In this case, the OSD data would be approved by EASA independently of the TC issuance before entry into service with an EU Operator; this may require the re-opening of the EASA Type Certification Basis Paper (e.g. CRI A-01) to record any OSD certification basis changes. The TCDS

will then be updated to record OSD references. OSD approvals require a separate application to EASA.

- 2.3 CAAI shall ensure the application to EASA is made in the correct format, submitted by the Applicant through the On-Line Applicant Portal, and that the application contains the following information:
- a) the data required in accordance with 21.A.15 of Annex I to Regulation (EU) No 748/2012 (Part 21);
 - b) a copy of CAAI's TC and TC Data Sheet (TCDS), if available, and the certification basis upon which CAAI's design approval was based;
 - c) the date of application to CAAI;
 - d) the Applicant's requested date for completion of EASA's type certification;
 - e) if application is made for more than one model at the same time, the Applicant shall indicate:
 - i. if such models are to be certified at the same predicted date; and
 - ii. which models are derivatives from the other model.
 - f) If known at the time of application, the application should also contain the following:
 - i. a description of all novel or unusual design features known to the Applicant or to CAAI;
 - ii. all known or expected exemptions or deviations, or findings of equivalent level of safety relative to CAAI's standards for design approval that might affect compliance with the applicable EASA's airworthiness and environmental protection requirements; and
 - iii. information on customers and delivery schedules (if available) in the European Union.
- 2.4 EASA shall acknowledge receipt of the application and, upon acceptance, establish its type certification basis, environmental protection requirements and OSD certification basis.
- 2.5 EASA will provide CAAI with appropriate interpretative material to enable CAAI to ensure that the Applicant declares compliance with the EASA's type certification basis, environmental protection requirements and OSD certification basis.
- 2.6 CAAI will ensure that compliance is established with EASA's type certification basis and environmental protection requirements using EASA's acceptable means of compliance and guidance material and provide EASA with a formal statement attesting that compliance has been demonstrated by the Applicant.
- 2.7 For the definition of the EASA certification basis EASA will raise Certification Review Items (CRIs):
- a) to define and record EASA's type-certification basis, environmental protection requirements and OSD certification basis (see point 1.5 above),
 - b) to develop and administer EASA Special Conditions,
 - c) to administer applicable EASA policies, e.g. means of compliance, interpretations,
 - d) to administer equivalent level of safety findings or deviations,
 - e) to deal with novel and unusual design features,
 - f) to administer applicable EASA standards, when different from CAAI's standards.

CRIs will also contain a section to allow CAAI to record its position on the topic covered.

- 2.8 For the purpose of administering the showing of compliance with EASA's certification standards 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) when appropriate, to indicate to CAAI adequate material (e.g. the interpretations to be applied, the means of compliance) to verify compliance demonstrations;
 - d) to record controversial subjects.
- 2.9 EASA will provide a summary list and a copy of all issued CRIs and CAIs, and revisions thereof, to CAAI, including copies of EASA's correspondence with the Applicant relating to CRIs and CAIs. EASA will notify CAAI (with copy to the Applicant) concerning the status of each CRI or CAI and will request formal CAAI and the Applicant's position statements.
- 2.10 EASA will identify as early as possible to CAAI and the Applicant the subjects for which it wishes to be directly involved in the demonstration of compliance findings. EASA will inform CAAI in writing of its conclusions concerning its investigation.
- 2.11 EASA will notify CAAI and the Applicant of any test witnessing in which it elects to participate. EASA and CAAI may agree on a list of tests to be witnessed by CAAI on behalf of EASA. Subject to relevant EU regulations, EASA and CAAI may also agree on a list of test programs and/ or test reports to be approved by CAAI without further review by EASA.
- 2.12 As appropriate, CAAI will keep EASA informed on the status of CAAI's certification program, including progress, schedules and significant certification issues.
- 2.13 EASA will contact CAAI to discuss or clarify any aspect of certification items raised by CAAI during its certification of the product that are of specific interest.
- 2.14 The following documents shall require a formal acceptance or approval by EASA, as appropriate:
- 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) Aircraft Flight Manual (AFM),
 - d) Airworthiness Limitation Section,
 - e) Certification Maintenance Requirements (CMR),
 - f) Any of the required elements of OSD, as per point 1.5 above, including:
 - the minimum syllabus of pilot type rating training,
 - the aircraft reference data to support the qualification of simulators,
 - the minimum syllabus of maintenance certifying staff type rating training,
 - type specific data for cabin crew,
 - the master minimum equipment list (MMEL).
- 2.15 EASA will issue a TC for an aircraft, an engine or a propeller when:
- a) The Applicant has met the applicable requirements including requirements of Commission Regulation (EU) 748/2012 and the administrative requirements related to the payment of Fees and Charges,

- b) CAAI has provided a statement attesting that compliance with EASA's certification basis and environmental protection requirements has been demonstrated and declared by the Applicant,
- c) CAAI has issued its own TC for the aircraft, engine or propeller, and
- d) EASA has completed its approval procedures for a TC.

3. MAJOR CHANGE DESIGN APPROVALS

3.1 This Section sets out procedures for the EASA approval of Major Changes to a Type Certificate or a Supplemental Type Certificate that are designed by a CAAI design approval holder.

3.2 Changes to a type certificate, or a supplemental type certificate, are classified as minor or major in accordance with 21.A.91 of Annex I to Regulation (EU) No 748/2012 (Part 21). A minor change has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, OSD or other characteristics affecting the airworthiness of the product or its environmental characteristics. Minor changes are approved under Section 6 of this Annex. Major changes are classified as "Significant" or "Non-Significant" as per Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21.A.101 and GM 21.A.101.

Note: As per 21.A.19 of Annex I to Regulation (EU) No 748/2012 (Part 21), any change in design, power, thrust, or mass which is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis is required will be applied for as a new TC application and approval in accordance with Section 2 above.

3.3 An application to EASA for a Major Change Approval shall be made in accordance with Annex I (Part 21) to Regulation (EU) 748/2012, Section A, Subpart D. That application for a Major Change Approval shall be submitted to EASA with a CAAI endorsement confirming that an application for the certification of that change has been also made to and accepted by CAAI.

3.4 CAAI shall ensure the application to EASA is made in the correct format, submitted by the Applicant through the On-Line Applicant Portal, and that the application contains the following information:

- a) a copy of CAAI's Major Change Approval (if available) and a definition of the airworthiness and environmental protection standards upon which the change to design was approved by CAAI, as well as EASA's requirements which CAAI considers as being complied with, and
- b) a Certification programme (as is defined in point 21.A.93 of Annex I (Part 21) to Commission Regulation (EU) No 748/2012) including any proposed or required changes to the type-certification basis, operational suitability data certification basis and environmental protection requirements.

3.5 EASA shall acknowledge receipt of the application and, upon acceptance, establish its type certification basis, environmental protection requirements and OSD certification basis.

3.6 EASA will contact CAAI to discuss or clarify any certification aspects which are of specific interest. Thereafter, EASA will initiate the certification process in accordance with applicable procedures.

3.7 CAAI shall ensure that the Applicant will provide EASA with:

- a) a declaration that the change and areas affected by the change comply with the applicable EASA type-certification basis and environmental protection requirements,
- b) in the case of a change affecting the OSD data, a declaration that the necessary changes to the OSD have been submitted to EASA for approval in accordance with point 1.5 of this Annex.

- c) the compliance documents in which the justification of compliance is recorded, and
- d) a declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested.

3.8 EASA will issue a Major Change Approval when:

- a) the Applicant has met the applicable requirements, including requirements under Commission Regulation (EU) 748/2012 and the administrative requirements related to the payment of Fees and Charges,
- b) CAAI has provided a statement attesting that compliance with EASA's certification basis and environmental protection requirements has been demonstrated and declared by the Applicant,
- c) CAAI has issued its own Major Change Approval, and
- d) EASA has completed its approval procedures for a Major Design Change.

4. SUPPLEMENTAL TYPE CERTIFICATES

- 4.1 This Section sets out procedures for the approval by EASA of major changes to the type certificate under supplemental type-certificate procedures. The change is classified as Major in accordance with Point 21.A.91 of Annex I to Regulation (EU) No 748/2012 (Part 21) and, in addition, classified as "Significant" or "Non-Significant" as Point 21.A.101 of Annex I to Regulation (EU) No 748/2012 (Part 21) and GM 21.A.101. Changes classified as Minor are approved under Section 6 of this Annex.
- 4.2 An application to EASA for a Supplemental Type Certificate (STC) shall be made in accordance with Annex I (Part 21) to Regulation (EU) 748/2012, Section A, Subpart E. That application for an STC approval shall be submitted to EASA with a CAAI endorsement confirming that an application for the certification of that STC has also been made to and accepted by CAAI.
- 4.3 CAAI shall ensure the application to EASA is made in the correct format, submitted by the Applicant through the On-Line Applicant Portal, and that the application contains the following information:
- a) a copy of the CAAI STC (if available) and a definition of the airworthiness and environmental protection requirements upon which the change was approved by CAAI, and
 - b) a Certification Programme (as is defined in point 21.A.93 of Annex I (Part 21) to Commission Regulation (EU) No 748/2012) including any proposed or required changes to the type-certification basis, OSD certification basis and environmental protection requirements.
- 4.4 EASA will consider the application and notify CAAI and the Applicant of its acceptance, as appropriate.
- 4.5 EASA may contact CAAI to discuss or clarify any certification aspects that are of specific interest. Thereafter, EASA will initiate the certification process in accordance with its applicable procedures.
- 4.6 CAAI shall ensure that the Applicant will provide EASA with:
- a) a declaration that the change and areas affected by the change comply with the applicable EASA type certification basis, environmental protection requirements and OSD certification basis as defined in the Certification Programme,
 - b) the compliance documents in which the justification of compliance is recorded, and
 - c) a declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested.

4.7 EASA will issue a STC when:

- a) the Applicant has met the applicable requirements, including requirements of the Commission Regulation (EU) No 748/2012 and the administrative requirements related to the payment of Fees and Charges to EASA,
- b) CAAI has provided a statement attesting that compliance with EASA's certification basis and environmental protection requirements has been demonstrated and declared by the Applicant,
- c) CAAI has issued its own STC, and
- d) EASA has completed its approval procedures for an STC.

4.8 With regards to CAAI approved major changes to CAAI STCs for which EASA has issued an STC under this IP, the procedure set out in Section 3 of this Annex will apply and EASA will issue a Major Change approval and revise the STC (if needed).

5. MAJOR REPAIR DESIGN APPROVALS

5.1 This Section sets out procedures for the approval by EASA of Major Repair Designs by both TC and non-TC holders. Minor repair designs are approved under Section 6 of this Annex. The repair design shall be classified major or minor in accordance with 21.A.91 of Annex I to Regulation (EU) No 748/2012 (Part 21).

5.2 An application to EASA for a Major Repair design shall be made in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012, Subpart M. That application shall be submitted to EASA with a CAAI endorsement confirming that an application for the certification of that repair has also been made to and accepted by CAAI.

5.3 CAAI shall ensure that the application to EASA is made in the correct format, submitted by the Applicant through the EASA On-Line Application Portal, and that the application contains the following information:

- a) the CAAI-certified Repair Design Approval, and
- b) a Certification Programme (as defined in point 21.A.432(c)(b) of Annex I to Regulation (EU) No 748/2012 (Part 21)) including any proposed changes to the certification basis.

5.4 EASA will consider the application and notify CAAI and the Applicant of its acceptance, as appropriate.

5.5 EASA may contact CAAI to discuss or clarify certification aspects which are of specific interest. Thereafter, EASA will initiate the certification process in accordance with applicable EASA procedures.

5.6 CAAI shall ensure that the Applicant will provide EASA with:

- a) a declaration of compliance with the applicable certification basis;
- b) the compliance documents in which the justification of compliance is recorded, and
- c) a declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested;
- d) Where under 21.A.433(b) of Annex I to Regulation (EU) No 748/2012 (Part 21), an arrangement with the TC or STC or APU ETSO authorisation holder, as applicable, is in place:

- i. a statement that the holder has advised that it has no technical objection to the information submitted; and
- ii. a statement that the holder has agreed to collaborate with the repair design approval holder to ensure discharge of all obligations for continued airworthiness of the changed product through compliance with 21.A.451 of Annex I to Regulation (EU) No 748/2012 (Part 21).

5.7 EASA will issue a Major Repair Design Approval when:

- a) the applicable requirements under Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and this Section have been met by the Applicant, including the administrative requirements (payment of Fees and Charges);
- b) CAAI has provided a statement attesting that compliance with EASA certification basis has been demonstrated by the applicant; and
- c) EASA has completed its approval procedures for a Major Repair Design Approval.

6. MINOR CHANGE/MINOR REPAIR DESIGN APPROVALS

6.1 Minor design changes or minor repair designs approved in accordance with the relevant provisions of the legislation of the State of Israel will be submitted to EASA for its review and approval. In the interest of efficiency and consistent with the principles of paragraph 1.4 of this IP, EASA may determine a frequency of applications in consultation with CAAI and the Applicant taking into consideration fleet operation.

6.2 CAAI shall ensure that the application is made through the EASA online application portal and that the minor classification is consistent with Point 21.A.91 of Annex I to Regulation (EU) No 748/2012 (Part 21). EASA will process minor design changes or minor repair designs referred to in paragraph 6.1 in accordance with Commission Regulation (EU) No 748/2012 and EASA's internal procedure.

6.3 EASA will issue an approval for a minor change/minor repair design when the applicable requirements under Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and this Section have been met by the Applicant, including the administrative requirements (payment of Fees and Charges), and EASA has completed its approval procedures for a Minor Change/Repair Design Approval.

7. PARTS AND APPLIANCE APPROVALS

7.1 This Section sets out procedures for the approval by EASA of parts and appliances that are covered by an approval issued under the legislation of the State of Israel.

Note: Appliances which equip aircraft, engine or propeller can be also approved in the frame of TC or STC certification (Sections 2, 3 or 4 as appropriate) without separate certification appliance approval process and without appliance approval issuance (here in Section 7).

7.2 An application to EASA for an European Technical Standard Order Authorisation (ETSOA) shall be made in accordance with Annex I (Part 21) to No 748/2012, Section A, Subpart O. That application for an ETSOA shall be submitted to EASA with a CAAI endorsement confirming that an application for the certification of the parts and appliances concerned has been also made to and accepted by CAAI.

7.3 CAAI shall ensure the application to EASA is made in the correct format, submitted by the Applicant through the On-Line Applicant Portal, and that the application contains the following information:

- a) CAAI Approval (if available) for the parts and appliances issued in accordance with ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977,

- b) Evidence regarding production capability through:
 - i. EASA Production Organisation Approval (POA) granted under Commission Regulation (EU) 748/2012 or a copy of application for EASA POA, or
 - ii. a copy of the Applicant's request to CAAI and EASA to be included on the list of accepted production from the State of Israel (as per Section 9 below) for the relevant ETSOA.
- c) The technical data required to show compliance to the applicable EASA CS-ETSO, including a certification programme for the ETSO authorisation as defined in Annex I (Part 21) to Regulation (EU) No 748/2012 point 21.A.605 and a Declaration of Design Performance (DDP) stating that the Applicant has demonstrated that the article complies with the applicable ETSO in accordance with the certification programme as defined in Annex I (Part 21) to Regulation (EU) No 748/2012 point 21.A.608,
- d) the Applicant's demonstration and declaration of compliance to EASA CS-ETSO,
- e) CAAI statement that the parts and appliances meet the applicable EASA CS-ETSO and that any difficulty or event encountered during the approval process that may significantly impact the ETSO authorisation shall be reported to EASA. The applicable certification basis is (are) the relevant EASA CS-ETSO standard(s) for the article, effective at the date of application to EASA for that article and which cover(s) all the functions of the article. The applicable ETSO is the one valid at time of application. In case of aeronautical product compliant with previous revisions of the applicable ETSO, demonstration of compliance with new/different requirements must be provided.

7.4 EASA will consider the application and notify CAAI and the Applicant of its acceptance, as appropriate, confirming the applicable certification basis. If EASA disagrees on the applicable certification basis proposed by the Applicant, EASA and CAAI will coordinate to establish a commonly agreed certification basis as described in paragraph 7.3(e) above.

7.5 EASA will issue an ETSOA when:

- a) the Applicant has met the applicable requirements including requirements of Commission Regulation (EU) No 748/2012 and administrative requirements (payment of Fees and Charges),
- b) CAAI has provided a statement attesting that compliance of the article with the technical conditions of EASA's applicable certification basis has been demonstrated and declared by the Applicant,
- c) CAAI has issued its own approval for the parts and appliances concerned, and
- d) EASA has completed its approval procedures for an ETSOA.

Note: An EASA ETSOA does not infer an EASA installation approval. The rules governing the rights and obligations of ETSOA holders are those stipulated in subpart O of Annex I (Part 21) to Commission Regulation (EU) No 748/2012.

7.6 Without prejudice to Annex I (Part 21) to Regulation (EU) No 748/2012, point 21.A.604 for Auxiliary Power Units, a major design change to parts and appliances covered by an ETSOA as well as any change introduced by someone else than the ETSOA holder requires a separate ETSOA and needs to follow the application process as described in this Section.

7.7 Minor changes introduced by the ETSOA holder which are anticipated by the initial ETSOA through the use of open brackets in the Part Number as agreed by EASA, and which have been accepted by CAAI, will be notified on a regular basis to EASA.

- 7.8 Minor changes introduced by the ETSOA holder which are not anticipated by the initial ETSOA through the use of open brackets in the Part Number will be notified to EASA through an application for (not anticipated) minor change in line with this Section.
- 7.9 Deviations to CS-ETSO are processed in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012 Subpart O.
- 7.10 Non-ETSO functions are accepted by EASA when the following conditions are met:
- the non-ETSO functions included in the parts and appliances do not interfere with their functionality and/or ability to comply with the ETSO standard,
 - the data provided with the parts and appliances relative to non-ETSO functions is valid data as processed by the EASA's system in accordance with the applicable EASA policy, and
 - the non-ETSO functions must be covered under the CAAI oversight.

Note: The acceptance of these additional functions does not constitute installation approval.

8 CONTINUED AIRWORTHINESS OF THE DESIGN

- 8.1 EASA and CAAI will cooperate in analysing the airworthiness data arising from accidents and incidents or investigations involving a product, part or appliance approved under this IP.
- 8.2 EASA and CAAI shall establish structured processes, including specific focal points and scheduled reviews, for regular feedback and communication on continued airworthiness issues on products, parts or appliances certified by both Sides. The extent of these processes shall be commensurate with the continued airworthiness activities associated with those products, parts or appliances.
- 8.3 CAAI will promptly inform EASA of all mandatory continued airworthiness information in relation to any design approval issued in accordance with the processes agreed to under this IP, which is necessary to ensure the continuing airworthiness of the affected products or parts and appliances in service.
- 8.4 Where appropriate, EASA shall consult CAAI on the Airworthiness Directives and any other mandatory continued airworthiness information issued by CAAI and will normally adopt CAAI's mandatory continued airworthiness information. CAAI shall, upon EASA's request, assist EASA in determining any actions considered necessary by EASA for the continued safety of civil aeronautical products operating under its jurisdiction. EASA decides the final action to be taken with respect to these civil aeronautical products.
- 8.5 The cooperation between the Sides under this Article will be without prejudice to the reporting obligations of Design Approval Holders under Regulation (EU) No 748/2012.

9 COOPERATION ON PRODUCTION MATTERS

As the result of EASA's determination that the production organisation oversight system of the State of Israel meets the requirements of Article 9.2 of Regulation (EU) No 748/2012, the acceptance of production from the State of Israel will be determined in the form of a Decision of the Executive Director of the Agency which shall:

- define the manufacturers and products, parts appliances and/or non-installed equipment that can be accepted in the EU under Article 9(2) of Regulation (EU) No 748/2012,

- b) define the CAAI release documents which are deemed acceptable in the EU's regulatory system for the accepted Israeli products, and
- c) where applicable, set out other conditions for the acceptance of those products.

That decision shall be published in the Official Publication of the Agency.

Annex III

IMPLEMENTING PROCEDURE FOR AIRWORTHINESS CERTIFICATION APPROVALS ISSUED UNDER THE LEGISLATION OF THE EUROPEAN UNION

1. GENERAL PROVISIONS

- 1.1 This Implementing Procedure (IP) establishes interface requirements agreed between the Sides for the issuance of design approvals and for the continued airworthiness of products, and related parts and appliances, for which the European Union Aviation Safety Agency (EASA) carries out, on behalf of the Member States of the European Union and the States participating in the work of EASA under Article 129 of the Basic Regulation², the functions and tasks of the State of Design.
- 1.2 The purpose of this IP is to give credit, where appropriate, to airworthiness certification activities of EASA to support the issuance by CAAI of its own design approvals. This IP will not be applied for the approval by CAAI of any designs that are already covered by certificates issued by EASA pursuant to bilateral aviation safety agreements concluded between the European Union and any third country.
- 1.3 The Sides agree that, for the purpose of the issuance of design approvals and certificates under this IP, CAAI accepts Design Organisation Approval (DOA) or the certificate of compliance with alternative procedures to DOA (ADOA), as applicable, issued by EASA.
- 1.4 The Sides further agree that, when applying this IP for design approval purposes, CAAI may adjust the level of its technical involvement in conducting the technical review and compliance determination activities leading to the approval of a design. This is usually predicated on the sensitivity placed by CAAI on the demonstration of compliance with its requirements.

2. TYPE CERTIFICATES

- 2.1 This Section sets out procedures for the type certification by CAAI of a product (an aircraft, an engine or a propeller) for which EASA carries out the functions and tasks of the State of Design.
- 2.2 An application to CAAI for a TC shall be made in accordance with Regulation 2 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977. That application for a TC shall be submitted to CAAI with an EASA endorsement confirming that the product has been issued a TC by EASA, or that an application for the certification of that product has been made to and accepted by EASA.
- 2.3 EASA shall ensure the application to CAAI is made in the correct format submitted by the Applicant and that it contains the following information:
 - a) the data required in accordance with Regulation 3 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977,
 - b) a copy of EASA's TC and TC Data Sheet (TCDS), if available, that identifies the certification basis upon which EASA's design approval was based. In the absence of a TCDS, EASA should submit the document that defines the certification basis,
 - c) EASA's approval of the Applicant as DOA (or ADOA) and their scope of approval,
 - d) completed CAAI application form (available at www.gov.it/en/service/application-for-aircraft-type-certificate),

² At the time of signature of this working arrangement, the States participating in the work of EASA under Article 129 of the Basic Regulation are Switzerland, Norway, Iceland and Lichtenstein.

- e) the date of application for a TC to EASA,
 - f) the Applicant's requested date for completion of CAAI's type certification,
 - g) the Applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness and environmental protection requirements of CAAI,
 - h) any other technical data requested by CAAI in order to proceed with the application, and
 - i) if application is made for more than one model at the same time, the Applicant shall indicate:
 - i. if such models are to be certified at the same predicted date; and
 - ii. which models are derivatives from the other model.
 - j) If known at the time of application, the application should also contain the following:
 - i. a description of all novel or unusual design features known to the Applicant or to EASA,
 - ii. all known or expected exemptions or deviations, or findings of equivalent level of safety relative to EASA's standards for design approval that might affect compliance with the applicable CAAI's airworthiness and environmental protection requirements, and
 - iii. information on customers and delivery schedules (if available) in the State of Israel.
- 2.4 CAAI shall acknowledge receipt of the application and, upon acceptance, notify EASA of the subsequent procedures for the approval and its certification basis. CAAI shall establish its type certification basis and environmental protections requirements using its applicable requirements in accordance with Regulation 5 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977.
- 2.5 CAAI will provide EASA with appropriate interpretative material to enable EASA to determine compliance with CAAI's type certification basis and environmental protection requirements and to declare this compliance to CAAI.
- 2.6. EASA will ensure that compliance is established with CAAI's type certification basis and environmental protection requirements using CAAI's acceptable means of compliance and guidance material and provide CAAI with a formal statement attesting that compliance has been demonstrated by the Applicant.
- 2.7 For certification subjects of particular interest CAAI will raise Issue Papers(IP), *inter alia*:
- a) to define and record CAAI's type-certification basis and environmental protection requirements,
 - b) to develop and administer CAAI Special Conditions,
 - c) to administer applicable CAAI policies, e.g. means of compliance, interpretations,
 - d) to administer equivalent level of safety findings or deviations,
 - e) to deal with novel and unusual design features,
- IPs will also contain a section to allow EASA to record its position on the topic covered.
- 2.8 CAAI will provide a summary list and a copy of all issued Issue Papers, and revisions thereof, to EASA, including copies of CAAI's correspondence with the Applicant relating to Issue Papers. CAAI will notify EASA (with copy to the Applicant) concerning the status of each Issue Paper and will request formal EASA and the Applicant's position statements.
- 2.9 CAAI will identify as early as possible to EASA and the Applicant the subjects for which it wishes to be directly involved in the demonstration of compliance findings. CAAI will inform EASA in writing of its conclusions concerning its investigation.

- 2.10 CAAI will notify EASA and the Applicant of any test witnessing in which it elects to participate. CAAI and EASA may agree on a list of tests to be witnessed by EASA on behalf of CAAI. Subject to relevant Israeli regulations, CAAI and EASA may also agree on a list of test programs and/or test reports to be approved by EASA without further review by CAAI.
- 2.11 As appropriate, EASA will keep CAAI informed on the status of EASA's certification program, including progress, schedules and significant certification issues.
- 2.12 CAAI will contact EASA to discuss or clarify any aspect of certification items raised by EASA during its certification of the product that are of specific interest.
- 2.13 The following documents shall require a formal acceptance or approval by CAAI, as appropriate:
- Test Programs for which the test witnessing has been retained by CAAI,
 - Compliance documents on subjects which have been retained by CAAI,
 - Aircraft Flight Manual (AFM),
 - Airworthiness Limitation Section,
 - Certification Maintenance Requirements (CMR), and
 - The master minimum equipment list (MMEL).
- 2.14 CAAI will issue a TC for an aircraft, an engine or a propeller when:
- the Applicant has met the applicable requirements under Regulation 5 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977 and this Section,
 - the Applicant has met the administrative requirements related to the payment of fees,
 - EASA has provided a statement attesting that compliance with CAAI's certification basis and environmental protection requirements has been demonstrated by the Applicant,
 - EASA has issued its own TC for the aircraft, engine or propeller, and
 - CAAI has completed its approval procedures for a TC.

3. MAJOR CHANGES TO TYPE CERTIFICATES

- 3.1 This Section sets out procedures for the approval by CAAI of Major Changes to a Type Certificate that are designed by an EASA TC holder.
- 3.2 The Major Change shall be classified as "Significant" or "Non-Significant" as per Regulation 38 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977. The Applicant's declared classification of the change as "Major – Significant" shall be submitted through EASA to CAAI. CAAI will consider the declared classification based on Regulation 38 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977.
- 3.3 An application to CAAI for a Major Change Approval classified as "Significant" (as per paragraph 3.2 above) shall be made in accordance with Regulation 36 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977. The application for a Major Change Approval shall be submitted to CAAI with an EASA endorsement confirming that an application for the certification of that change has been also made to and accepted by EASA.
- 3.4 EASA shall ensure the application to CAAI is made in the correct format submitted by the Applicant and contains the following information:

- a) a copy of EASA's Major Change approval (if available) and a definition of the airworthiness and environmental protection requirements upon which the change to design was approved by EASA, as well as CAAI's requirements which EASA considers as being complied with, and
 - b) EASA's approval of the Applicant as Design Organisation Approval (DOA or ADOA, as applicable) and the scope of approval.
- 3.5 CAAI will consider the application and notify EASA and the Applicant of the conditions and procedure for approval.
- 3.6 CAAI will contact EASA to discuss or clarify any certification aspects which are of specific interest. Thereafter, CAAI will initiate the certification process in accordance with applicable procedures.
- 3.7 EASA shall ensure that the Applicant will provide CAAI with:
- a) a declaration that the change and areas affected by the change comply with the applicable CAAI type-certification basis and environmental protection requirements,
 - b) the compliance documents in which the justification of compliance is recorded, and
 - c) a declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested.
- 3.8 CAAI will issue a Major Change Approval when:
- a) the Applicant has met the applicable requirements, including requirements under Regulation 36 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977 and the administrative requirements related to the payment of Fees,
 - b) EASA has provided a statement attesting that compliance with CAAI's certification basis has been demonstrated by the Applicant,
 - c) EASA (or the DOA holder, as applicable) has issued its own Major Change Approval, and
 - d) CAAI has completed its approval procedures for a Major Design Change.
- 3.9 The design changes classified by the Applicant as "Major – Non-Significant" will be accepted by CAAI without further showing of compliance when a statement of compliance is made by the Applicant to the CAAI certification basis.

4. SUPPLEMENTAL TYPE CERTIFICATES

- 4.1 This Section sets out procedures for the approval by CAAI of Supplemental Type Certificates which are designed by persons other than EASA TC holders.
- 4.2 The Applicant's declared classification of the design change as "Significant" shall be submitted through EASA to CAAI. CAAI will consider the declared classification on the basis of Regulation 38 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977 and proceed with CAAI's STC issuance under this Section (in case of a major change) or advise the Applicant that Section 6 of this IP (minor change approval) applies.
- 4.3 An application to CAAI for an STC shall be made in accordance with the provisions of Regulation 39 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977. That application for an STC approval shall be submitted to CAAI with an EASA endorsement confirming that an application for the certification of that change has been also made to and accepted by EASA.

- 4.4 EASA shall ensure the application to CAAI is made in the correct format submitted by the Applicant and that it contains the following information:
- the EASA STC (if available) and a definition of the airworthiness and environmental protection requirements upon which the change was approved by EASA,
 - a completed CAAI application form (available at www.gov.il/en/service/application-for-aircraft-type-certificate), and
 - EASA's approval of the Applicant as a Design Organisation (DOA or ADOA, as applicable) and the scope of approval.
- 4.5 CAAI will consider the application and notify EASA and the Applicant of its acceptance, as appropriate.
- 4.6 CAAI may contact EASA to discuss or clarify any certification aspects that are of specific interest. Thereafter, CAAI will initiate the certification process in accordance with applicable procedures.
- 4.7 EASA shall ensure that the Applicant will provide CAAI with:
- A declaration that the change and areas affected by the change comply with the applicable CAAI type certification basis and environmental protection requirements as defined in the Certification Programme,
 - The compliance documents in which the justification of compliance is recorded, and
 - A declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested.
- 4.8 CAAI will issue an STC when:
- The Applicant has met the applicable requirements, including requirements of Regulation 40 of the ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977 and the administrative requirements related to the payment of fees,
 - EASA has provided a statement attesting that compliance with CAAI's certification basis and environmental protection requirements has been demonstrated by the Applicant,
 - EASA has issued its own STC, and
 - CAAI has completed its approval procedures for an STC.
- 4.9 An application to CAAI for a STC approval classified as "Non-Significant" will be reviewed by CAAI as per CAAI procedure ENG1.4.048 (Foreign STC Acceptance), and EASA STC may be accepted without further showing of compliance. Upon application, CAAI will inform the Applicant and EASA if the EASA STC is accepted or if the process established in this Section 4 (for "Significant" STCs) is to be followed.
- 4.10 With regards to EASA approved major changes to EASA STCs for which CAAI has issued an STC under this IP, the procedure set out in Section 3 will apply and CAAI will issue a Major Change Approval and revise the STC (if needed). Minor changes to STC shall be processed in accordance with Section 6 of this Annex.

5. REPAIR DESIGN APPROVALS

The Sides agree that a repair design approval issued by EASA, EASA TC holder, EASA STC holder or EASA DOA holder will be accepted by CAAI as being equivalent to having granted and issued its own repair design approval. In this case, an application and a validation will not be required and CAAI will be notified of such major repair approvals.

6. MINOR CHANGE APPROVALS FOR TC AND STC

- 6.1 The design changes classified by the Applicant as “Minor”, in accordance with Part 21, point 21.A.91, and approved by EASA, EASA TC holder or EASA STC holder will be automatically accepted by CAAI as being equivalent to having granted and issued its own minor change approval. In this case, an application and a validation will not be required.
- 6.2 For minor changes to a type design by a person other than EASA TC or EASA STC Holder, CAAI will accept the approval issued under EU legislation as a valid approval, without further showing of compliance, if the minor change complies with the certification basis of CAAI. CAAI reserves the right to request detailed information on the approved design changes and take the necessary measures in case of divergence with the CAAI certification basis.

7. PARTS AND APPLIANCE APPROVALS

When EASA grants its ETSOA, CAAI shall accept that approval as equivalent to having granted and issued its own approval. In this case, an application and a validation will not be required.

8. CONTINUED AIRWORTHINESS OF THE DESIGN

- 8.1 CAAI and EASA will co-operate in analysing the airworthiness data arising from accidents and incidents or investigations involving a product, part or appliance approved under this IP.
- 8.2 CAAI and EASA shall establish structured processes, including specific focal points and scheduled reviews, for regular feedback and communication of continued airworthiness issues on products, parts or appliances certified by both Sides. The extent of these processes shall be commensurate with the continued airworthiness activities associated with those products, parts or appliances.
- 8.3 EASA will promptly inform CAAI of all mandatory continued airworthiness information in relation to any design approval or ETSOA issued in accordance with the processes agreed to under this IP, which it considers necessary to ensure the continuing airworthiness of the affected products or articles in service.
- 8.4 Where appropriate, CAAI shall consult EASA on the Airworthiness Directives, issued by EASA and will normally adopt EASA's issued Airworthiness Directives. CAAI decides the final action to be taken with respect to these civil aeronautical products.
- 8.5 The cooperation between the Sides under this Article will be without prejudice to the reporting obligations of Design Approval Holders under Regulation (EU) No 748/2012.

9. COOPERATION ON PRODUCTION MATTERS

- 9.1 Each new aircraft will be delivered to the State of Israel with an Export Certificate of Airworthiness, which will be based on EASA Form 52 issued by a Production Organisation Approval (POA) holder in accordance with Commission Regulation (EU) No 748/2012. The Export Certificate of airworthiness will state that the aircraft conforms to the type design approved by CAAI and that the aircraft is in a condition for safe operation. CAAI will accept such Export Certificate of Airworthiness for its intended purpose.
- 9.2 Each new engine and/or propeller, as well as each new part and appliance, will be delivered to the State of Israel with an individual ‘EASA Form 1’, issued by a POA holder in accordance with Commission Regulation (EU) No 748/2012. CAAI will accept EASA Form 1 for its intended purpose.

- 9.3 CAAI will accept a Flight Manual in the English language, which will be provided with each new aircraft to be delivered to the State of Israel. In the case of engines and/or propellers, an Installation Drawing and Manual, an Operating Instruction Manual as well as a Maintenance and Overhaul Manual in the English language will be accepted by CAAI for each new engine and/or propeller to be delivered to the State of Israel.
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