Technical Implemention Procedures

Major/minor changes.

STC.

Vad är godkänt och inte vid import…

Jerry Köhlström,

Sektionen för teknisk operation, Norrköping.

TRANSPORT STYRELSEN

Nya BR (EU) 2018/1139

Artikel 11

Konstruktion av produkter

Konstruktionen av en produkt ska vara föremål för certifiering och ett typcertifikat ska utfärdas för den. Ändringar av denna konstruktion ska också vara föremål för certifiering och ska resultera i ett ändringscertifikat , inklusive kompletterande typcertifikat, utfärdas för dem.

Underlag för reparationer ska vara föremål för certifiering och ett godkännande ska utfärdas för dem.

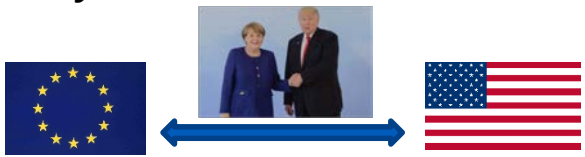
TRANSPORT STYRELSEN

Bilaterala flygsäkerhetsavtal, s.k. BASA. Till dessa finns även respektive procedurer,TIP.

TRANSPORT STYRELSEN

Vad är ett bilateralt avtal ?

Avtal mellan två länder/nationer att följa vid utbyte mellan länderna.



Här inom området civil luftfartssäkerhet.

Avtalet är generellt skrivet, och tydligare procedurer behövs beskrivas.

II

(Icke-lagstiftningsakter)

INTERNATIONELLA AVTAL

RÅDETS BESLUT

av den 7 mars 2011

om ingående av avtalet mellan Amerikas förenta stater och Europeiska gemenskapen om regleringssamarbete på området civil luftfartssäkerhet

(2011/719/EU)

EUROPEISKA UNIONENS RÅD HAR ANTAGIT DETTA BESLUT

med beaktande av fördraget om Europeiska unionens funktionssätt, särskilt artiklarna 100.2 och 207.4 första strecksatsen jämförda med artikel 218.6 a, 218.7, 218.8 första strecksatsen och artikel 218.9,

med beaktande av Europeiska kommissionens förslag,

med beaktande av Europaparlamentets godkännande, och

av följande skäl:

(1) Kommissionen har, på unionens vägnar och i enlighet med rådets beslut om bemyndigande av kommissionen att inleda förhandlingar, förhandlat fram ett avtal mellan Amerikas förenta stater och Europeiska gemenskapen om regleringssamarbete på området civil luftfartssäkerhet (nedan kallat *avtalet*).

(6) Medlemsstaterna bör vidta nödvändiga åtgärder för att se till att deras bilaterala avtal med Förenta staterna på samma område, beroende på vad som är lämpligt, antingen ändras eller upphävs den dag avtalet träder i kraft.

HÄRIGENOM FÖRESKRIVS FÖLJANDE.

Artikel 1

1. Avtalet mellan Amerikas förenta stater och Europeiska gemenskapen om regleringssamarbete på området civil luftfartssäkerhet godkänns härmed på unionens vägnar.

2. Texten till avtalet åtföljer detta beslut.

Artikel 2

Rådets ordförande bemyndigas att utse den person som ska ha rätt att överlämna det meddelande som föreskrivs i artikel 19.A i avtalet och att göra följande anmälan:

Vad är då TIP?

Procedurer för luftfartsmyndigheterna (här FAA och EASA) att följa vid acceptering och godkännade av motpartens luftvärdighets- och miljöcertifiering.

The European Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) signed on 22 September 2017 Revision 6 to the Technical Implementation Procedures (TIP) for airworthiness and environmental Certification, during the Certification Management Meeting held in Ottawa (Canada).

TECHNICAL IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS AND ENVIRONMENTAL

CERTIFICATION

BETWEEN THE

FEDERAL AVIATION ADMINISTRATION
OF THE
UNITED STATES OF AMERICA

AND THE

EUROPEAN AVIATION SAFETY AGENCY
OF THE
EUROPEAN Union

Amendment 1
to
Revision 6

June 22, 2018

TRANSPORT STYRELSEN

TIP rev 6. EASA och FAA mutual recognition

2.1.3 In accordance with Article 16.C of the Agreement, the FAA and EASA shall continue to recognize and accept design approvals and data certified by the FAA, EASA, and AAs, and validated by the FAA, EASA or an AA prior to the date of this TIP under the Agreement and bilateral airworthiness agreements listed in Attachment 1 of the Agreement until such approvals are replaced or cancelled. These design approvals include TCs, Amended TCs, STCs, Letters of TSO Design Approval, ETSO/Joint Technical Standard Order Authorizations or national article approvals, and FAA PMA parts.

TRANSPORT STYRELSEN

- This revision extends to all repair design, their acceptance by the validating authority,
- removes the last restrictions to the acceptance of ETSO/TSO approvals ,and
- introduces the concept of Basic Type Certificates (limited to piston engines and propellers).

TRANSPORT STYRELSEN

Vad finns i TIP:en?

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TRANSPORT STYRELSEN

Vad finns i TIP:en?

TRANSPORT STYRELSEN

Vad finns i TIP:en?

TRANSPORT STYRELSEN

Vad säger TIP om typcertifikat (TC), designgodkännanden?

- SoD=State of Design
- SoM=State of Manufacturing
- CA=Certificating Authority
- VA=Validating Authority

TRANSPORT STYRELSEN

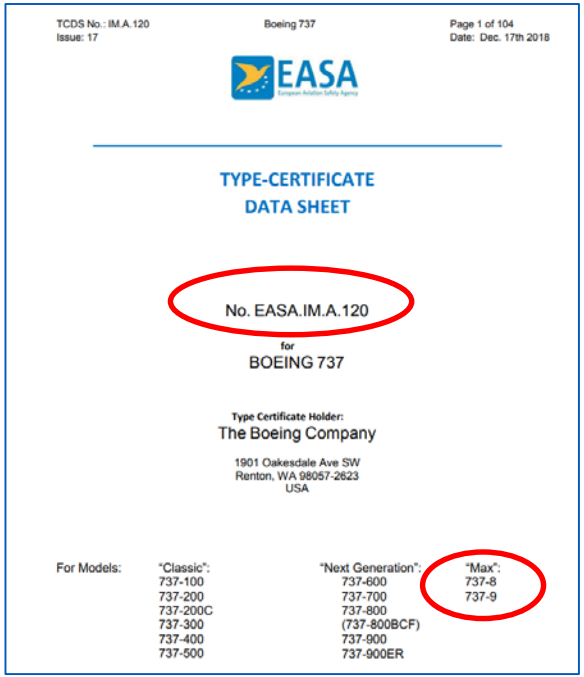
A 320 Neo

Boeing 737 MAX

EASA=VA

EASA.IM(import).A(Aircraft).120

Av EASA validerat TC. Ej utfört certifieringen själva, men kan ha paralellcertifierat.



TCDS No.: IM.A.120
Issue: 17

Boeing 737

Page 1 of 104
Date: Dec. 17th 2018

EASA

TYPE-CERTIFICATE
DATA SHEET

No. EASA.IM.A.120

for
BOEING 737

Type Certificate Holder:
The Boeing Company

1901 Oakesdale Ave SW
Renton, WA 98057-2623
USA

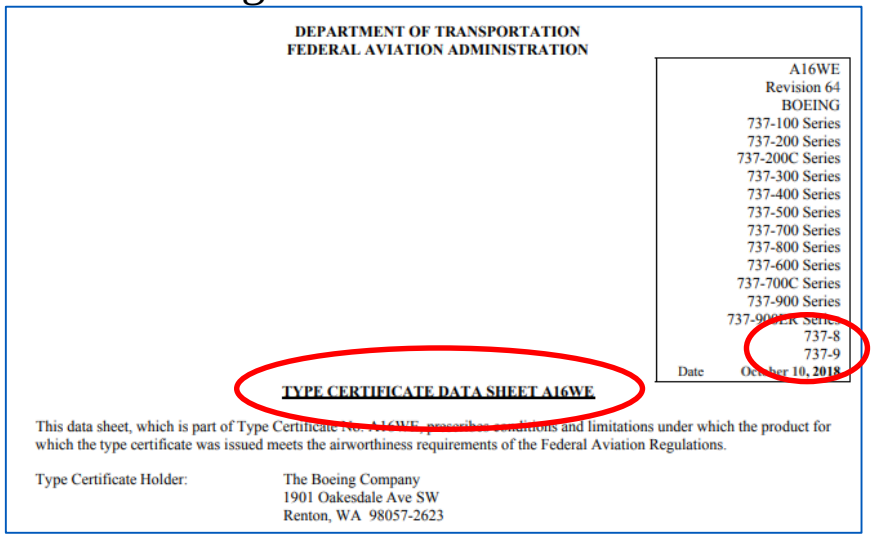
For Models:	"Classic":	"Next Generation":	"Max":
	737-100	737-600	737-8
	737-200	737-700	737-9
	737-200C	737-800	
	737-300	(737-800BCF)	
	737-400	737-900	
	737-500	737-900ER	

FAA Export CofA

USA=SoD

Boeing 737 MAX 8

FAA=CA



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A16WE
Revision 64
BOEING
737-100 Series
737-200 Series
737-200C Series
737-300 Series
737-400 Series
737-500 Series
737-700 Series
737-800 Series
737-600 Series
737-700C Series
737-900 Series
737-900ER Series
737-8
737-9
Date October 10, 2018

TYPE CERTIFICATE DATA SHEET A16WE

This data sheet, which is part of Type Certificate No. A16WE, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: The Boeing Company
1901 Oakesdale Ave SW
Renton, WA 98057-2623

TRANSPORT STYRELSEN

EASA=CA
EASA=SoD

FAA=VA

NAA/
EASA
Export
CofA

A 320 Neo

TCDS No.: EASA.A.064 Issue: 38

AIRBUS
A318, A319, A320, A321

Date: 22 February 2019

EASA
European Union Aviation Safety Agency

TYPE-CERTIFICATE DATA SHEET

No. EASA.A.064

for

AIRBUS A318 – A319 – A320 – A321

Type Certificate Holder:

AIRBUS S.A.S.

2 rond-point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models:			
A318 – 111	A319 – 111	A320 – 211	A321 – 111
A318 – 112	A319 – 112	A320 – 212	A321 – 112
A318 – 121	A319 – 113	A320 – 214	A321 – 131
A318 – 122	A319 – 114	A320 – 215	A321 – 211
	A319 – 115	A320 – 216	A321 – 212
	A319 – 131	A320 – 231	A321 – 213
	A319 – 132	A320 – 232	A321 – 231
	A319 – 133		A321 – 232
	A319 – 151N	A320 – 271N	A321 – 271N
		A320 – 251N	A321 – 251N
		A320 – 252N	A321 – 253N
		A320 – 272N	A321 – 272N
		A320 – 253N	A321 – 252N
		A320 – 273N	A321 – 251NX
			A321 – 252NX
			A321 – 253NX
			A321 – 271NX
			A321 – 272NX

A28NM Page 1 of 85 All models

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A28NM
Revision 38

Airbus

A318 Series	A320 Series
A318 Model -111	A320 Model -111 *
A318 Model -112	A320 Model -211
A318 Model -121	A320 Model -212
A318 Model -122	A320 Model -214
	A320 Model -231
A319 Series	A320 Model -232
A319 Model -111	A320 Model -251N
A319 Model -112	A320 Model -271N
A319 Model -113	A320 Model -216
A319 Model -114	A320 Model -253N
A319 Model -115	
A319 Model -131	
A319 Model -132	A321 Series
A319 Model -133	A321 Model -111
	A321 Model -112
	A321 Model -131
	A321 Model -211
	A321 Model -231
	A321 Model -212
	A321 Model -213
	A321 Model -232
	A321 Model -271N
	A321 Model -251N
	A321 Model -253N
	A321 Model -272N
	A321 Model -252N
	A321 Model -251NX
	A321 Model -252NX
	A321 Model -253NX
	A321 Model -271NX
	A321 Model -272NX

July 18, 2018

TYPE CERTIFICATION DATA SHEET A28NM

This Data Sheet which is part of Type Certificate No. A28NM prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Airbus SAS
2, Rond-Point Emile Dewoitine
31700 Blagnac, France

Type Certificate Holder Record: Name change from Airbus Industrie to Airbus January 2002

* NOTE: Model A320-111 airplanes have been removed from this type certificate data sheet since there are no more A320-111 airplanes in service and none in storage. Airbus no longer supports Model A320-111 airplanes.

TRANSPORT STYRELSEN

Nya BR (EU) 2018/1139

Artikel 11

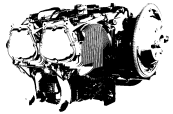
Konstruktion av produkter

Konstruktionen av en produkt ska vara föremål för certifiering och ett typcertifikat ska utfärdas för den. Ändringar av denna konstruktion ska också vara föremål för certifiering och ska resultera i ett ändringscertifikat , inklusive kompletterande typcertifikat, utfärdas för dem.

Underlag för reparationer ska vara föremål för certifiering och ett godkännande ska utfärdas för dem.

TRANSPORT STYRELSEN

Approved design data



Typcertifikat (TC hållare)
EU 748/2012 Part 21
14 CFR Part 21

Minor Change (TC-hållare)(**Eller annan sökande**)
Major Change (TC-hållare + Mynd.godk.)
(Utges i form av Service Bulletin, Service Instr. e.t.c.)

Minor Repair (TC-hållare, saknas i SRM)
(Statement från TC-hållare)
Major Repair (TC-hållare, saknas i SRM, + Mynd.godk./ Statement från TC-hållaren)

Kompletterande typcertifikat STC
(STC hållare, annan än TC-hållaren)
EU 748/2012 Part 21
14 CFR Part 21
STC motsvarar Major Change (FAA och EASA)
(även minor change inom FAA)

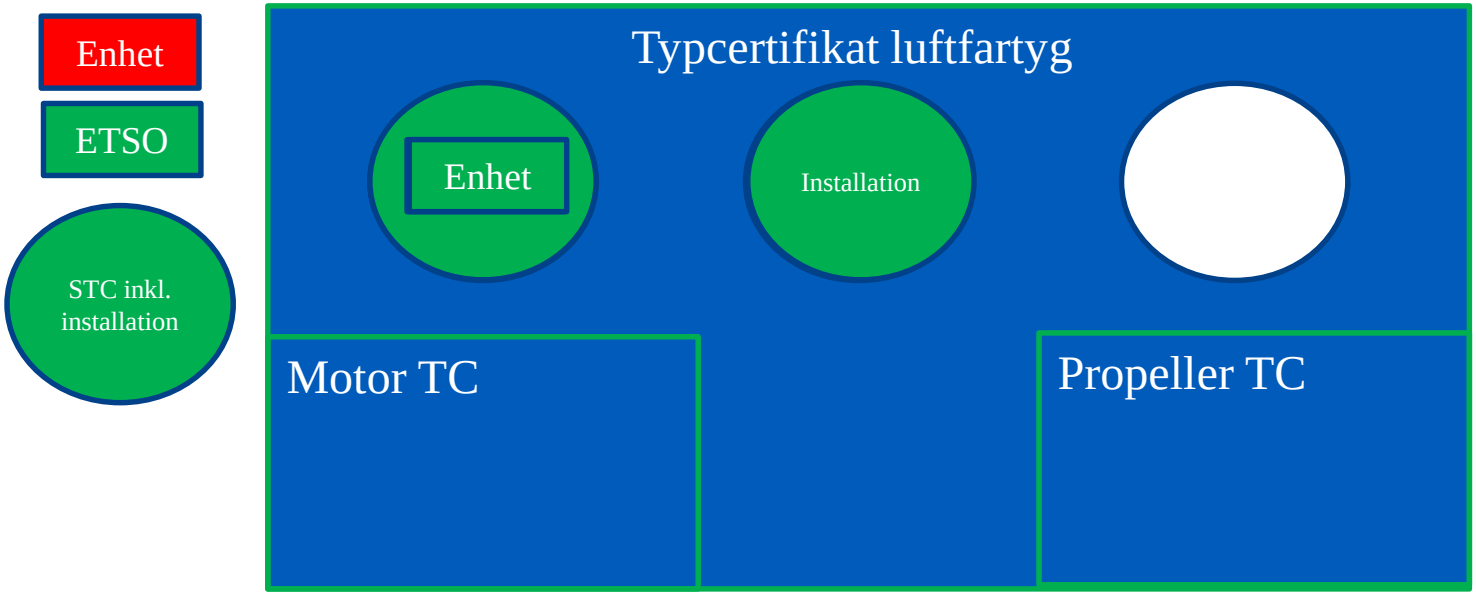
Ändring av STC.
Minor Change (STC-hållare + Mynd.godk.)
Major Change (STC-hållare + Mynd.godk.)

14 CFR Part 43 -
MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION

Major Repair/Alteration
(Airframe, Powerplant, Propeller, or Appliance)

FORM 337

Principer för ändringsgodkännanden



TRANSPORT STYRELSEN

This Revision of the TIP is the first milestone of the implementation of the validation improvement roadmap signed between EASA and FAA in February 2016.

All design changes now have common approval path:

Accepted

“Acceptance” means the certificating authority (CA) has granted an approval or finding of compliance and the validating authority (VA) will accept that approval or finding as satisfactory evidence that a product and/or design complies with the validating authority’s (VA’s) applicable standards and will not issue its own equivalent approval.

TRANSPORT STYRELSEN

Streamlined validation (Basic)

An approval by the VA without any technical involvement, *with the issuance of a VA approved document*.(The *validating authority issues its certificate* on the basis of the certificate issued by the certifying authority without technical involvement)

TRANSPORT STYRELSEN

Technical Validation (non-Basic)

Technical Validation of the certificate or design change will be performed by the VA using criteria to define their level of involvement.

The VA will issue an approval document.(The technical validation is performed by the validating authority according to a work plan focused on safety emphasis items)

TRANSPORT STYRELSEN

Beech 200 (TC holder Textron Aviation Inc.) FAA TC **A24CE** + validerat EASA TC (EASA.IM.A.277) O[r] överenstämmelse med TC, ok för import till EASA MS. Export CofA.

OK

(EU) 748/2012 Artikel 6
1. Approvals of parts and appliance[s] a Member State and valid on 28 Sept[ember] 2003 shall be deemed to have been issued in accordance with this Regulation. Ingen ansökan behövs. Grandfather rights. Inget separat godkännande från EASA behövs.

OK

FAA STC
”3.5.3. Application for [...]” CA[...]
[...]A) h[...]

OK OK

Behöver valideras tekniskt av EASA. **Technical Validation (non-Basic)** Ansökan till EASA via FAA från STC hållaren. **EASA utfärdar ett EASA STC-godkännande intyg.**

Behöver valideras av EASA. **Streamlined validation.** Ansökan till EASA via FAA från STC hållaren. **EASA utfärdar ett validerings intyg.**

FAA Export CofA
Deklarerar att luftfartyget överensstämmer med importlandets (EASA) krav

✓✓✓✓✓

3.3.3 TSO/ETSO Articles
3.3.3.1 General.
Acceptance requires that the importing Authority shall accept the export[ing] [Auth]ority’s TSOA or ETSOA and will no[t] [re]quire approval.
(a) Acceptance w[ill] [a]pply to all current and future TSOA’s a[s] [i]ssued by the FAA or EASA. Acceptance [a]pplies to article authorizations issued [by] predecessor European AA’s. **Ingen ansökan. Inget separat godkännande behövs.**

OK

Design Data for Alterations / Repairs FAA-approved or accepted alterations / repairs per 14 CFR part 43 installed on a used aircraft exported from the U.S., regardless of the SoD of the aircraft, are considered approved by EASA at the time of import to the EU except for alterations on critical components. EASA shall accept such FAA alteration data when substantiated via an appropriately executed FAA Form 8110-3, FAA Form 8100-9, **FAA Form 337** or logbook entry. Ingen ansökan behövs. Inget separat godkännande från EASA behövs.

Note: An FAA STC whose installation is documented on a Form 337 must be approved in accordance with paragraph 3.5.

(c) In these circumstances, alteration /repair design data are considered to be EASA-approved following its approval or acceptance under the FA[A]. This proce[ss] [do]es not require appl[ication] to EAS[A] for finding[s] [o]f A certification basis.

OK

TIP rev 6. Vad erkänner EU från USA?

2.3 Design Approvals, Design Data, and Certificates Recognized by EASA under the TIP

2.3.1 EASA recognizes, as within the scope of this agreement, the Following FAA Design Approvals as the Basis for EASA Design Approval:

2.3.1.1 TCs for all products for which the U.S. is the SoD;

2.3.1.2 All STCs and subsequent Amended STCs and Amended TC's for products that have been issued both an FAA and EASA type design approval; and

2.3.1.3 Any other FAA-approved design changes as identified under paragraph 3.2 for products and articles for which the U.S. is the SoD.

TRANSPORT STYRELSEN

TIP rev 6. Vad erkänner EU från USA?

2.3.2 EASA recognizes, as within the scope of this agreement, the Following FAA-Approved Design Data:

2.3.2.1 FAA-approved design data used in the support of repairs and alterations (except for alterations on critical components) as identified in paragraphs 3.3.4 and 3.3.5 for products and articles of:

PMA Parts

Design Data for Repairs

(a) U.S. SoD;

(b) EU SoD; or

(c) A third country SoD, when both the FAA and EASA have issued a type design approval for the product.

TRANSPORT STYRELSEN

TIP rev 6. Vad erkänner EU från USA?
Export CofA

2.3.3 EASA recognizes, as within the scope of this agreement, FAA Export Certificates of Airworthiness for:

2.3.3.1 Aircraft that Conform to a Type Design Approved under an EASA Type Certificate including:

(a) New and used aircraft for which the U.S. is the SoD;

(b) New and used aircraft for which EASA is the SoD; and

(c) New and used aircraft for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and the EU covering the same class of product.

TRANSPORT STYRELSEN

TIP rev 6. Vad erkänner EU från USA?

FAA Authorized Release Certificates

2.3.4 EASA recognizes, as within the scope of this agreement, FAA Authorized Release Certificates for the Following Products and Articles:

2.3.4.1 Engines and Propellers that Conform to a Type Design Approved Under an EASA TC including:

(a) New and rebuilt aircraft engines for which the U.S. is the SoD;

(b) New aircraft engines manufactured in the U.S. for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and the EU covering engines;

(c) New propellers for which the U.S. is the SoD; and

(d) New propellers manufactured in the U.S. for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and the EU covering propellers.

TRANSPORT STYRELSEN

TIP rev 6. Vad erkänner EU från USA?

2.3.4.2 Articles and replacement parts for articles that conform to an FAA TSOA and benefit from Acceptance under the TIP.

2.3.4.3 Articles and Replacement Parts that conform to an EASA Design Approval:

(a) New replacement and modification parts that conform to EASA approved design data and that are eligible for installation in a product or article which has been granted an EASA design approval, as follows:

(1) Replacement parts manufactured by the original PAH for all products and articles, regardless of the SoD; and

(2) Modification parts manufactured by the original PAH for all products and articles, regardless of the SoD.

(b) New Parts Manufacturer Approval (PMA) parts except for critical components that have not been produced under a licensing agreement from the TC or STC Holder according to 14 CFR section 21.303.

TRANSPORT STYRELSEN

TIP rev 6. Vad erkänner EU från USA?

2.3.5 EASA recognizes, as within the scope of this agreement, FAA Authorized Release Certificates or Manufacturer's Certificates of Conformity for Standard Parts.

EASA will recognize, as within the scope of this agreement, Standard Parts for all products and articles covered under the TIP when they conform to established EU or U.S. industry or government specifications, including U.S. parts under FAA TSO-C148 (fasteners), TSO-C149 (bearings), and TSO-C150 (seals).

TIP rev 6. *Vad accepterar USA från EU?*

2.2 Design Approvals, Design Data, and Certificates Recognized by the U.S. under the TIP

2.2.1 FAA recognizes, as within the scope of this agreement, the following EASA Design Approvals as the Basis for FAA Design Approval:

2.2.1.1 Type Certificates (TCs) for all products for which EASA functions as the SoD;

2.2.1.2 All Supplemental Type Certificates (STC) and subsequent amended STCs and amended TC's for products that have been issued both an EASA and FAA type design approval;

2.2.1.3 All STCs issued before 28 September 2003, in accordance with the scope defined in Appendix E, from applicants in France, Germany, Italy, Netherlands, Sweden and the United Kingdom; and

2.2.1.4 Any other EASA-approved design changes for products and articles for which the EASA functions as the SoD.

TRANSPORT STYRELSEN

TIP rev 6. Vad accepterar USA från EU? Repairs

2.2.2 FAA recognizes, as within the scope of this agreement, EASA-approved design data used in the support of repairs as identified in paragraph 3.3.5 for products and articles of:

2.2.2.1 EU member state SoD;

2.2.2.2 U.S. SoD; or

2.2.2.3 A third country SoD, when both the FAA and EASA have issued a type design approval for the product.

TRANSPORT STYRELSEN

TIP rev 6. Vad accepterar USA från EU?

Export CofA

2.2.3 FAA recognizes, as within the scope of this agreement, EASA Export Certificates of Airworthiness for Aircraft that Conform to a Type Design Approved under an FAA Type Certificate including:

2.2.3.1 New and used aircraft for which EASA functions as the SoD;

2.2.3.2 New and used aircraft for which the U.S. is the SoD; and

2.2.3.3 New and used aircraft for which a third country is the SoD, when that third country has a bilateral agreement or arrangement with both the U.S. and the EU covering the same class of product.

TRANSPORT STYRELSEN

TIP rev 6. Vad accepterar USA från EU?

EASA Form 1

2.2.4 FAA recognizes, as within the scope of this agreement, EASA Authorized Release Certificates for the Following Products and Articles:

2.2.4.1 Engines and Propellers that Conform to a Type Design Approved under an FAA TC including:

(a) New aircraft engines for which EASA functions as the SoD;

(b) New aircraft engines manufactured in the EU for which a third country is the SoD, when that third country has a bilateral agreement with both the U.S. and the EU covering engines;

(c) New propellers for which EASA functions as the SoD; and

(d) New propellers manufactured in the EU for which a third country is the SoD, when that third country has a bilateral agreement with both the U.S. and the EU covering propellers.

TRANSPORT STYRELSEN

TIP rev 6. Vad accepterar USA från EU?

EASA Form 1

2.2.4.2 Articles and replacement parts for articles that conform to an EASA ETSOA and benefit from Acceptance under the TIP.

2.2.4.3 Articles and Replacement Parts that Conform to an FAA Design Approval.

(a) New replacement and modification parts that conform to FAA approved design data and that are eligible for installation in a product or article which has been granted a FAA design approval, as follows:

(1) Replacement parts manufactured by the original

TRANSPORT STYRELSEN

TIP rev 6. Vad accepterar USA från EU?
EASA Form 1

production approval holder (PAH) for all products and articles for which EASA functions as the SoD; and

(2) Modification parts manufactured by the original PAH for all products and articles for which EASA functions as the SoD.

(b) Reserved.

2.2.5 FAA recognizes, as within the scope of this agreement, EASA Authorized Release Certificates or Manufacturer's Certificate of Conformity for Standard Parts.

The FAA will recognize, as within the scope of this agreement, Standard Parts for products covered under the TIP when they conform to established U.S. or EU government or industry-accepted specifications.

TRANSPORT STYRELSEN

- I princip finns denna information i alla TIP, dock är TIP med FAA och Canada mest utvecklad. TIP finns ju med de som EU har bilateralt avtal med. Tre avtal finns idag.

TRANSPORT STYRELSEN

Inkommna frågor:

- Regler för transfer FAA STC
- -Transfer av FAA STC
- -Vem får äga ett FAA STC, med eller utan EASA validering
- -Krav EASA DOA
- -A-DOA eller DOA, skillnad
- -FAA STC kvar i US, krav post box ägare bolag privat person?

TRANSPORT STYRELSEN

Regler för transfer FAA STC

- TIP rev 6, 6.1.
- *SECTION III DESIGN APPROVAL PROCEDURES*

TRANSPORT STYRELSEN

Validering av FAA STC till ett godkänt EASA STC

Streamlined-validation

Technical-validation

Basic

NON-Basic

FAA STC hållare

EASA STC hållare

EASA STC

FAA STC

-Vem får äga ett FAA STC, med eller utan EASA validering

- Hm, knepig fråga.
- Ledtråd i ansökningsblanketten.
- Och i TIP.

-Vem får äga ett FAA STC, med eller utan EASA validering

FAA Form 8110-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

OMB Control Number 2120-0018
Expiration Date 1/31/2021

APPLICATION FOR TYPE CERTIFICATE, PRODUCTION CERTIFICATE, OR SUPPLEMENTAL TYPE CERTIFICATE

1. Name Of Applicant	2. Application made for :	3. Product Involved
	☐ Type Certificate ☐ Supplemental Type Certificate ☐ Amended Supplemental Type Certificate ☐ Production Certificate ☐ Amended Type Certificate	Aircraft ☐ Engine ☐ Propeller ☐
4. Address	b. City / State	c. Zip Code
5. TYPE CERTIFICATE (Complete item 5a below)		
a. Model designation(s) (All models listed are to be completely described in the required technical data, including drawings representing the design, material, specifications, construction, and performance of the aircraft, aircraft engine, propeller which is the subject of this application.)		

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INSTRUCTIONS FOR COMPLETION OF FAA FORM 8110-12, APPLICATION FOR TC, AMENDED TC, PC, STC, OR AMENDED STC

FAA Form 8110-12 is used for application for a TC, Amended TC, PC, STC, or Amended STC. Application for a TC and a PC may be made at the same time if desired. Only the appropriate blocks, as follows, need to be filled out for each type of certificate.

Blocks 1, 2, 3, 4, 5, 6, and 8 for a TC or Amended TC;

Blocks 1, 2, 3, 5, and 8 for a PC;

Blocks 1, 2, 3, 4, 7, and 8 for an STC or Amended STC.

Block 1. Enter the name of the party, corporation or organization to whom the TC, Amended TC, PC, STC, or Amended STC will be issued. The name will appear on the certificate exactly as it is entered here.

NOTE: Only the TC holder can either apply to amend the original TC or apply for an STC. If a person is not the TC holder, that person must apply for an STC (Refer to 14 CFR 21.113). Also, only STC holders can apply to amend their own STC.

-Vem får äga ett FAA STC, med eller utan EASA validering

Supplemental Type Certificates

STC Holder Responsibilities

Advisory Circular 21-40 and FAA Order 8110.4 identifies the STC applicant's responsibilities. In addition, once the STC is approved, the STC holder must:

- Report failures, malfunctions and defects (14 CFR § 21.3)
- Make the type certificate available to FAA and National Transportation Safety Board, upon request (14 CFR § 21.49)
- Make Instructions for Continued Airworthiness available to owner/operator (14 CFR § 21.50)
- Make required design changes to address Airworthiness Directives and make them available (14 CFR § 21.99)
- Make flight manuals supplements and supplemental flight manuals available with each alteration (14 CFR § 21.5 and § 23.1581)

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Byte (transfer) av ägare av ett STC

- *SECTION V ADMINISTRATION OF DESIGN APPROVALS*

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-Vem får äga ett FAA STC, med eller utan EASA validering

5.2 Transfer of TCs and STCs

The FAA and EASA will administer the transfer of TCs/STCs only if an applicant agrees to assume responsibility for both an FAA and EASA TC/STC (when applicable) and the affected operating fleet.

5.2.1 Transfer of a U.S. or EASA TC/STC to a Person in the Other Authority's Territory

5.2.1.1 Early coordination between the current TC/STC holder and its Authority, together with the proposed TC/STC holder and its Authority is essential. The current Authority will notify the receiving Authority of the proposed transfer and include information about current production status. All information related to the transfer of a TC/STC including technical documentation, will be in the English language.

TRANSPORT STYRELSEN

-Vem får äga ett FAA STC, med eller utan EASA validering

5.2.1.2 Upon notification of a change in ownership of a TC/STC holder to a new holder in the other territory, the current Authority's responsible office will notify the receiving Authority's responsible office as listed in Appendix A. A special arrangement may be developed to identify each Authority's responsibilities.

5.2.1.3 The current Authority will transfer to the receiving Authority the ICAO SoD responsibilities for TCs and STCs within the scope of the TIP. The receiving Authority will not assume ICAO SoD functions for models or design changes that have not been found to meet their certification requirements.

TRANSPORT STYRELSEN

-Vem får äga ett FAA STC, med eller utan EASA validering

5.2.1.4 If the receiving Authority does not already have a corresponding TC/STC, the receiving holder will have to apply to their Authority for a new TC/STC. The transferring Authority will provide support to establish acceptance of the receiving Authority's TC/STC as showing compliance to the applicable certification requirements of the receiving Authority. This would include the current Authority's statement of compliance that the product meets new SoD (receiving Authority) certification requirements. Upon acceptance, the new Authority will issue their TC/STC.

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-Vem får äga ett FAA STC, med eller utan EASA validering

(b) For STCs, if the original STC does not include a specific certificated model of the product listed on the new STC, the applicability of the new STC will only include those TCs that have been validated by the receiving Authority. All pre-requisite STCs will be listed on the STC.

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-Vem får äga ett FAA STC, med eller utan EASA validering

<u>Vad kan man göra om FAA STC hållaren inte går med på en EASA validering?</u>

EASA har nu en procedur där STC-installationen kan valideras och godkännas på en individ. Sökande behöver inte vara STC-hållaren. Det kan vara flygplanägaren.
EASA utfärdar inget EASA STC, utan ett godkännande.

TRANSPORT STYRELSEN

-FAA STC kvar i US, krav post box ägare bolag privat person?

- Ingen ändring egentligen, förutom grundkraven vid ansökan om nytt, samt det ansvar som åligger STC innehavaren. Se tidigare bilder.

TRANSPORT STYRELSEN

-FAA STC kvar i US, krav post box ägare bolag privat person?

Supplemental Type Certificates

STC Holder Responsibilities

Advisory Circular 21-40 and FAA Order 8110.4 identifies the STC applicant's responsibilities. In addition, once the STC is approved, the STC holder must:

- Report failures, malfunctions and defects (14 CFR § 21.3)
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- Make required design changes to address Airworthiness Directives and make them available (14 CFR § 21.99)
- Make flight manuals supplements and supplemental flight manuals available with each alteration (14 CFR § 21.5 and § 23.1581)

-Krav EASA DOA
-A-DOA eller DOA, skillnad

- Kraven på en EASA DOA kan läsas under EU 748/2012, Del-21 kapitel J, DESIGN ORGANISATION APPROVAL.
- Alternativa procedurer för konstruktionsorganisation, AP-DOA, AMC 21.A.14(b) Alternative Procedures.

- Generellt kan man säga att en designorganisation med alternativa procedurer, AP-DOA, inte har samma krav på en organisation som en fullvärdig DOA.
- Privilegierna är då inte lika omfattande.

EASA DOA

- DOA enligt kapitel J , *exempel på privilegier*..21.A.263 (a,b):
  - Får utföra konstruktionsarbeten inom sitt scope of approval.
  - Ansöka till EASA om :
    - Flygvillkor till ett tillfälligt flygtillstånd (PtF).
    - Typcertifikat (TC)
    - Större ändring till ett typcertifikat (Major change)
    - Kompletterande typcertifikat (STC)
    - ETSO auktorisation
    - Större reparationsgodkännande. (Major repair)

EASA DOA

- DOA enligt kapitel J , exempel på privilegier..21.A.263 (c):
  - Att klassificera ändringar till ett typcertifikat som ”mindre” eller ”större”.
  - Att godkänna mindre ändringar till typcertifikatet och mindre reparationer.
  - Att godkänna mindre ändringar till flyghandboken.
  - Att godkänna större reparationer för produkter, hjälpkraftaggregat som DOA:n är TC, STC eller ETSO-hållare för.
  - Att godkänna flygvillkor för ett flygtillstånd som ska utfärdas enligt 21.A.711(a)(2), utom för flygtillstånd gällande punkt 21.A.701(a)(15).
  - Att utfärda ett flygtillstånd enligt 21.A.711(b)…….

A-DOA

A-DOA, AP-DOA, kärt barn har många namn. Vad får den göra?

AMC 21.A.14(b) Alternative Procedures

- Ett begränsat scope
- Får omfatta:

- 1 an ELA2 aircraft;
- 2. an engine or propeller installed in ELA2 aircraft;
- 3. a piston engine;
- 4. a fixed or adjustable pitch propeller.

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A-DOA

A-DOA, AP-DOA, kärt barn har många namn. Vad får den göra?

AMC 21.A.14(b) Alternative Procedures

- Certifieringsprogram för:
- 1. an ELA1 aircraft;
- 2. an engine or propeller installed in an ELA1 aircraft.

- Management of the (supplemental) type-certification process
- 2.1 Certification programme:
  See AMC 21.A.20(b) for type-certification
  and AMC 21.A.114 for supplemental type-certification.
- 2.2 Compliance documentation: see AMC 21.A.20(c)

- 3. Management of design changes
- 3.1 Approval of changes to type design, repairs and production deviations from the approved design data

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