

**FAQs:**[International cooperation](#)**Question:****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:**

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**Link:**

<https://www.easa.europa.eu/et/faq/19219>