

# **Working Arrangement**

**between**

**The Civil Aviation Bureau, Ministry of Land, Infrastructure,  
Transport and Tourism Japan (JCAB)**

**and**

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

The European Aviation Safety Agency (EASA), and the Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism Japan (JCAB), hereinafter referred to as the Authorities;

Desiring to promote a high level of civil aviation safety;

Recognising the emerging trend towards multinational design, production and interchange of civil aeronautical products;

Considering the possible reduction of the economic burden imposed on the aviation industry by redundant technical inspections, evaluations and testing;

Being entitled by their respective constituting acts to implement working arrangements in the field of civil aviation safety within the scope of their respective competence;

Noting that cooperation between Japan and the European Union in the field of civil aviation safety extends beyond airworthiness certification, and that the further development of the appropriate cooperation could be best achieved by the conclusion, as appropriate, in the future of an agreement between Japan and the European Union;

Have confirmed the following Working Arrangement:

## **1. PURPOSE AND SCOPE**

This Working Arrangement:

1.1 Defines the working relationship between EASA and JCAB to facilitate and accomplish the JCAB validation of certificates issued by EASA on products<sup>1</sup> and parts and appliances related to these products listed in Annex I (Appendix C), for which EASA carries out on behalf of its Member States<sup>2</sup> the functions and tasks of the State of Design.

1.2 Defines the working relationship between EASA and JCAB in the airworthiness field to reduce the economic burden imposed on aviation industries and operators by avoiding redundant technical evaluations, tests and inspections by developing and employing procedures for granting practicable credit, where appropriate, to technical evaluations, tests results, conformity statements, design approvals and airworthiness

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<sup>1</sup> For the purposes of this Working Arrangement, products means, aircraft, engine, propeller.

<sup>2</sup> For the purposes of this Working Arrangement, 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 2010, Iceland, Liechtenstein, Norway and Switzerland.

certification to civil aeronautical products listed in Annex II (Appendix A), and parts and appliances related to these product, for which JCAB carries out on behalf of Japan the functions and tasks of the State of Design.

## **2. IMPLEMENTATION**

2.1 This Working Arrangement will be implemented in accordance with implementation procedures mutually confirmed. Such procedures will be consistent with the principles specified in the present Working Arrangement. These implementation procedures will be included in the schedule of implementation procedures as attachments to this Working Arrangement (Annexes). These implementation procedures will be regularly updated by a mutual consent of the EASA and JCAB.

2.2 The Authorities will support the direct costs associated to the implementation of this Working Arrangement and may be reimbursed by a third party as per its own policies and procedures.

## **3. COMMUNICATION**

3.1 The JCAB Airworthiness Division, Engineer Department and the EASA Certification Directorate, being the certification authority, will be responsible for the implementation of this Working Arrangement.

3.2 A focal point will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication will take place between these focal points (see Annexes). The list of focal points will be modified as confirmed by the authorities, by exchange of letters.

3.3 All communications between the Authorities related to the activities of this Working Arrangement will be conducted in English language.

## **4. COORDINATION MEETINGS**

The Authorities will meet as necessary to ensure consistent application of this Working Arrangement and its implementation procedures. The frequency of these meetings will be mutually determined by the Authorities, and will depend on the number and significance of the issues to be discussed.

The purposes of these meeting are to:

- Solve any disagreement regarding the interpretation or application of this Working Arrangement and its implementation procedures;
- Resolve technical issues that cannot be solved at lower level, and;

- Propose modification to the Working Arrangement and its implementation procedures, if necessary.

## 5. NOTIFICATION OF APPLICABLE REQUIREMENTS

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

## 6. REPEAL, COMMENCEMENT, MODIFICATION AND TERMINATION

6.1 The Working Arrangement between the Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism, Japan and the European Aviation Safety Agency, signed by JCAB on 6 July 2006 and by EASA on 11 July 2006, will be repealed as from the date of signature of the present Working Arrangement.


6.2 The present Working Arrangement will apply as from the date of its signature.

6.3 This Working Arrangement may be modified in writing by mutual consent of the Authorities.

6.4 This Working Arrangement will continue to apply until terminated by either Authority by written notice. Such termination will be effected upon the sixty calendar day's period following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual consent before the expiry of the aforesaid period. Such termination will not affect the validity of any certificate and other approval granted by the Authorities under the terms of this Working Arrangement, including its Annexes.

Signed in duplicate in English language.


For EASA



Mr Patrick Goudou  
Executive Director

Date: 24/11/2011

For JCAB



Mr. Shigeru Takano  
Director, Airworthiness Division

Date: 27 Dec. 2010

## **ANNEX I**

### **(Issue 1)**

#### **Implementation procedures to facilitate and accomplish JCAB validation of certificates issued by EASA on products for which EASA carries out on behalf of its Member States the functions and tasks of the State of Design**

Information Note: Regulation (EC) No 216/2008 of the European Parliament and the Council<sup>3</sup> and its implementing rules establish the sharing of roles between EASA and National Aviation Authorities. In the EASA certification system, type design of products is approved by EASA, whereas airworthiness of each product is approved by national aviation authorities. According to the Management Board decision MB decision 04-2009 on “guidelines for the allocation of certification tasks to NAAs and QEs”, tasks performed by EASA can be allocated to the National Aviation Authorities. Finally, in order to ensure the quality of allocation of tasks, EASA performs accreditation audits to national aviation authorities.

### **1. SCOPE OF THE IMPLEMENTATION PROCEDURE**

This Implementation Procedure applies to products<sup>4</sup>, and parts and appliances related to these products, that are specified by the Authorities and listed in Appendix C.

This Implementation Procedure covers in particular:

- a) Acceptance by JCAB of the EASA type certificate and supplemental type certificate including changes in type design and supplemental type design, and environmental approval for products to be certified in Japan for which EASA is the authority in charge of the type certificate;
- b) Acceptance by JCAB of the airworthiness and environmental certification, approval or acceptance of products to be certified in Japan and appliances and parts related to these products made by or on behalf of EASA, including those designed or manufactured partially or wholly in third countries;
- c) Co-operation and assistance on continued airworthiness for the products certified in Japan;
- d) Co-operation, assistance, and exchange of information regarding safety and environmental standards and certification systems concerning the products certified in Japan.

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<sup>3</sup> 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.

<sup>4</sup> JCAB only issues type certificates for aircrafts and issues type approvals for engines and propellers.

## **2. REVISION TO APPENDIX C**

If Appendix C needs to be revised to add a new product, documents describing how certification tasks are executed, in particular whether they are outsourced to a national aviation authority, including in such case a summary of the reports of the latest accreditation audits of this national authority, will be provided to JCAB beforehand<sup>5</sup>.

If necessary, JCAB may request additional documents on this issue. JCAB is entitled to determine whether the new product is added to Appendix C or not, taking into account the above documents. If JCAB determines to add the new product to Appendix C, Appendix C will be modified to add the new product after the application of the Japanese Type Certification for the new product is submitted to JCAB. After the modifications to Appendix C are made, JCAB will issue a Japanese Type Certification of the new product.

## **3. COMMUNICATION**

Focal Points will be nominated by each Authority to facilitate the implementation of this Implementation Procedure. All routine communication related to the activities of the Implementation Procedure will formally take place between the Focal Points (See Appendix D).

All communications between the Focal Points related to the activities of this Implementation Procedure will be conducted in English language.

## **4. ACCEPTANCE OF EASA TYPE CERTIFICATE AND SUPPLEMENTAL TYPE CERTIFICATE OF PRODUCTS**

An application for the JCAB type certificate/type approval will be made through EASA in accordance with the following Article of Ordinance for Enforcement of the Civil Aeronautics Act (Ordinance No.56 of 1952) (JCAB Ordinance) and the JCAB procedures. Applications may be submitted for products with EASA type certificate, or with application for type certification accepted by EASA.

- Type certificate – JCAB Ordinance Article 17
- Supplemental type certificate – JCAB Ordinance Article 23
- Change to type certificate – JCAB Ordinance Article 20
- Change to supplemental type certificate – JCAB Ordinance Article 23-4
- Type approval – JCAB Ordinance Article 14-2
- Change to type approval – JCAB Ordinance Article 14-2

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<sup>5</sup> The requests will be processed in accordance with the applicable laws and regulations, in particular, Regulation (EC) 1049/2001 of the European Parliament and the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.

JCAB will accept, subject to the terms of this implementation procedure, the EASA type certificate, or supplemental type certificate, or a change in type certificate, or a change in supplemental type certificate, of products to be certified in Japan. Acceptance of the EASA type certificate, or supplemental type certificate, or a change in type certificate, or a change in supplemental type certificate, by JCAB under this implementation procedure will normally be accomplished as follows:

- a) JCAB will prescribe its own certification basis of the considered product or a change in type certificate/supplemental type certificate/type approval thereto concerning airworthiness and environmental, in terms of EASA certification basis and the additional technical conditions identified by JCAB, if any. To this end, JCAB will become familiar with the product and with the relevant legal framework applied by EASA. The additional technical conditions consist of JCAB special conditions, and additional special requirements, which are defined after comparison between EASA and JCAB airworthiness and environmental standards. When it is deemed necessary, JCAB will establish the additional technical conditions in consultation with EASA, after familiarisation with the design of the product and EASA certification programme.

In addition to the airworthiness and environmental standards, JCAB may identify equipment requirements that affect the design of products.

JCAB will prepare Issue Papers which identify the certification basis and other items such as unique import requirements including the Project Validation Items, equipment requirements, acceptable means of compliance, special conditions, and additional special requirements.

The Certification Review Items issued by EASA will be given to JCAB.

- b) JCAB will validate that the EASA type certificate/supplemental type certificate of the product complies with the JCAB certification basis established in accordance with the subparagraph 4 (a) on the basis of the approval conducted by EASA. The required materials for application for Japanese type certification/type approval are prescribed in the Appendix A, and if necessary, JCAB may request additional substantiating data for acceptance of EASA type certificate/supplemental type certificate. In addition, JCAB will conduct ground and flight tests of the aircraft for Type certification process.
- c) After type certificate/type approval by JCAB, the type certificate/type approval holder will take the post type certification activities.  
For the purpose of this procedure Design Changes are classified as Major or Minor. The classification of the Design Change proposed by type certificate/type

approval holders will be reviewed and agreed by EASA and submitted to JCAB for endorsement.

Major Design Changes are all other changes not classified as Minor Design Changes.

Minor Design Changes are changes which does not have an appreciable effect on the weight, structural strength, power unit functionality, flight performance and other airworthiness factors of the aircraft (refer to JCAB Ordinance Article 6) or changes that do not affect JCAB Ordinance Article 22-2 Paragraph 1 items (i) and (ii) (i.e. noise and emission standards).

Furthermore, Major Design Changes are classified into the Level-1 major changes described below and the Level-2 major changes (major changes other than the Level-1 major changes).

The type-certificate/type approval holder will notify JCAB in writing, with EASA endorsement, of all Design Changes classified as Major by EASA and JCAB specified design changes described below.

EASA will verify and state to JCAB that compliance has been demonstrated with JCAB certification basis.

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

JCAB will basically accept approval granted either by EASA or by an EASA Approved Design Organisation. However, JCAB will approve the changes after verification of compliance with the JCAB certification basis and may request EASA to provide additional materials for evaluations and tests, where the design changes are classified as the Level-1 major changes and the JCAB specified design changes as follows:

1) Level-1 major changes

- Significant design change in accordance with the JCAB Circular 1-302 item 4 step 4 and EASA Annex Part 21 paragraph 21A.101(b), or
- Design changes that affect the Approved Airworthiness Limitation Section of the Flight Manual, Instructions for Continued Airworthiness, or
- Design changes that require establishing a new Certification Basis (including new JCAB special conditions and additional special requirements) or result in changes in Certification Basis, or
- Design changes that modify TC/STC Data Sheet (except adding serial numbers), or
- Design changes that modify the means of compliance or establish the new means of compliance





2) JCAB specified design changes

- Design changes related to the Project Validation Items that were designated when a Japanese Type Certificate was issued, or
- Design changes that affect JCAB Ordinance Article 22-2 Paragraph 1 items (i) and (ii) (i.e. noise and emission standards)
- Design changes that affect Master Minimum Equipment List (MMEL) and Configuration Deviation List (CDL), or
- Major cabin configuration changes as follows
  - Changes of Japanese marking and placards installed in passenger cabin in accordance with the JCAB Circular 1-008
  - Changes of cabin configuration (except (i) installation or removal of cabin and galley components and other small items which do not affect emergency evacuation and/ or crew/passenger safety, (ii) cabin interior change without changing materials, (iii) software change of entertainment system, and (iv) changes of markings and placards which are not listed in the JCAB Circular 1-008)

Following the review of the changes, JCAB will notify EASA of its modification or non acceptance of these changes, if any.

- d) EASA will provide JCAB with original issue and any revisions of approved sections of Flight Manual approved by EASA in English language, including basic part and supplements.

A Flight Manual in Japanese language is requested to the applicant by JCAB according to the Japanese standard. Approval by JCAB of the Flight Manual in Japanese will be the responsibility of JCAB without involvement of EASA.

- e) Type Certificate / Type Approval holder's obligation are listed in the JCAB Circular 1-001 / 1-004 such as providing the latest version of technical documents (ex. Aircraft Maintenance Manual, Instruction for Continued Airworthiness, Service bulletins etc).

Providing those documents through website accessible to JCAB is preferable; however, submitting them by CD-ROM is acceptable.

## **5. ACCEPTANCE OF AIRWORTHINESS AND ENVIRONMENTAL APPROVAL**

JCAB will accept, subject to the terms of this Working Arrangement, EASA airworthiness and environmental approval of the product, and appliances and parts to

be installed on the product. Acceptance of these approvals by JCAB under this Working Arrangement will normally be accomplished as follows:

### **5.1 Airworthiness and environmental approval for aircraft.**

- a) For each newly manufactured aircraft to be delivered to Japan, EASA will issue, when required, an EASA declaration of compliance for Export (so called Export Certificate of Airworthiness), based on the individual EASA Form 52 issued in accordance with the POA granted by the National Aviation Authority or by EASA, under Commission Regulation (EC) No 1702/2003<sup>6</sup>, stating that the aircraft complies with the JCAB approved type certificate/supplemental type certificate and is in a condition for safe operation. In case there are “non conformity” items to the type certificate/supplemental type certificate approved by JCAB, the “non conformity” items will be clearly identified in the declaration of compliance for Export. JCAB acceptance of these “non conformity” items will be requested by the EASA before the release of the declaration of compliance for Export. In case a subsequent aircraft has the same “non conformity” items, JCAB first acceptance will be considered as applicable and no new request will be needed.

JCAB will give the same validity to that certification as if it had made the technical evaluations, tests and inspection itself, and will issue Japanese Airworthiness Certificate without further inspections.

- b) The documentation required for application for the JCAB airworthiness certification of individual aircraft is prescribed in the Appendix B.
- c) EASA does not have competence to issue a declaration of compliance for Export for used aircraft. However, EASA will assist JCAB on request for design related aspects (e.g. STC, design changes, repairs).

Information Note: EASA can issue an “Export Certificate of Airworthiness” for each newly manufactured aircraft, based on the individual EASA Form 52 issued in accordance with the POA granted by the National Aviation Authority or by EASA. Also, in the same way as before, the National Aviation Authority can issue an “Export Certificate of Airworthiness” for each newly manufactured aircraft as well as EASA. JCAB accepts either “Export Certificate of

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<sup>6</sup> Commission Regulation (EC) No 1702/2003 of 24 September 2003 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 (EASA Part 21), as last amended.

Airworthiness” issued by EASA or by National Aviation Authority. However, JCAB may request either EASA or National Aviation Authority to issue “Export Certificate of Airworthiness” when it is necessary under certain situations. The National Aviation Authority can issue an “Export Certificate of Airworthiness” for each used aircraft, while EASA can not issue such a certificate. Accordingly, JCAB may accept an “Export Certificate of Airworthiness” for each used aircraft issued by National Aviation Authority.

## **5.2 Airworthiness approval for engines, propellers, parts and appliances (newly manufactured only)**

Provided that each newly manufactured engine, propeller, part and appliance installed on products , whose type is certified in Japan, is delivered to Japan with an individual EASA Form 1, issued in accordance with the POA granted by the National Aviation authority or by EASA, under Commission Regulation (EC) No 1702/2003, stating that the engine, propeller, part and appliance complies with the JCAB approved type design and is in a condition for safe operation, with a note in Block Remarks of EASA Form 1 that the engine, propeller, part and appliance is eligible for Export to Japan. JCAB will give the same validity to that certification as if it had made the technical evaluations, tests and inspection itself.

## **6. CONTINUED AIRWORTHINESS**

- a) EASA and JCAB will cooperate in analysing airworthiness aspects of accidents and incidents, which occur on the products registered in Japan and whose type is certified/approved in Japan, and which would raise questions concerning the airworthiness of the product.
- b) At the request of JCAB, EASA will, in respect of the products certified/approved in Japan, assist JCAB in determining action considered necessary by JCAB for its continued airworthiness.
- c) EASA will keep JCAB fully informed of all mandatory airworthiness modifications, special inspections, special operating limitations, or other actions which are determined necessary for the continued airworthiness of the products.
- d) In addition, JCAB will report information to EASA on specific occurrences<sup>7</sup>, as soon as practicable, and will assist EASA, if necessary, in analyzing their effect on the safety of the products that are in service in the area administrated by JCAB.

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<sup>7</sup>For the purpose of this Implementation Procedure, occurrences, means: An operational interruption, defect, fault or other irregular circumstance that has or may influenced flight safety and has not resulted in an accident or serious incident.

## Appendix A

### **REQUIREMENTS FOR JAPANESE TYPE CERTIFICATION/TYPE APPROVAL OF PRODUCTS**

#### a) Type Certification/Type Approval

The following materials should be furnished with application form for Japanese Type Certification/Type Approval of imported products.

- Type Certification (JCAB Ordinance Form 9)
- Type Approval (JCAB Ordinance Form 7-2)
- Change to Type Certification (JCAB Ordinance Form 11)
- Change to Type Approval (JCAB Ordinance Form 7-2)

1	One copy of the Original Type Certificate of products	TC
2	One copy of the TCDS	TCDS
3	List of Drawings (Master Drawing List).	Definition doc
4	Illustrated Parts Catalog	IPC
5	One copy of the certification basis, including special conditions and/or exemptions and/or equivalent safety findings. This can be achieved through the providing of a copy of Certification Review Items.	Letter EASA or CRI Type Certification Basis
6	Engineering description (a) General characteristics (b) Intended operational uses & limitations. (c) New or novel features or novel Means of Compliance (MOC). (d) If the application is for a change to previously validated model, a description of the design changes relative to the previously validated product.	Description doc.
7	Compliance checklist with the applicable certification bases for EASA and JCAB requirements (including the JCAB special conditions and/or exemptions), document that explains the Means of Compliance (MOC), and other documents that demonstrate compliance	Compliance record document
8	One copy of certification test plans and reports related to the validation items determined in accordance with the coordination between EASA and JCAB	Referenced in Compliance record document (For aircraft)
9	One copy of the type flight test report.	Referenced in

	NOTE: The required materials (8) through (10) will be identified and notified to the applicant by JCAB after reviewing of certification compliance table. If a summary of evidence or the report is available, it will be acceptable	Compliance record document (For aircraft)
10	One copy of minutes of the last Type Certification Board Meetings and the Certification Review Items	CRI and final report if existing
11	One copy of the Maintenance Review Board Report	When relevant (For aircraft)
	Master Minimum Equipment List and Configuration Deviation List for aircraft type certificated	MMEL if existing (For aircraft)
12	One copy of following documents (a) operating manual (b) maintenance manual (c) overhaul manual (d) installation manual (e) instructions for continued airworthiness (f) service bulletins and summary (g) Airworthiness Directive and summary applying to the product and major equipment installed on the product	Master Servicing Manual, Service bulletins and list of Airworthiness Directive included in standard subscription.
13	One copy of EASA approved Flight Manual in English language	EASA approved Flight Manual (For aircraft)
14	One draft of Flight Manual for JCAB approval  NOTE(1): Aircraft flight manual for JCAB approval should be in Japanese except in case of aircraft expected to be operated by air carriers carrying JCAB approved Aircraft Operation Manual, which is prepared by air carriers on board instead of Aircraft Flight Manual. JCAB will approve Aircraft Flight Manual, which includes the Japanese requirements, during the process of Type Certification.  NOTE (2): Aircraft Flight Manual for JCAB approval should include statement of compliance with noise, fuel venting and exhaust emission requirements of ICAO Annex 16 as well as description of noise level.	According to 4(d) of this IP, the translation and the approval of the flight manual in Japanese will not be managed by EASA.  Consequently, JCAB will be provided with EASA approved Flight Manual in English, plus some dedicated pages (in English) addressing JCAB specifications or requirements as compliance with fuel venting and exhaust emission, placards and markings being in English.

		(For aircraft)
15	<p>One copy of the drawing or design document which requires placards in Japanese. (For detailed instruction, refer to the JCAB Circular 1-008)</p> <p>NOTE: A sign on a placard must be written in Japanese. However, in case of an aircraft operated by air carrier, English is acceptable except on emergency evacuation and safety equipment and their equivalents. JCAB will examine the placards in Japanese in the process of Type Certification</p>	JCAB Type Design doc. (For aircraft)
	One copy of weight and balance report applicable to the particular aircraft.	(For aircraft)
	One copy of pilot training and licensing requirements to the particular aircraft.	(For aircraft)
	One copy of the report that shows the components required for certain types of operations by JCAB Ordinance are installed.	(For aircraft)
	One copy of the drawing or design document which defines identification plate	(For engine or propeller)
	One copy of the final production test procedure	(For aircraft, engine or propeller)
	One copy of the Production Certificate	(For aircraft, engine or propeller)
16	<p>One copy of the report for compliance with noise standard, which should contain the following items:</p> <p>(a) Certified maximum noise levels in accordance with the applicable chapters and appendices of JCAB Ordinance, Annex II, or equivalent.</p> <p>(b) Description of noise measuring and analysing procedures including correction methods.</p> <p>(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards</p>	<p>Referenced in Compliance record document</p> <p>(For aircraft)</p>
17	In case of turbine engine powered aircraft, one copy of the report for compliance with fuel venting requirements of JCAB Ordinance, Annex III, or equivalent.	<p>Referenced in Compliance record document</p> <p>(For aircraft or engine)</p>

	One copy of the report for compliance with exhaust emission requirements of JCAB Ordinance, Annex III, or equivalent.	Referenced in Compliance record document (For turbojet or turbofan engine)
18	A document that explains how the applicant provides the latest version of technical documents described above electronically to JCAB after receiving Japanese type certificate/type approval.	

NOTE (1): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism.

NOTE (2): JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Type Certificate/Type Approval.

NOTE (3): EASA will submit JCAB with application with a copy of items 1, 2, 5, 10, 13. The other items may be sent directly by the applicant to JCAB.

#### b) Supplemental Type Certification

The following materials should be furnished with application form for Japanese Supplemental Type Certification of imported products. In the Remarks column of the application form 11-2, i) contact information of the owner, operator, or designated person/organization of the first Japanese registered aircraft to be applied for the Supplemental Type Certification, and ii) preferred place to have the JCAB Airworthiness engineers' inspection of current condition of the Supplemental Type Certification applied aircraft, if necessary.

- Supplemental Type Certification (JCAB Ordinance Form 11-2)
- Change to Supplemental Type Certification (JCAB Ordinance Form 11-4)

Note: Supplemental Type Certification Applicant should coordinate with the owner, operator, or designated person/organization of the first registered aircraft to be applied for the Supplemental Type Certification for place to have the JCAB airworthiness engineers' inspection.

1	One copy of the Original Supplemental Type Certificate of products	STC
2	One copy of the certification basis, including	Letter EASA or

	special conditions and/or exemptions and/or equivalent safety findings. This can be achieved through the providing of a copy of Certification Review Items.	CRI Type Certification Basis
3	Engineering description (a) A description of the change, together with the make and model of the products (b) A planning date for the JCAB issuance of the Supplemental Type Certificate (c) A description of all novel or unusual design features which might necessitate issuance of the JCAB special conditions (d) All exemptions or equivalent level of safety findings granted by EASA for the EASA Supplemental Type Certificate	Description doc.
4	Compliance checklist with the applicable certification bases for EASA and JCAB requirements (including the JCAB special conditions and/or exemptions)	Compliance record document
5	Supplemental Flight Manual Note : JCAB Supplemental Flight Manual should be in Japanese except in case of aircraft expected to be operated by air carriers carrying JCAB approved Aircraft Operation Manual.	JCAB AFM
6	Master document list/master drawing list	Definition doc.
7	Manufacturing and installation instruction drawings	Manufacturing doc.
8	Maintenance/repair manual supplements	Master servicing manual supplement
9	Weight and balance data	JCAB Supplemental Type Design doc.
10	Instructions for Continued Airworthiness	ICA
11	Additional documents besides the above documents, as necessary, such as those related to the JCAB Validation Items and items of which certification basis are different between EASA and JCAB.	

NOTE (1): Documents of item 1, 2 and 3 should be handed as the attachment of application form if available.



## **Appendix B**

### **REQUIREMENTS FOR JAPANESE AIRWORTHINESS CERTIFICATION OF INDIVIDUAL IMPORTED AIRCRAFT OF WHICH THE MODEL HAS BEEN TYPE CERTIFICATED BY JAPAN**

The following documentation should be furnished with aircraft to be exported to Japan.

- (1) A declaration of compliance for Export. (Export Certificate of Airworthiness).

NOTE: A declaration of compliance for Export requires listing of exceptions if the aircraft does not conform to the JCAB approved type certificate (such as modification according to Foreign Civil Aviation Authority (FCAA) STC).

- (2) One copy of JCAB approved Aircraft Flight Manual and weight and balance report applicable to the particular aircraft.
- (3) Certified aircraft and engines logbooks, or other equivalent historical records showing total operating time and time since last overhaul.
- (4) Record of all overhauls, all modifications and major repairs accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE (1): Manufacturer's modifications described in subparagraph 4(c) of the Implementation Procedure are subject to approval by JCAB prior to Airworthiness Certification.

NOTE (2): After the issuance of the declaration of compliance for Export, only the modification for ferry flights and disassembly and reassembly for shipping are acceptable.

NOTE (3): All overhauls and major repairs must be accomplished in accordance with approved data.

NOTE (4): The aircraft must be properly maintained throughout its service life.

NOTE (5): Record of annual inspection or equivalent and record of ground and flight test report should be provided to JCAB, if they have been accomplished for the export.

NOTE (6): Placards must be provided in Japanese as specified in JCAB Type Certificate.



- (5) JCAB may request additional type design data other than the foregoing documentation for the issuance of Japanese Airworthiness Certificate.

# APPENDIX C

## LIST OF PRODUCTS (as of 29 September 2010)

Manufacturer	Model	JCAB TC Application	JCAB TC Issuance
Agusta Bell	AB139	13 June 2005	29 March 2007
Agusta S.p.A	A109E	18 August 2009	22 October 2009
	AW119MKII	18 August 2009	22 October 2009
	AW109SP	29 March 2010	(Under Validation)
Airbus	A320-211	12 July 2002	28 March 2003
	A320-214	21 April 2005	9 December 2005
	A321-131	15 October 1997	13 February 1998
	A300-600F	18 November 2005	6 November 2006
Diamond Aircraft	DA 40	2 August 2005	17 January 2008
	DA 40D	5 March 2008	(Under Validation)
	DA 42	5 March 2008	22 June 2009
Eurocopter Helicopter	AS350B2	6 June 2003	28 October 2003
	AS350B3	6 June 2003	28 October 2003
	EC130B4	6 June 2003	28 October 2003
	AS365N3	27 August 2003	11 March 2004
	EC155B	27 August 2003	11 March 2004
	EC155B1	27 August 2003	11 March 2004
	EC225LP	13 November 2006	14 November 2007
	EC135 (P1(CDS),P2(CPDS),P2+ T1(CDS),T1(CPDS) T2(CPDS),T2+)	2 November 2009	10 March 2010
Rolls-Royce plc	Trent 1000	14 March 2007	(Under Validation)
SAAB	340B	1 October 1997	24 November 1998
	2000	1 October 1997	24 November 1998

**Appendix D**  
**List of Focal Points**

• **Large Transport Aeroplane:**

<b>FOR EASA</b>	<b>FOR JCAB</b>
Certification Directorate	<u>Airworthiness Division</u>
Postfach 10 12 53	<u>2-1-3, Kasumigaseki,</u>
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• **Rotorcraft:**

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Postfach 10 12 53	<u>2-1-3, Kasumigaseki,</u>
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• **Engines & Propellers:**

<b>FOR EASA</b>	<b>FOR JCAB</b>
Certification Directorate	<u>Airworthiness Division</u>
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• **Small Aeroplanes:**

<b>FOR EASA</b>	<b>FOR JCAB</b>
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• **Parts and appliances:**

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## **ANNEX II**

### **(Issue 1)**

#### **Implementation Procedures regarding products for which JCAB carries out on behalf of Japan the functions and tasks of the State of Design.**

### **PURPOSE AND SCOPE**

Considering that the demonstration of capability of the Japanese design organisations to assume its responsibilities is sufficiently controlled by JCAB, the purpose of this Implementation Procedure 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, and parts and appliances related to these product, for which JCAB carries out on behalf of Japan the functions and tasks of the State of Design.

### **SECTION A –TYPE-CERTIFICATES**

#### **1. GENERAL PRINCIPLES**

1.1 For each new certification project JCAB, in co-operation with the type-certificate applicant, will assist EASA to become familiar with the aeronautical product, and related parts and appliances to be imported and with the laws, regulations, standards, requirements and the certification system applied by JCAB. The familiarization will be sufficiently detailed and exhaustive to ensure comprehensive understanding of the JCAB approved type design, and of the approval basis and means of compliance used by JCAB for its original type certification. It may be managed by the type-certificate applicant under supervision of JCAB.

1.2 As soon as practicable, after it has become familiar with the design and the applied certification methods, EASA will notify the type-certificate applicant of its approval basis for that design approval of the aeronautical product, and related parts and appliances, in terms of the applicable EASA regulations, standards, requirements and certification system together with any additional technical conditions it deems necessary and will copy JCAB thereof.

1.3 Both EASA approval basis and the additional technical conditions will be prescribed to ensure that the aeronautical product and related parts and appliances meet the airworthiness standards, which would be required for a similar aeronautical product, part or appliance, designed or manufactured in the jurisdiction of EASA, at the time when the application was received for the approval of the aeronautical product type design by JCAB, unless otherwise determined by EASA and JCAB to take into account, in particular, service experience, or airworthiness directives issued, between the date of application in JCAB and the date of application in EASA.

1.4 On request from either the type-certificate applicant or JCAB, EASA will promptly advise on its current design related operational requirements.

1.5 EASA will make its finding of compliance with its own laws, regulations, standards, requirements and interpretations by giving the appropriate consideration and credit to the technical evaluation, tests, determinations and inspections carried out by JCAB at time of its type certification, so that repeat testing or redevelopment of reports is minimised. However additional certification analysis and investigation test may be required, hence reviewed and witnessed respectively, by EASA to ensure compliance to its airworthiness standards.

1.6 The type-certificate applicant should establish and declare compliance with the EASA approval basis and any notified additional technical conditions as described in paragraph 1.3 and 1.4 above. JCAB, by using its established certification system for endorsement of the type-certificate applicant compliance statement, will determine and so certify to EASA that the aeronautical product, and related parts and appliances complies with the criteria identified as described in paragraph 1.4 and 1.5 above. In the absence of specific interpretations of means of compliance to these criteria prescribed by EASA, the type-certificate applicant and JCAB will confer with EASA.

## **2. APPLICATION FOR EASA TYPE CERTIFICATION**

An application for EASA Type Certificate will be made, through JCAB, in accordance with EASA Part 21, Subpart B<sup>8</sup> and EASA procedures. Applications may be submitted for products with JCAB Type Certificate, or with application for type certification accepted by JCAB. JCAB will ensure the application contains the following information:

- a. The appropriate EASA form for TC application duly filled in by the type-certificate applicant
- b. The JCAB Type Certificate and TC Data Sheet, if available, and a definition of the national airworthiness standards upon which the JCAB design approval was (or will be) based, and the EASA equivalent standards JCAB believes to be satisfied by its own standards; and
- c. In absence of the above b), i.e. when such certificate has not yet been issued by JCAB, copy of the original application of type certification as accepted by JCAB

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<sup>8</sup> Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the design and production organisations (EASA Part-21). OJ L 243, 27.9.2003, p. 6, as last amended.

- d. A planning date for EASA type certification.

In addition, the application should contain the following information if known at the time of the application:

- e. A description of all novel or unusual design features or unconventional use of the product known to the type-certificate applicant and JCAB at the time of application which are (or will be) subject to JCAB Special Conditions and that might necessitate concurrently issuance of EASA special conditions under 21A.16B of EASA Part 21, or which might require a special review of acceptable means of compliance; and
- f. All known or expected exemptions, deviations or equivalent level of safety findings relative to the JCAB 's standards for design approval that might affect compliance with the applicable EASA airworthiness standards.

### **3. PROCEDURES FOR COMMUNICATIONS WITH EASA**

On receipt of an application for EASA type certification, EASA will nominate a Project Certification Manager (PCM) and a dedicated certification team of EASA experts for the project and advise both the type-certificate holder and JCAB accordingly. JCAB and the type-certificate applicant will provide similar information to the EASA PCM about their Teams for the project.

All correspondence, in English language, between JCAB and EASA will be between the JCAB Type Certification Coordinator and the EASA PCM assigned to the project.

Direct discussion including the exchange of technical information as required may be conducted between the relevant EASA and JCAB technical specialists authorized by the Project Manager in each case. The EASA PCM will be kept anyway in copy of all exchanges.

Basically, communications and exchanges between the EASA certification Team and the type-certificate applicant will follow the same scheme.

EASA will notify JCAB of any meeting(s) that EASA arranges in direct contact with the type-certificate applicant and/or its suppliers on certification matters. The EASA will indicate those meetings particularly warranting JCAB attendance and provide adequate notice to allow JCAB to attend. JCAB will notify EASA if it wishes to attend any other meeting. EASA will provide JCAB copies of minutes or information for especially significant communications and exchanges between the EASA certification Team and the type-certificate applicant when both have direct communications.



#### **4. EASA RESPONSIBILITIES**

The EASA PCM will prepare and issue a Project Information Document (PID). This document will be discussed with JCAB and the type-certificate applicant so that it provides agreed project working procedures, in line and complementary as appropriate with these Implementation Procedures, for the efficient conduct of the EASA type certification process. The PID will include at least a table defining Terms of Reference for responsibility allocation and work sharing between the experts of the EASA certification Team, the intention being to clarify which EASA expert will deal primarily with which technical discipline and with which relevant compliance findings.

EASA will begin the certification activities by carrying out General Familiarization meeting(s) and Technical Familiarization meeting(s) with the type-certificate applicant:

- a. The General Familiarization will consist of meeting(s) at management level involving the EASA PCM, and the EASA CM or appropriate. This will enable EASA initial familiarization with the product and its certification characteristics, and will allow the definition of an appropriate EASA team of experts. Basically, the type-certificate applicant is expected to present an overview briefing of the project with the foreseen acceptance schedule and familiarize with the overall design and JCAB type certification basis, as currently known. The list of JCAB already issued Issue Papers will be given to EASA. The aim of this initial interaction is also to ensure efficient preparation of the forthcoming meeting(s) for Technical Familiarization of the EASA certification Team experts (e.g. detailed agenda, overall EASA experts' expectations for proper familiarization).
- b. The Technical Familiarization will primarily consist of a visit of the EASA certification Team to the type-certificate applicant plant in order to allow the EASA experts to have direct access to the product to be certified and face-to-face interaction meeting(s) with their counterpart specialists of the type-certificate applicant. It is desirable that JCAB experts attend the meeting(s) as well.

There are several objectives to achieve with regard to the EASA certification Team:

- To provide a complete description of the type design definition of the product and of the parts and appliances related to that product; this will depict in particular any novel design features, novel applications of existing technology, or unconventional uses of the product and any design features where experience has shown an unsafe condition might occur;
- To present detailed information on JCAB type certification basis, addressing all known or expected Special Conditions, exemptions, deviations or equivalent level of safety findings, and emphasizing JCAB 's published Issue Papers;
- Of prime importance is also the opportunity for EASA to fully understand the Means of Compliance used or to be used; the relevant information will be sufficiently detailed to allow EASA to perceive the general principles of the methodologies applied or to be applied as Means of Compliance, including assumptions, boundary conditions and critical parameters of these methodologies that are essential to the technical adequacy of compliance findings demonstration; thus it may require the review of Certification Programme(s) and Test Plan(s) and System Assessment Analysis document(s).

The EASA Team will ask clarifying questions and have in-depth dialogue as needed to properly understand the material presented. It is paramount information as it will serve the purpose of providing EASA the necessary knowledge to appropriately deal with the next steps of the certification exercise.

**c.** Once the Familiarization of the EASA certification Team is completed, the EASA type-certification basis will be notified to the type-certificate applicant and the same will be copied to JCAB. Such EASA type-certification basis will be established in accordance with Part 21A.16B, Part 21A.17, Part 21A.18 and Part 21A.101. Basically, the date of initial application to JCAB for type certification of the product in Japan will determine the applicable EASA basis. The notification might encompass EASA specific technical conditions being additional requirements and/or Means of Compliance in comparison with JCAB original type certification basis. In doing so, EASA will ensure equal treatment with other similar products certified in Europe.

**d.** When and where appropriate, EASA will provide appropriate interpretative material to enable the type-certificate applicant and JCAB to determine compliance with EASA airworthiness standards or environmental protection requirements and declare this compliance to EASA.

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

- a.** 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 for novel or unusual design features or unconventional use of the product;
- c.** To administer equivalent safety findings or deviations;
- d.** To define and record the application of specific EASA standards or policies or adequate guidance material, if different from JCAB ones, e.g. means of compliance, interpretations;
- e.** To record controversial subjects;
- f.** To list specific design changes required for compliance with EASA certification basis.

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

- a.** To define and administer certification actions for the review of the suitability of the proposed demonstrations of compliance;
- b.** To identify certification subjects and topics, and justify extent, of direct involvement of EASA in the compliance finding process.

Simple certification actions that do not deserve issuance of CAIs, these will be notified to and recorded by the type-certificate applicant as part of agreed minutes of meetings or through correspondence exchanges.

For the certification fields specified in the Implementation procedures as attention areas, EASA will maintain a high level of consideration and thus a deep involvement in reviewing and accepting the proposed compliance findings.

For the other certification fields, after it became familiar with the design of the product, JCAB type-certification basis and the overall Means of Compliance applied (or to be used) by JCAB, the EASA certification Team will confine its investigation to a sampling of the proposed compliance findings. In that respect, EASA will identify, and notify in writing the type-certificate applicant (with copy to JCAB), as early as possible the subjects for which it elects to be directly involved in the sampling of the demonstration of compliance findings. The scope and depth of those investigations will be defined by the relevant EASA experts of the certification Team under the supervision of the EASA PCM in order to avoid repetition of testing, analysis or inspections in accordance with the principles defined in the Working Arrangement.

EASA will inform JCAB in writing of its conclusions concerning its investigation.

EASA will notify the type-certificate applicant (with copy to JCAB) of the status of each CRI or CAI and will request JCAB and type-certificate applicant for a formal position statement.

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

When satisfied with the compliance findings, EASA will send a statement of acceptance to both the type-certificate applicant and JCAB for the subjects for which it has retained compliance.

## **5. JCAB RESPONSIBILITIES**

JCAB will ensure that the EASA certification Team is properly introduced by the type-certificate applicant to the design of the product, JCAB type-certification basis and the overall Means of Compliance applied (or to be used) by JCAB.

JCAB will provide assistance to the EASA certification Team experts and PCM, as necessary.

JCAB will find compliance with EASA type-certification basis and environmental protection requirements using EASA acceptable means of compliance and guidance material (see paragraph 4 above).

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

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

For certification processes progressed in parallel by both JCAB and EASA, JCAB will keep EASA informed on a regular basis (approximately each month) on the status of the certification program, including progress, schedules, problems and significant certification issues.

## **6. TEST WITNESSING**

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

EASA may request JCAB to review or accept the test programme and/or the test results report on its behalf.

Where EASA needs direct involvement in the witnessing of specific tests, this will be specified as per relevant CAI or CRI.

## **7. DOCUMENTATION**

### **7.1. Documents required for EASA Type Certification**

The list of documents to be provided by the type-certificate applicant to EASA before type certification will be defined within a specific CRI and include at least the following:

- a. Statement of Compliance per Part 21A.20;
- b. List of certification and compliance documents with identification of those retained by EASA for review;
- c. Compliance Record Sheet/ Compliance Record Book (i.e. compliance checklist to EASA type-certification basis requirements);
- d. Aircraft Flight Manual with Supplements;
- e. Airworthiness Limitation Section (ALS) and Instruction for Continued Airworthiness (ICA)<sup>9</sup>

Any certification or compliance documents that EASA will formally retain for review and acceptance will be specified as per relevant either simple certification action or CAI or CRI.

### **7.2 Aircraft Flight Manual (AFM) Approval Procedure**

The AFM will be processed under the applicable EASA certification procedures. EASA will review the relevant JCAB approved AFM (or draft AFM if not approved yet), including any Supplements or Appendices. EASA will provide comments on the content to the type-certificate applicant and JCAB.

A complete EASA AFM (basically consisting of JCAB AFM amended with the relevant EASA AFM pages) will then be submitted to EASA for further review. When EASA is satisfied that this AFM meets the specific EASA requirements, it will request JCAB to sign the approval.

The contents of the EASA AFM will be prepared in a language acceptable to EASA<sup>10</sup>.

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<sup>9</sup> (e.g. CS-E 25, CS-P 40, CS-23 Appendix G, CS-25 Appendix H and CS-27, CS-29 Appendix A refers).

<sup>10</sup> (Part 21A.175 refers)

### **7.3 Airworthiness Limitation Section Approval Procedure**

The EASA approval procedure for the Airworthiness Limitation Section (ALS) of the Instruction for Continued Airworthiness (ICA) will follow similar principles as defined above for the AFM.

Whether JCAB approved ALS is acceptable to EASA and there is no need of a specific EASA ALS, this will be clearly stated in the EASA TCDS.

The contents of the dedicated manual or manuals will be prepared in a language acceptable to EASA<sup>11</sup>.

### **7.4 Instruction for Continued Airworthiness (ICA) Review (other than ALS)**

The determination of ICA and the documents to be provided by the type-certificate applicant to EASA before/after type certification will be defined within a specific CRI<sup>12</sup>. The ICA that EASA will formally retain for review and acceptance will be specified in that CRI.

The contents of the dedicated manual or manuals will be prepared in a language and format acceptable to EASA<sup>13</sup>.

The EASA approval procedure for the Airworthiness Limitation Section (ALS) of the ICA is addressed in para. 7.3.

As part of the ICA, the applicant is required to provide recommended scheduling information and an inspection (maintenance) programme<sup>14</sup>. In cases a Maintenance Review Board (MRB) Report is used to comply with this requirement the relevant process is addressed in para. 7.5.1.

### **7.5 Evaluation of Operational and Maintenance Aspects**

#### **7.5.1 MRB Process**

When proper EASA application is made by the applicant, EASA and JCAB will evaluate the operational and maintenance aspects of the TC using their own respective internal procedures, or using a common procedure that provides for a single assessment acceptable to both EASA and JCAB.

JCAB will accept a Maintenance Review Board (MRB) Report when developed jointly. Changes to this documentation may also be addressed jointly. In the absence of

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<sup>11</sup> (Part 21A.175 and applicable CS, e.g. CS-25 Appendix H25.3 refer)

<sup>12</sup> (Part 21A.57, 61 and applicable CS, e.g. CS-25 Appendix H refer)

<sup>13</sup> (Part 21A.175 and applicable CS, e.g. CS-25 Appendix H25.2 and H25.3 refer)

<sup>14</sup> (Applicable CS, e.g. CS-25 Appendix H25.3(b)(1) refer)



a joint MRB, JCAB and EASA will conduct their own MRB process, in accordance with their own internal procedures, to develop acceptable recommended scheduling information and an inspection (maintenance) programme<sup>15</sup>. Differences in the MRB Report, if any, will be communicated and resolved between the EASA and JCAB.

#### 7.5.2 MMEL Process

When proper EASA application is made by the applicant, JCAB will accept a Master Minimum Equipment List (MMEL) when developed jointly. Changes to this documentation may also be addressed jointly. In the absence of a joint MMEL process, JCAB and EASA will conduct their own MMEL or equivalent process, in accordance with their own internal procedures.

#### 7.5.3 OEB Process

When proper EASA application is made by the applicant, EASA will conduct an Operational Evaluation of the aircraft.

## **SECTION 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 dealing with post type-certification activities for the approval of changes to the EASA approved Type Design Definition (for reference, see EASA TDCS relevant to the product), 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**

For the purpose of this procedure Design Changes are classified as Major or Minor. Type certificate holders proposed classification of the Design Change will be reviewed and agreed by JCAB and submitted to EASA for endorsement.

Major Design Changes are design changes as defined by Commission Regulation (EC) No 1702/2003 § 21A.91 and GM 21A.91.

Minor Design Changes are all other changes not classified as a Major Design change.

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<sup>15</sup> (Applicable CS, e.g. CS-25 Appendix H25.3(b)(1) refer)



## **2.2 AFM Revisions**

JCAB will review all proposed revisions to JCAB approved AFM pages and EASA approved pages.

All AFM revisions will be submitted to EASA for review.

## **3. EASA RESPONSIBILITIES**

EASA 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 JCAB and the type-certificate holder of these additional standards.

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

## **4. JCAB RESPONSIBILITIES**

The type-certificate holder will notify EASA in writing, with JCAB endorsement, of all Design Changes classified as Major by JCAB.

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

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

In addition JCAB will 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 Limitations – see Section A, paragraph 7.3), and
- b. Structural Repair Manual and Major Repairs.

## **SECTION C – CONTINUED AIRWORTHINESS**

EASA and JCAB will co-operate in analysing airworthiness aspects arising from accidents and incidents or investigations involving the aeronautical products listed in Appendix A, and parts and appliances related to these products.

In respect of aeronautical products listed in Appendix A, and related parts and appliances designed or manufactured under its jurisdiction, JCAB will, where



appropriate, specify any actions it deems necessary to correct any unsafe condition<sup>16</sup> of the type design that may be discovered after an aeronautical product, part or appliance is placed in service, including any actions in respect of components designed or manufactured by a supplier under a contract with the type certificate holder.

JCAB will promptly inform EASA of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions which it deems necessary to ensure the continuing airworthiness of the relevant aeronautical products, and related parts and appliances designed or manufactured under its jurisdiction.

In addition, JCAB will report information to EASA on specific occurrences<sup>17</sup>, as soon as practicable, and will assist EASA, if necessary, in analyzing their effect on the safety of products listed in Appendix A in service in Japan.

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<sup>16</sup> For EASA, the definition of an unsafe condition results from 21A.3B and related GM.

For JCAB, the definition of an unsafe condition results from the JCAB Circular 6-001

<sup>17</sup> For the purpose of this Implementation Procedure, occurrences, means: An operational interruption, defect, fault or other irregular circumstance that has or may influenced flight safety and has not resulted in an accident or serious incident.

**Appendix A**  
**List of Products**

Manufacturer	Model	EASA TC Application	EASA TC Issuance
Mitsubishi Heavy Industries	Mitsubishi Regional Jet (MRJ)	12 March 2009	(under validation)

**Appendix B**  
**Focal Points**

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