

Implementation procedure for design approvals of aircraft, engine and propeller from EU

A – TYPE-CERTIFICATION

1. Scope

The procedures described in this Document are applicable to the validation by IAC of products listed in Attachment 1, Part A of Working Arrangement on Airworthiness between the European Aviation Safety Agency and the Interstate Aviation Committee.

2. Application for IAC Type Certification

An application for IAC Type Certificate shall be made in accordance with Aviation Regulation AP-21, Subpart B, Paragraph 4.7, through EASA. Applications may be submitted for products with EASA Type Certificate, or for product where application for type certification has been accepted by EASA. EASA shall ensure the application has the following information:

- a. The EASA Type Certificate, TC Data Sheet and TC Data Sheet for Noise, if available, and a definition of the national airworthiness and environmental standards upon which the EASA design approval was (or is to be) based, and the IAC equivalent standards EASA believes to be satisfied by its own standards;
- b. A description of all novel or unusual design features known to the type-certificate applicant and EASA at the time of application which might necessitate issuance of IAC special technical conditions under AP-21, Paragraph 3.4.1, or which might require a special review of acceptable means of compliance;
- c. All known or expected deviations or equivalent level of safety findings relative to the EASA's standards for design approval that might affect compliance with the applicable IAC airworthiness and environmental standards;
- d. A planning date for IAC type certification; and
- e. All information available on CIS market potential, including particular customers.

3. IAC and EASA Communications and Procedures

All formal correspondence between IAC and EASA will be between the IAC Type Certification Coordinator and EASA Project Certification Manager (PCM), as nominated for each project for which IAC certification has been applied.

Direct informal discussion at the technical specialist level is necessary and shall include the exchange of technical information.

The IAC will notify the EASA of any meeting(s) it has with the type-certificate applicant and/or its suppliers as arranged through the type-certificate applicant on certification matters. The IAC shall indicate those meetings particularly warranting EASA attendance.

Implementation procedure for design approvals of aircraft, engine and propeller from EU

4. IAC Responsibilities

The IAC type-certification basis and environmental requirements will be notified to the type-certificate applicant and the EASA.

IAC notify EASA and the type-certificate applicant in writing of the list of subjects to be discussed during the validation sessions, which will be imposed to comply with the IAC certification basis.

IAC will provide EASA with appropriate interpretative material to enable the EASA to determine compliance with IAC airworthiness standard or environmental protection requirements and declare this compliance to IAC.

After reviewing the documentation specified in paragraph 2 above the IAC provides the type-certificate applicant and the EASA with additional technical conditions (under AP-21, Paragraph 4.7.7) related to airworthiness of the product.

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

- a.** To record the process followed to define and record the content of the IAC certification basis identifying the nature of each requirement;
- b.** To develop and administer IAC special technical conditions;
- c.** To administer new IAC policies, e.g. means of compliance, interpretations;
- d.** To administer equivalent safety findings;
- e.** To deal with novel and unusual design features;
- f.** To record the application of new IAC standards, if different from EASA standards;
- g.** To record controversial subjects;
- h.** To list specific design changes required for compliance with IAC certification basis.

For the purpose of administering the findings of compliance with IAC airworthiness standard or environmental requirements, the IAC shall issue Action Items (AIs):

- a.** To review the suitability of a proposed demonstration of compliance;
- b.** To identify areas and justify extent of direct involvement of IAC in the compliance finding process;
- c.** To provide EASA with adequate material (e.g. the interpretations to be applied, the means of compliance) to verify compliance demonstrations.

The IAC will identify as early as possible the subjects for which it wishes to be directly involved in the demonstration of compliance findings. The IAC will inform the EASA in writing of its conclusions concerning its investigation.

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

The IAC will notify the EASA (with copy to type-certificate applicant) concerning the status of each CRI or AI and will request formal EASA and type-certificate applicant position statements.

Implementation procedure for design approvals of aircraft, engine and propeller from EU

The IAC will contact the EASA to discuss or clarify any aspect of certification items raised by the EASA and reissues thereof, which are of specific interest.

When satisfied with the compliance findings, the IAC will send a statement of compliance to EASA for the subjects for which it has retained compliance.

5. EASA Responsibilities

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

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

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

EASA will keep IAC informed on the status of the certification program, including progress, schedules, problems and significant certification issues.

6. IAC Test Witnessing

IAC is to notify EASA and the type-certificate applicant of any test witnessing in which it elects to participate

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

The IAC may request EASA to approve the test program and/or the test results report on behalf of the IAC.

7. Documentation

During the certification process, the following documents require formal approval by the IAC:

- a. Test Programs for which the test witnessing has been retained by IAC;
- b. Compliance documents on subjects which have been retained by the IAC;
- c. IAC Aircraft Flight Manual (AFM);
- d. IAC Airworthiness Limitation Section; and
- e. IAC Certification Maintenance Requirements.

Implementation procedure for design approvals of aircraft, engine and propeller from EU

B– CHANGES TO TYPE-CERTIFICATES

1. Introduction

These procedures apply to the products listed in Attachment 1, part A.

The purpose of this Chapter is to lay down procedures for the approval of changes to Type Designs, Type Certificates 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 from organisations not having a Design Organisation Approval (DOA) shall be reviewed and agreed by EASA and submitted to IAC for endorsement.

Major Design Changes are design changes as defined by AP-21 Subpart A, Paragraph 1.29 (*The definition given in EU regulation 1702/2003 § 21A.91 and GM 21A.91 is also acceptable for IAC*).

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

Major changes to the type design, sought by the IAC Type certificate holder, may be approved as amendments to the type certificate issued by the IAC.

A certification procedure similar to that described in Section A above shall be applied, but adjusted accounting for the magnitude and complexity of the design change.

2.2 AFM Revisions

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

All AFM revisions will be submitted to IAC for review.

3. IAC Responsibilities

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

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

Implementation procedure for design approvals of aircraft, engine and propeller from EU

4. EASA Responsibilities

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

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

For Minor Design Changes from organisations not having a DOA, EASA will ensure that compliance with the IAC certification basis has been determined prior to their incorporating in the IAC approved type design of the airplane.

In addition EASA shall approve the following documents taking into account the IAC Certification Basis and the IAC approved Type Design of the product:

- a.** Continuing Airworthiness Instructions (Airworthiness Limitation Section – see Part A, Paragraph 7), and
- b.** Structural Repair Manual and Major Repairs.

5. Delivery of an airplane to CIS

Timely in advance of the airplane delivery to a CIS country, the build standard, including the embodiment of all Minor and Major Design Changes, should be made available by type-certificate holders to IAC. In particular, a list of all Minor Design Changes approved by EASA since previous delivery must be provided to IAC for approval.

If compliance of a Design Change with the applicable IAC requirements cannot be shown at the date of airplane delivery, the type-certificate holder should notify the customer accordingly.

Implementation procedure for design approvals of aircraft, engine and propeller from EU

C – CONTINUED AIRWORTHINESS

1. In service events

Type-certificate holders shall report to IAC all failures, malfunctions, defects or other occurrences on their products of which they are aware and that have resulted or may result in an unsafe condition, in accordance with Aviation regulation AP-21, Subpart B, Paragraph 6.2.

Type-certificate holders shall investigate reported occurrences and propose corrective actions to EASA and IAC in accordance with AP-21, Subpart B, Paragraph 6.2.4.

2. IAC responsibilities

IAC will review with EASA failures, malfunctions and defects or other occurrences reported by type-certificate holders under AP-21, Subpart B, Paragraph 6.2.4 and decide when an IAC airworthiness directive is to be issued.

When considered appropriate by IAC, EASA or a type-certificate holder, a meeting shall be organized between IAC, EASA and the type-certificate holder to review and discuss service difficulties, incidents and accidents and agree on appropriate actions.

IAC will accept EASA airworthiness directives as a minimum airworthiness standard for the continued airworthiness of the EU products operated in the CIS. EASA will mail copies of their airworthiness directives to IAC on a regular basis.