



EASA
European Aviation Safety Agency

**Part 21
Design Organisation Approval
(DOA)
Implementation
&
Product Certification Workshop
- Industry Session -**

**18-19 November 2015
“RHEINSAAL” HYATT Conference Room
Hyatt Regency Hotel
Cologne, Germany**

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TE.GEN.00409-001



EASA
European Aviation Safety Agency

Update on BASA / WA developments

Frank Steffens

Deputy Head of Department – Certification Policy & Safety Information

Grégory Lièvre

Agreements and External Representation Section Manager

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developments
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EU-US BASA –
New annexes

Contacts with
China and
Japan



Working Arrangements: Objectives

EU Industry Support

Unilateral validation of EASA certificates by CAAs of third countries (e.g. WAs with CAAC-China, CAAV-Vietnam, GCAA-UAE)

Bilateral support for validation exercises (WAs with JCAB-Japan, HKCAD-Hong Kong)

Operational modalities for the implementation of EU Agreements (e.g. WA with the FAA on the Airbus Mobile Alabama FAL)



Working Arrangements: Objectives

EC/EASA Cooperation Initiatives



Bilateral technical cooperation (WAs with CAAS-Singapore, “Euromed” States’ Authorities)



Conduct of EASA standardisation inspections in third countries (e.g. WAs with “Pan-European” States’ CAAs)



Promotion of EU SAFA Programme (e.g. TCCA-Canada, DGAC-Morocco, GCCA-UAE)



Safety information exchange (e.g. WA with ICAO)

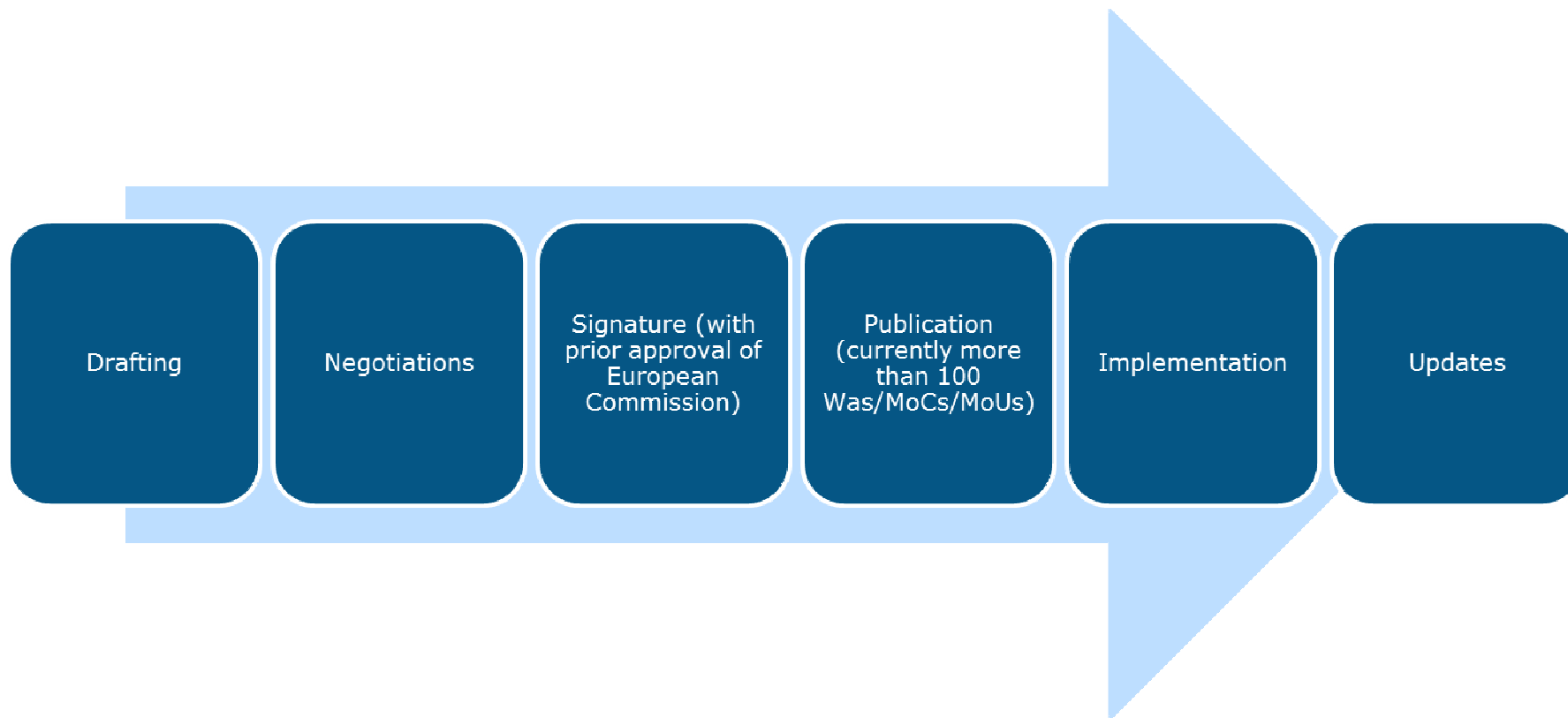


Working Arrangements: highlights for DOA





Working Arrangements: Processes





Working Arrangements: latest developments

JCAB: update to Appendix C (List of Products)

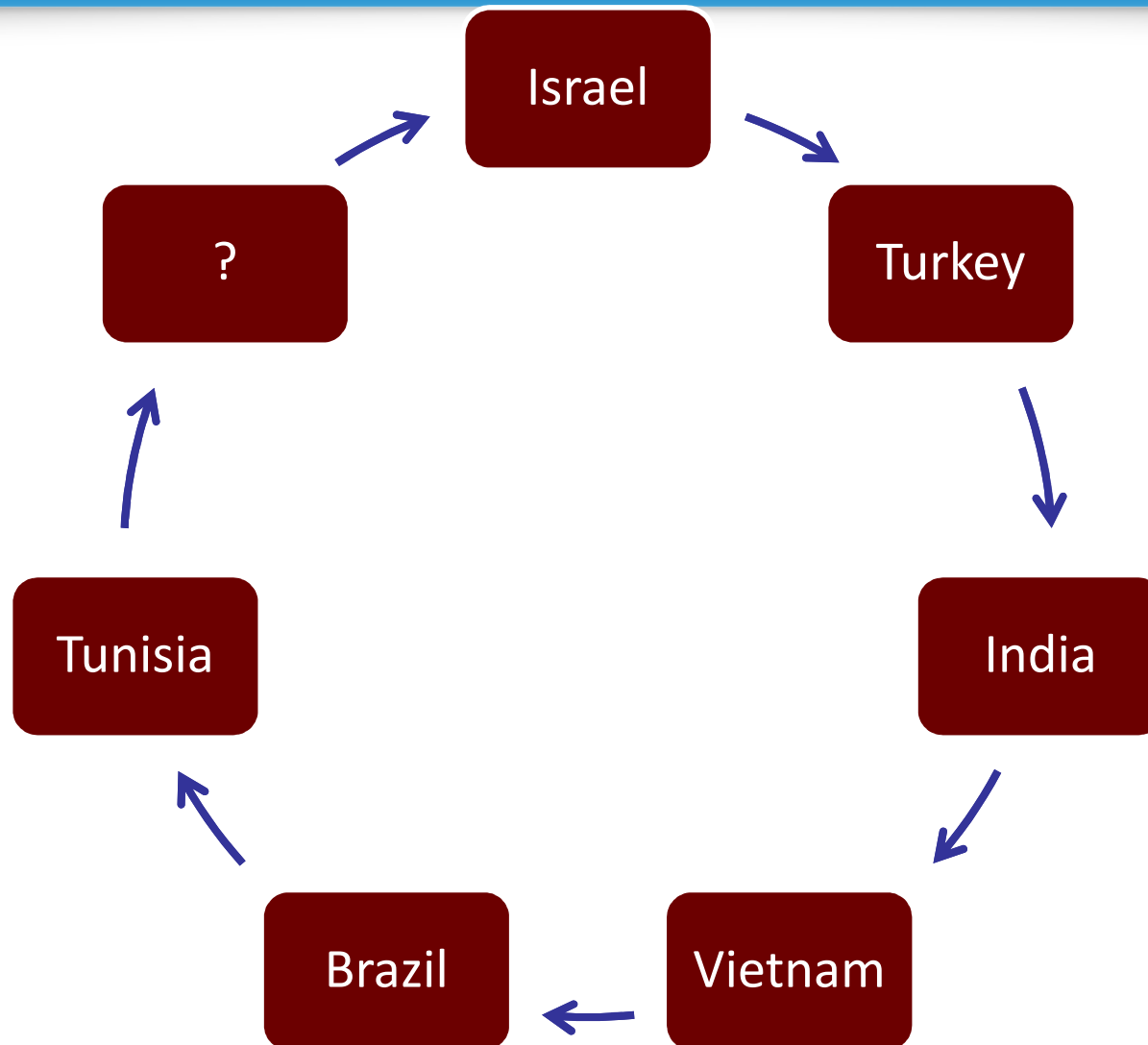
CAA Singapore (wake vortex)

CAAC (Production in China under Chinese PC)

Vietnam (validation of EASA certificates)



Working Arrangements: on-going/future negotiations





EASA in the world

➤ EASA by country – [Interactive map](#)



New Annexes to the EU-US BASA

New Licensing annex to the EU-US
BASA (New Annex 3)

New FSTD annex to the EU-US
BASA (New Annex 4)



New Licensing annex to the EU-US BASA

Scope (1st phase):
PPL/IR/night
rating -
aeroplane

IR treated
independently

Excluding any
type ratings

Does not
address
medical
requirements

Does not
apply to
licences
«rendered
valid»

The principle: If you hold a license or rating in one system a simplified process to get a license or rating in the other system is applied



New FSTD Annex to the EU-US BASA

Scope: Recurrent evaluations of FFS for aeroplanes located on the territory of the U.S. and Europe



FAA + EASA



NAA/EASA + FAA



: **132** FFS are used by European customers in the US



: **43** FFS are used by US customers in Europe



Other BASAs



Brazil: signature of
MAG (June 2015) and
TIP Rev.2 (Sept. 2015)

Canada: MAG and
TIP Rev. under
discussion





Relations with Japan

Form 1 issues
under control

Contacts
under
« Article
8(2) » for MRJ

Mutual
understanding
and
assessments



Aviation Partnership Project with China

3rd EU-China Aviation Partnership Project

- Financial volume of 10 mio Euros over 5 years, managed by EASA

Project objectives

- Increase and support policy dialogue and official exchanges
 - Regulatory comparisons
 - Implementation of technical agreements
- Increase cooperation between authorities with strong involvement of EU and China industries in fields such as Aviation Safety, ATM/Airports, Economical regulations, Environment, General Aviation, Security

EASA-CAAC dialogue

- To be initiated so as to prepare the planned operational launch for Q3



Relations with China

New EASA
Representative under
recruitment

Recent developments on
EASA-CAAC relations

Letter of Intent (23 August
2013)

Mutual understanding and
assessment activities

“Technical roadmap”
arrangement (21 April 2015)



Technical Roadmap

- Agreement between CAAC and EASA signed on 21 April 2015
“On the implementation of a technical roadmap in the framework of the future agreement on civil aviation safety between the European Union and China”
- Technical Roadmap consists of 2 phases – „tracks 1 and 2“
- Track 1 covers
 - Comparison of CAAC and EASA safety oversight system and regulatory comparison
 - Confidence building in each others’ production systems
 - Potential signature of BASA including production system acceptance
- Track 2 covers
 - Technical exposure at the occasion of actual product validation projects in 5 categories
 - Large aircraft, Small aircraft, Rotorcraft, Propulsion, Technical Standard Orders
 - Potential issuance of certificate by the validating authority at the end of each project
 - Potential opening of related product category for the BASA



Roadmap Implementation - State of Play

- Kick-off meeting of CAAC and EASA nominated teams held early May 2015
- Track 1 status and timeline
 - CAAC and EASA agreed and completed questionnaires to support system comparisons
 - Completion of regulatory comparison by end February 2016
 - Completion of overall systems comparison by end February 2017
- Track 2 status and timeline
 - Technical exposure projects identified by both authorities in cooperation with industry
 - Common guidelines for technical exposure projects agreed by both authorities
 - Start of technical exposure upon application for validation by industry
 - Completion of technical exposure for a given product category upon completion of validation project
- EASA supports business as usual for on-going and future CAAC validation projects that are not subject to technical exposure



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Technical Implementation Procedures updates

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Contents

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

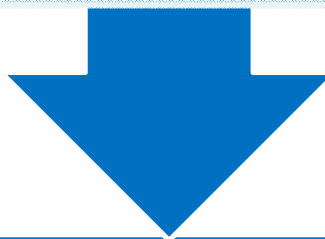
- Signed on 14 July 2010
- Entered into force 27 August 2013



EASA-TCCA TIP

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; Production

Maintenance of confidence in the areas of reciprocal acceptance



EASA-ANAC TIP

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, and Production

Maintenance of confidence in the areas of reciprocal acceptance



EASA-FAA TIP

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.



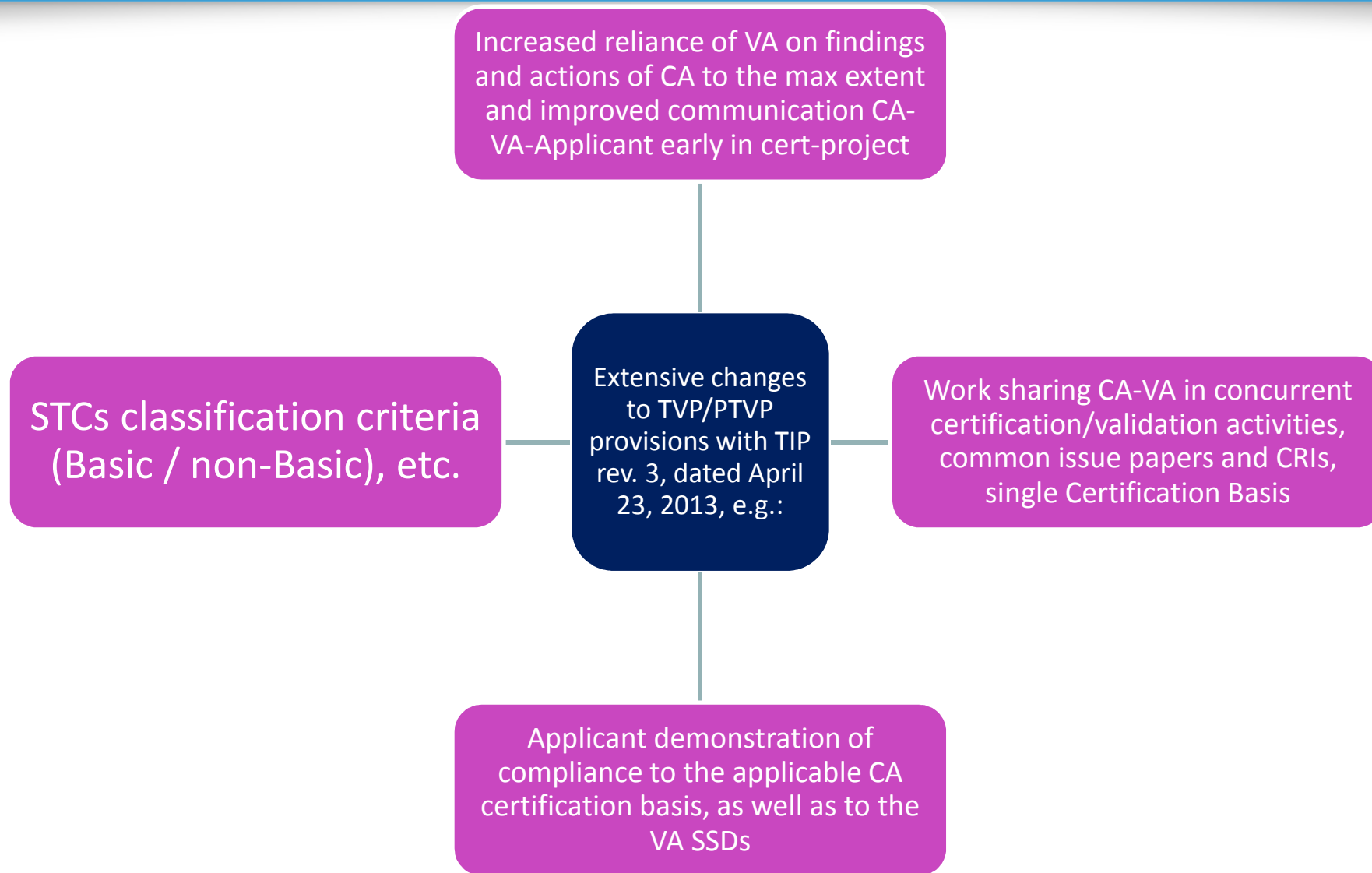
Currently at revision 5, signed on 15.09.2015



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.



EASA-FAA TIP





EASA-FAA TIP Revision 5

TIP Rev 5 signed at the COB meeting on 15.09.2015

Main improvements :

- 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 (continued)

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



Future EASA-FAA TIP Changes

Potential items for next revisions have been identified and are currently being 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 (continued)

Harmonisation under
the leadership of
CMT

Creation of a CMT
governance
structure, to:

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:

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

<http://easa.europa.eu/document-library/bilateral-agreements/eu-usa>



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Thank you for your attention !

Questions ?

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