



EASA

European Aviation Safety Agency

Technical Implementation Procedures updates

Catrinel Cotoranu
Certification Policy Officer
09 December 2015

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



- EU Bilateral Aviation Safety Agreements (BASA)
- Technical Implementation Procedures (TIP)
- EASA-FAA TIP
 - Major updates
 - TIP rev 5 changes
 - Future TIP changes
- Next steps (CMT)



EU BASAs

EU – US Agreement

- Signed on 30 June 2008
- Entered into force 1 May 2011

EU – Canada Agreement

- Signed on 30 May 2009
- Entered into force 26 July 2011

Eu – Brazil Agreement

- Signed on 14 July 2010
- Entered into force 27 August 2013



- First issue signed on 7 October 2013
- Scope includes: Design Approval, CAW, Export Airworthiness Approval, Technical Assistance, Procedures for validation and reciprocal acceptance.
- Next revision scheduled for September 2016, planned to include:
 - Amended text in the areas of approval of manuals and their revisions;
 - Reciprocal acceptance of CAN-TSO/ETSO;
 - New: OSD elements;
 - Maintenance of confidence in the areas of reciprocal acceptance.



- First issue signed on 23 April 2014
- Scope includes: Design Approval, CAW, Export Airworthiness Approval, Technical Assistance, Procedures for validation and reciprocal acceptance.
- Currently at revision 2, signed on 15.09.2015
 - Consisting of organisational updates, clarifications needed to facilitate the acceptance of revisions to approved manuals.
- Next revision scheduled for September 2016, may include:
 - Further amendments in the areas of approval of manuals and their revisions;
 - Reciprocal acceptance of TSO/ETSO;
 - New: OSD elements;
 - Maintenance of confidence in the areas of reciprocal acceptance.



- First issue signed on 19 October 2011
- Scope includes:
 - Design approval and post- design approval procedures, Export Airworthiness Certification, Technical Assistance, FAA/EASA Type Validation Principles/Post-Type Validation Principles, etc.
- Currently at revision 5, signed on 15.09.2015
- Main changes since first issue are based on Validation Improvement Team (VIT) recommendations following their analyses of validation difficulties, aiming at a more efficient validation process.



- Extensive changes to TVP/PTVP provisions with TIP rev. 3, dated April 23, 2013, for e.g.:
 - Increased reliance of VA on findings and actions of CA to the max extent and improved communication CA-VA-Applicant early in cert-project
 - Work sharing CA-VA in concurrent certification/validation activities, common issue papers and CRIs, single Certification Basis
 - Applicant demonstration of compliance to the applicable CA certification basis, as well as to the VA SSDs
 - STCs classification criteria (Basic / non-Basic), etc.



EASA-FAA TIP Revision 5

TIP Rev 5 signed at the COB meeting on 15.09.2015

Main improvements are:

- Reciprocal acceptance of TSOA/ETSOA (for details see [FAQ](#))
 - Automatic acceptance of the vast majority of TSOA/ETSOA as of signature of BOB Decision 006
 - 4 exceptions for which validation will still be required
- Reciprocal acceptance of STC classification “basic”
 - Elimination of VA check of CA classification “basic”
 - More efficient issuance of Basic STCs by the VA under a pure admin process with no VA technical involvement



EASA-FAA TIP Revision 5

- Revised section 3.1.5 to clarify and extend automatic approval of FAA AMOCs by EASA
 - Previous text regarding EASA acceptance was not sufficiently clear
 - Previous automatic approval was limited to AMOCs of “general applicability”, i.e. model- or SN-specific AMOCs were not covered
- Improvements in this section to account for FAA administrative issuance of AMOCs are envisaged (similar to Basic STCs).



Future EASA-FAA TIP Changes

- Potential items for next revisions have been identified and are currently evaluated
- Priorities highlighted:
 - Automatic acceptance of compliance findings for TCs/STCs for certain small a/c and related products;
 - Automatic reciprocal acceptance of stand-alone changes (major and minor) to AFM;
 - Provisions for confidence maintenance in all areas of automatic acceptance;
 - Regulatory changes impact (for e.g. EASA CS-STAN).



Next Steps

- Aim for harmonisation with all bilateral partners
 - TIP harmonisation to ensure same/similar conditions for industry when dealing with 4 BASA partners
 - E.g. identical provisions for reciprocal acceptance of TSOA/CanTSOA, ETSOA,
 - For potential acceptance of certification bases, and
 - For acceptance TCs/STCs for certain products
 - Rulemaking and rules harmonization
 - E.g. Part 23 / CS 23 re-write as sample for other products categories



Next Steps

- Harmonisation under the leadership of CMT
- Creation of a CMT governance structure, to:
 - develop and implement regulatory and policy solutions to common authority and industry issues
 - manage certification, manufacturing, export and caw issues common among the 4 authorities
- CMT Charter signed on 16.09.2015
- BASA and TIPs (current and archived documents) and FAQs are located on EASA website at the following address:
 - <http://easa.europa.eu/document-library/bilateral-agreements/eu-usa>



EASA

European Aviation Safety Agency

Thank you for your attention Questions?

Your safety is our mission.

An agency of the European Union

