European Union Aviation Safety Agency

International cooperation

If you cannot find an answer here, kindly use EASA contact form to submit your questions.

Which statements on the FAA Form 8130-3 are acceptable for the import of US PMA parts by a European Maintenance, Repair and Overhaul company (MRO)?

Answer

First of all it is important to emphasise that the implementation of the bilateral aviation safety agreement (BASA) between the US and the EU as well as its implementation procedures is the responsibility of the States for their own regulated entities. The EU, its Member States and EASA have no authority over US manufacturers exporting to the EU. It is up to the FAA to ensure that US companies correctly apply the provisions of the BASA.

One also has to bear in mind that EASA is not the sole authority implementing the BASA on the European side; this responsibility is shared with the Member States. MROs based in Europe are under the oversight of the National Aviation Authority (NAA) of the Member State. If the MRO identifies that its US suppliers do not implement the BASA correctly this should be reported to its NAA who should inform the FAA, via or with copy to the EASA.

In addition the MRO has the possibility under its contractual relationship with its suppliers, to request the supplier to correctly implement the BASA.

There is a degree of flexibility in the acceptance of release forms with statements that slightly differ from those required by the BASA.

The technical implementation procedures (TIP) allow three statements on the FORM 8130-3 in the case of exported PMA parts:

(i) For a PMA part which is not a “critical component”, the following statement should be written in the remarks block of the FAA Form 8130-3: “This PMA part is not a critical component.”

(ii) For a PMA part conforming to design data obtained under a licensing agreement from the TC or STC holder according to 14 CFR Part 21, the following statement should be written in the remarks block of the FAA Form 8130-3: “Produced under licensing agreement from the holder of [INSERT TC or STC NUMBER].”

(iii) If the PMA holder is also the holder of the EASA STC design approval which incorporates

the PMA part into an EASA certified or validated product, the following statement should be written in the remarks block of the FAA Form 8130-3: “Produced by the holder of the EASA STC number XXXXX.”

The intent of these statements is to clearly identify that the exported PMA part can be accepted under the conditions as stipulated in the BASA. These conditions are (see TIP §2.8.2):

1. The PMA is not a critical component; or
2. The design of the PMA part is obtained by a licensing agreement with the (FAA) TC or STC holder; or
3. The PMA part is approved under an EASA STC.

The above statement (i) is needed for the above case 1. The MRO can accept statements that clearly indicate that the concerned part is a PMA (or part of a PMA) and that the PMA is not a critical component.

The statement (ii) is needed to address case 2. The MRO can accept statements that clearly indicate that the design of the PMA part is obtained by a licensing agreement with the (FAA) TC or STC holder. If the particular PMA part is included in the illustrated parts catalogue (IPC) or equivalent of the TC or STC holder, this can also be used as evidence for compliance with case 2.

The statement (iii) is needed to address case 3. The MRO can accept statements that clearly indicate that the PMA part is approved under an EASA STC, referring to the EASA STC number.

Multiple statements were not envisaged, but are acceptable if they provide at least one of the required information and do not contradict each other.

Inacceptable Forms 8130-3, e.g. when none of the required statements is present, should be refused and the parts rejected.

The Agency considers the conditions for acceptance and its resulting administrative burden in the current text of the TIP related to the export and acceptance of PMA parts as proportionate to the related safety risks and commercial interests. Of course the Agency will continue working together with the FAA to improve the implementation of the BASA and to monitor any needs for improvements in the arrangement or its implementing procedures.

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12/08/2014

Link:

https://www.easa.europa.eu/en/faq/19218

Use of EASA Form 1 as an export certification document (03/12/2012)

Answer

Following the entry into force of the Commission Regulation (EU) No 748/2012, and questions received from the industry and national aviation authorities about the interpretation of the changes introduced by this regulation to the EASA Form 1 completion instructions (Appendix I, point 1.3), the Agency would like to clarify as follows:

- The removal of the sentence "*The «approved design data»" mentioned in this certificate then means approved by the airworthiness authority of the importing country*" in the completion instructions, does not change the basic principle of Part 21 according to which the EU production system (EASA POA) can only be used for manufacturing in accordance with design data which have been approved by EASA, unless there is a bilateral air safety agreement in place, which takes precedence.
- If an EASA design approval has been issued on the basis of an approval issued by a third country authority and the part or appliance is destined for export to that third country, an EASA Form 1 should be issued including a statement in its 'Block 12' that the part or appliance conforms to that foreign design.
- In addition, bilateral air safety agreements concluded by the EU with third countries (e.g. the EU - US BASA) can allow EASA POA holders to issue an EASA Form 1 even for parts or appliances, the design of which is only approved by the authority of the bilateral partner and not validated by EASA. In such cases the provisions of the relevant bilateral air safety agreement and guidance material thereto should be consulted for any additional requirements which may be applicable in such situations.
- Finally the Agency would like to recall, that the EASA POA holder needs to have (in accordance with Part 21.A.133(c)), an appropriate arrangement for the coordination between design and production.

Last updated:

29/11/2013

Link:

https://www.easa.europa.eu/en/faq/19219

EASA acceptance of US Parts Manufacturers approvals (PMAs)

Answer

Please consult this page.

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29/11/2013

Link:
https://www.easa.europa.eu/en/faq/19216

FAA Technical Standard Order Authorization (TSOA) and EASA European TSOA (ETSOA) Reciprocal Acceptance Frequently Asked Questions (FAQs)

Answer

Please consult FAA Technical Standard Order Authorization (TSOA) and EASA European TSOA (ETSOA) Reciprocal Acceptance Frequently Asked Questions (FAQs).

Last updated:
18/09/2018

Link:
https://www.easa.europa.eu/en/faq/19220

Certification Authorities for Transport Airplanes (CATA)

What are the benefits of using a CATA Worklist Item (CWI)?

Answer

If an applicant follows the compliance methodology documented in a closed CWI, and their certificating authority endorses that methodology for a certification project, the other three CMT authorities will accept that compliance methodology for validation.

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24/04/2026

Link:
https://www.easa.europa.eu/en/faq/143519

How should an applicant inform the certifying authority and validating authorities that the applicant has used one or more CWIs?

Answer

The applicant can indicate where CWIs have been used by referencing the CWIs in their

certification plan and in other relevant certification documentation (e.g. validation work plans, compliance substantiation reports, etc.).

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05/05/2026

Link:
https://www.easa.europa.eu/en/faq/143548

Are applicants required to use CWI?

Answer

No, CWIs are non-binding. An applicant may choose to follow the compliance methodology in a closed CWI or use an alternative approach.

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05/05/2026

Link:
https://www.easa.europa.eu/en/faq/143549

What happens if an applicant does not elect to follow a CWI?

Answer

An applicant may use an alternative compliance approach by using existing guidance or agree to a new method by using the certifying authority's existing issue resolution process. However, this approach might not be harmonized among the four authorities, which could result in additional time and effort in validation projects.

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Link:
https://www.easa.europa.eu/en/faq/143550

Can Industry submit a proposal for a CWI? If so, what is the process?

Answer

Yes, Industry can submit a proposal for a CWI to the CATA Chair through the Industry Lead.

The CATA will discuss the proposal and decide how to proceed. The CATA Chair may also contact Industry with a request for additional information, if needed. The CATA Chair will inform Industry of CATA's decision whether to move forward with a new proposed CWI that will be submitted for CMTS approval.

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Link:
https://www.easa.europa.eu/en/faq/143551

Can Industry comment when a CWI is initiated?

Answer

No. However, Industry may submit a CWI proposal to the CATA Chair as discussed above.

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Link:
https://www.easa.europa.eu/en/faq/143552

Does CATA, through the CATA Chair, request comments from Industry on new CWI proposals?

Answer

CATA would like industry to be aware of new, CMTS-approved CWIs that CATA is undertaking. CATA is not requesting industry comments on new CWI proposals, but Industry may provide comments if desired. Since CATA already has CMTS approval to work on the CWI as it has been defined, the Industry comments would not be able to influence whether CATA will undertake the project nor change the scope of the project.

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Link:
https://www.easa.europa.eu/en/faq/143553

Does the CATA process give Industry the opportunity to comment on active

CWIs before the CMTS approves the CWI final decision for publication?

Answer

No. Industry does not have the opportunity to comment on active CWIs that are in work internally in CATA. The CMTS-approved CATA Charter emphasizes the authority-only focus of CWI projects.

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Link:
https://www.easa.europa.eu/en/faq/143554

Does Industry have an opportunity to comment on closed CWIs? Will CATA revise a closed CWI based on Industry comments?

Answer

After the CMTS approves the CWI final decision for publication, CATA publishes the final decision and the CWI is considered closed. Industry may review closed CWI and provide comments to the CATA Chair via the Industry Lead. CATA will review the comments and decide whether further action is necessary. The CATA Chair will acknowledge receipt of the comments and provide an update to the Industry lead once a decision has been made. It is unlikely that industry comments will lead CATA to revise a closed CWI.

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Link:
https://www.easa.europa.eu/en/faq/143555

Can a non-Industry member of the public provide comments on a closed CWI? If so, what is the process for submitting comments?

Answer

A member of the public may comment on a closed CWI by sending comments to the CATA contact provided on the CATA main page. CATA will review the comments and decide whether further action is necessary. The CATA Chair will acknowledge receipt of the comments and provide an update to the commenter once a decision has been made.

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Link:
https://www.easa.europa.eu/en/faq/143556

What happens if CATA has a need for Industry data in the course of an active CWI?

Answer

The CATA chair will request the information by contacting the Industry Lead.

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Link:
https://www.easa.europa.eu/en/faq/143557

How is Industry data protected?

Answer

An Industry member does not need to submit data to CATA through the Industry lead; instead, the data can be submitted directly to the CATA CWI lead or their CATA representative. CATA will share the data only with the CATA representatives and subject matter experts (SMEs) from each authority that are working on the CWI. The data will not be shared with other Industry members.

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Link:
https://www.easa.europa.eu/en/faq/143558

What data and guidance material do subject matter experts (SMEs) consider when they develop a CWI position?

Answer

Typically, the SMEs consider authority and applicant positions in closed Issue Papers (IP) and

Certification Review Items (CRI) and authority guidance in final/published advisory circulars (AC), acceptable means of compliance (AMC), and policy documents. The SMEs may also consider draft guidance documents (e.g. AC, AMC, and policy documents) and recommendation reports from advisory committees such as Aviation Rulemaking Committees (ARCs) and Aviation Rulemaking Advisory Committees (ARACs). In addition, the SMEs may be able to consider the authority and applicant positions from IP and CRI that are currently open, provided that each applicant agrees to share its position and associated data with the SMEs from the other authorities to use in the CATA project. Note that the SMEs will not debate the merits of open IP/CRIs that apply to on-going validation projects, as this is outside the scope of CATA's authority.

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https://www.easa.europa.eu/en/faq/143559

Are closed CWI used to remove Safety Emphasis Items (SEIs)?

Answer

Closed CWI will be used to re-evaluate the SEI list and possibly lead to SEI removal.

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