



## Checklist for data package required by the FAA for validation of EASA Certificate/Approval

Data Package to be submitted for validation of an EASA Certificate/Approval by the FAA in accordance with the [Technical Implementation Procedure \(TIP\) FAA/ EASA](#)

(Rev. 6, September 13, 2017)

Please note that in case of discrepancies between the checklist and the TIP, the TIP prevails.

### Application package required by FAA for streamlined validation of a Type Certificate (TC) as per the TIP FAA/EASA rev 6 paragraph 3.5.4.2

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- (a) A description of the product in accordance with the following:
  - (1) For a TC, descriptive data defined in 14 CFR section 21.15 for applications to the FAA:
    - 1 An application for an aircraft type certificate must be accompanied by a three-view drawing of that aircraft and available preliminary basic data;
    - 2 An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations; plus:
      - (i) A listing of any applicable EASA (Certificating Authority (CA)) ADs and a statement that changes to correct the unsafe condition identified in the AD have been incorporated into the type design presented for validation;
      - (ii) A copy of approved manuals and instructions for continued airworthiness (ICA).
  - (b) Date of application to EASA
  - (c) A statement that the EASA has classified the application as Basic per the Basic criteria as defined in paragraph 3.5.3.1.
  - (d) A copy of the EASA's TC and TCDS, TCDSN that identifies the certification basis upon which the EASA's design approval was issued. In the absence of a TCDS, the document that defines the EASA certification basis should be submitted.  
If not directly identified in the documentation described in this paragraph, the reference date used to establish the EASA certification basis should be provided.
  - (e) A statement that the EASA certifies that the product has been examined tested and has been found to meet either:
    - (1) The applicable airworthiness, noise, fuel venting, and emissions requirements of the FAA; or
    - (2) The EASA airworthiness requirements and the FAA Significant Standard Differences, special conditions, equivalent level of safety findings/equivalent safety findings and exemptions/deviations the FAA has prescribed to provide an equivalent level of safety as the FAA airworthiness requirements, and the EASA noise, fuel venting and emissions requirements, plus any other requirements prescribed by the FAA to provide noise, fuel venting, and exhaust emissions requirements equivalent to those provided in the applicable FAA standards.
  - (f) In cases where the applicant chooses to voluntarily adopt into the FAA certification basis later amendments to airworthiness or environmental standards than those required as described in paragraph 3.5.11, those later amendments for those standards will be identified in the application.





**Application package required by FAA for validation of a design change (including a Supplemental Type Certificate (STC)) as per the TIP FAA/EASA rev 6 paragraph 3.5.4.2**

- (a) A description of the product in accordance with the following:
- (2) For a design change, including an STC, a high level description of the change, together with the make and model of the product being changed, including, if affected, a copy of:
  - (i) Changes to the Airworthiness Limitations Section of the Instructions for Continued Airworthiness;
  - (ii) Changes to other Operating Limitations (e.g. Flight Manual); and
  - (iii) A copy of changed MMEL.
- (b) The date of application to EASA.
- (e) A statement that the EASA has classified the application as Basic per the Basic criteria as defined in paragraph 3.5.3.1.
- (d) A copy of the EASA STC that identifies the certification basis upon which the EASA's design approval was issued. If not directly identified in the documentation described in this paragraph, provide the reference date used to establish the EASA certification basis.
- (e) A statement that the EASA certifies that the product has been examined tested and has been found to meet either:
  - (1) The applicable airworthiness, noise, fuel venting, and emissions requirements of the FAA; or
  - (2) The EASA airworthiness requirements and the FAA Significant Standard Differences, special conditions, equivalent level of safety findings/equivalent safety findings and exemptions/deviations the FAA has prescribed to provide an equivalent level of safety as the FAA airworthiness requirements, and the EASA noise, fuel venting and emissions requirements, plus any other requirements prescribed by the FAA to provide noise, fuel venting, and exhaust emissions requirements equivalent to those provided in the applicable FAA standards.

In cases where the applicant chooses to voluntarily adopt into the FAA certification basis later amendments to airworthiness or environmental standards than those required as described in paragraph 3.5.11, those later amendments for those standards will be identified in the application.





**Non-Basic Validation Application Package for a TC and design changes (including STCs) as per TIP FAA/EASA rev 6 paragraph 3.5.5.1**

- (a)
- (1) For a TC, descriptive data defined in 14 CFR section 21.15 for applications to the FAA:  
An application for an aircraft type certificate must be accompanied by a three-view drawing of that aircraft and available preliminary basic data;  
An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations; plus:  
A listing of any applicable EASA (Certificating Authority (CA)) ADs and a statement that changes to correct the unsafe condition identified in the AD have been incorporated into the type design presented for validation;
  - (2) For design changes including STCs, a detailed description of the design change together with the make and model of the product being changed.
- (b) Identification that the application is Non-Basic per the Non-Basic criteria as defined in paragraph 3.5.3.2
- (c) List of specific criteria(ion) from paragraph 3.5.3.2 that led to the Non-Basic classification;
- (d) Copy of the EASA's TC and TCDS, or STC that identifies the certification basis upon which the EASA's design approval was issued. In the absence of a TCDS, the document that defines the EASA certification basis should be submitted;
- (e) Proposed FAA validation program consisting of the following elements. The FAA will use this information to assist in the development of the FAA work plan:
- (1) The proposed FAA airworthiness standards, special conditions, equivalent safety findings and environmental protection requirements; and
  - (2) The description on how compliance has been or will be demonstrated, with proposed means of compliance, and any selected guidance material. The description of the means of compliance should be sufficient to determine that all necessary data will be collected and compliance can be demonstrated.
- (f) For TCs, EASA will list any applicable FAA ADs and provide an assessment that changes to correct the unsafe condition identified in the AD have been incorporated into the type design;
- (g) Compliance checklist;
- (h) List of all CA exemptions, deviations, special conditions, equivalent level of safety findings;
- (i) List of all Issue Papers for FAA, Certification Review Items for EASA, and Certification memoranda raised during the CA's certification activities;
- (j) Brief description of all novel or unusual design features;
- (k) Information on VA customers and delivery schedules;
- (l) Master documentation list or master drawing list which lists all type design drawing, specifications and reports for the TC or for the change;
- (m) Top level drawing of the aircraft or design change. If a top level drawing is not available include a drawing or diagram that shows the overall change;
- (n) Approved manuals or changes to approved manuals as applicable;
- (o) MMEL;
- (p) Weight and balance data if not contained in an approved manual;
- (q) Environmental:
- (1) For a TC, a definition of the noise, fuel venting, and exhaust emissions standards upon which the design





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approval was based, and the amendment level of FAA noise, fuel venting, and exhaust emissions standards that the applicant proposes and EASA believes to be applicable to the FAA validation; and

- (2) For a design change classified as an acoustical or emissions change, per 14 CFR section 21.93, include a copy of the new noise or emission levels as approved by the EASA.
- (r) Instructions for continued airworthiness.

