



EASA

European Aviation Safety Agency

EU-US Bilateral Agreement

Recent and future Developments

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Background

- EU-US Bilateral Agreement in place since May 2011
- Scope:
 - 1) airworthiness approvals and monitoring of civil aeronautical products;
 - 2) environmental testing and approvals of civil aeronautical products; and
 - 3) approvals and monitoring of maintenance facilities
- Implementation via technical procedures (TIP & MAG)
- Current TIP version: Revision 5
- <http://www.easa.europa.eu/document-library/bilateral-agreements/eu-usa>



Background

- Bilateral enables the reciprocal acceptance of findings of compliance and approvals
- Each Technical Agent shall use a validation process to approve
 - (a) the design of aircraft, aircraft engines, propellers and appliances;
 - (b) supplemental type certificates;
 - (c) certain major changes to type design, as defined in the technical implementation procedures, and
 - (d) acoustical and emission changes



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No automatic acceptance of STCs



The “Basic STC” Concept

- “Basic STC” means a Supplemental Type Certificate whose validation does not require Validating Authority (VA) technical involvement
- “Non-Basic STC” means a Supplemental Type Certificate whose validation may require VA technical involvement
- Classification criteria for Basic/Non-Basic STCs are specified in Appendix C, Section II, Paragraph 6, of the Technical Implementation Procedures



TIP Revision 5

- Objective: Expedite issuance of Basic STC
 - Elimination VA check of CA Basic/Non-Basic classification

“ . . . the VA will accept the CA’s classification as Basic without further technical review and issue its STC following receipt of a CA statement of compliance to the VA certification basis, and following issuance of the CA’s STC.”



What is next?

- Bilateral partners agreed to further optimise implementation of the BASA by enhancing acceptance of certificating authority (CA) approvals and findings of compliance
- EASA-FAA Validation Improvement Roadmap (VIR)
 - Further reduction of validation efforts
 - Objective: By 2022, reduce validation effort to a level of 20% compared to first TIP implementation in 2011



VIR Strategic Focus Areas

➤ **Reciprocal Acceptance of Certificates and Approvals**

- An approval by the CA constitutes a valid approval in the VA's system without any technical involvement or approval by the VA

➤ **Streamlined Validation of Certificates and Approvals**

- An approval by the CA leads to an approval by the VA without any technical involvement

➤ **Validation Work-Plan**

- Level of involvement by the VA is established based on risk based principles rather than a comprehensive review of compliance findings made by the CA
- A work-plan is used for each project requiring active management oversight to ensure common principles and procedures are applied to maximize reliance on the CA's findings



Impact on STCs

- **Reciprocal acceptance of STCs**
 - Change to Annex I would be sufficient for EASA
 - FAA may need legislation to overcome legal obstacles

- **Streamlined validation of STCs**
 - Enhance „Basic STC“ concept
 - Modify classification criteria (not limited to STC)

- **Validation Work-Plan concept applicable for STCs**
 - TIP revision 6



Supporting VIR Elements

➤ Post-Approval Audit/Sampling Process

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

➤ Harmonisation of airworthiness requirements

- Objective: One single Certification Basis for CA and VA

➤ Common Training

- Objective: All teams have same understanding



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