

**COMMISSION REGULATION (EC) No 1702/2003
of 24 September 2003**

**laying down implementing rules for the airworthiness and environmental certification of aircraft
and related products, parts and appliances, as well as for the certification of design and production
organisations**

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency ⁽¹⁾ (hereinafter referred to as 'the basic Regulation'), as adapted by Regulation (EC) No 1701/2003 ⁽²⁾, and in particular Articles 5 and 6 thereof,

Whereas:

- (1) The basic Regulation establishes common essential requirements to provide for a high uniform level of civil aviation safety and environmental protection; it requires the Commission to adopt the necessary implementing rules to ensure their uniform application; it establishes the 'European Aviation Safety Agency' (hereinafter referred to as the 'Agency') to assist the Commission in the development of such implementing rules.
- (2) Existing aviation requirements in the field of airworthiness as listed in Annex II to Council Regulation (EEC) No 3922/91 ⁽³⁾, as last amended by Commission Regulation (EC) No 2871/2000 ⁽⁴⁾, will be repealed as from 28 September 2003.
- (3) It is necessary to adopt common technical requirements and administrative procedures to ensure the airworthiness and environmental compatibility of aeronautical products, parts and appliances, subject to the basic Regulation; such requirements and procedures should specify the conditions to issue, maintain, amend, suspend or revoke the appropriate certificates.
- (4) Organisations involved in the design and production of products, parts and appliances should be required to comply with certain technical requirements in order to demonstrate their capability and means to discharge their obligations and associated privileges; the Commis-

sion is required to adopt measures to specify conditions to issue, maintain, amend, suspend or revoke certificates attesting such compliance.

- (5) In adopting measures for the implementation of common essential requirements in the field of airworthiness, the Commission must take care that they reflect the state of the art and the best practices, take into account worldwide aircraft experience and scientific and technical progress and allow for immediate reaction to established causes of accidents and serious incidents.
- (6) The need to ensure uniformity in the application of common airworthiness and environmental requirements for aeronautical products, parts and appliances requires that common procedures be followed by the competent authorities of the Member States and, where applicable, the Agency to assess compliance with these requirements; the Agency should develop certification specifications and guidance material to facilitate the necessary regulatory uniformity.
- (7) For this purpose, it is necessary to permit a smooth transition to the new regulatory framework of the Agency ensuring that a high and uniform level of civil aviation safety in the Community is maintained; it is necessary to provide sufficient time for the aeronautical industry and Member State administrations to adapt to this new framework and to recognise the continuing validity of certificates issued before the entry into force of this Regulation, in accordance with Article 57 of the basic Regulation.
- (8) The measures provided by this Regulation are based on the opinion issued by the Agency ⁽⁵⁾ in accordance with Articles 12(2)(b) and 14(1) of the basic Regulation.
- (9) The measures provided for in this Regulation are in accordance with the opinion of the European Aviation Safety Agency Committee established by Article 54(3) of the basic Regulation,

⁽¹⁾ OJ L 240, 7.9.2002, p. 1.

⁽²⁾ See page 5 of this Official Journal.

⁽³⁾ OJ L 373, 31.12.1991, p. 4.

⁽⁴⁾ OJ L 333, 29.12.2000, p. 47.

⁽⁵⁾ 1.9.2003.

HAS ADOPTED THIS REGULATION:

Article 1

Scope and definitions

1. This Regulation lays down, in accordance with Article 5(4) and 6(3) of the basic Regulation, common technical requirements and administrative procedures for the airworthiness and environmental certification of products, parts and appliances specifying:

- (a) the issue of type-certificates, restricted type-certificates, supplemental type-certificates and changes to those certificates;
- (b) the issue of certificates of airworthiness, restricted certificates of airworthiness, permits to fly and authorised release certificates;
- (c) the issue of repair design approvals;
- (d) the showing of compliance with environmental protection requirements;
- (e) the issue of noise certificates;
- (f) the identification of products, parts and appliances;
- (g) the certification of certain parts and appliances;
- (h) the certification of design and production organisations;
- (i) the issue of airworthiness directives.

2. For the purpose of this Regulation, the following definitions shall apply:

- (a) 'JAA' means the 'Joint Aviation Authorities'.
- (b) 'JAR' means 'Joint Aviation Requirements'.
- (c) 'Part 21' means the requirements and procedures for the certification of aircraft and related products, parts and appliances, and of design and production organisations annexed to this Regulation.
- (d) 'Part M' means the applicable continuing airworthiness requirements adopted in pursuance to the basic Regulation.

Article 2

Products, parts and appliances certification

1. Products, parts and appliances shall be issued certificates as specified in Part 21.

2. By way of derogation from paragraph 1, aircraft, including any installed product, part and appliance, which are not registered in a Member State shall be exempted from the provisions of Subparts H and I of Part 21.

3. With regard to a product that has a type-certificate issued before 28 September 2003 by a Member State, the following provisions shall apply:

(a) Such a product shall be deemed to have a type-certificate issued in accordance with this Regulation when:

(i) its type-certification basis is:

- the JAA type-certification basis, for products that have been certificated under JAA procedures, as defined in their JAA data sheet; or
- for other products, the type-certification basis as defined in the type-certificate data sheet of the State of design, if that State of design is:
 - a Member State, unless the Agency determines, taking into account, in particular, airworthiness codes used and service experience, that such type-certification basis does not provide for a level of safety equivalent to that required by the basic Regulation and this Regulation; or
 - a State with which a Member State has concluded a bilateral airworthiness agreement or similar arrangement under which such products have been certificated on the basis of that State of design airworthiness codes, unless the Agency determines that such airworthiness codes or service experience or the safety system of that State of design do not provide for a level of safety equivalent to that required by the basic Regulation and this Regulation;
 - The Agency shall make a first evaluation of the implication of these two above provisions in view of producing an opinion to the Commission including possible amendments to the present Regulation.

(ii) the environmental protection requirements are those laid down in Annex 16 to the Chicago Convention, as applicable to the product;

(iii) the applicable airworthiness directives are those of the State of design.

(b) The design of an individual aircraft, which is on the register of a Member State before 28 September 2003, shall be deemed to have been approved in accordance with this Regulation when:

(i) its basic type design is part of a type-certificate referred to in paragraph (a);

(ii) all changes to this basic type design, which are not under the responsibility of the type-certificate holder, have been approved; and

(iii) the airworthiness directives issued or adopted by the Member State of registry before 28 September 2003 are complied with, including any variations to the airworthiness directives of the State of design agreed by the Member State of registry.

- (c) The Agency shall determine the type-certificate of the products not meeting paragraph (a) before 28 March 2007.
- (d) The Agency shall determine the type-certificate data sheet for noise for all products covered by paragraph (a) before 28 March 2007. Until such determination, Member States may continue to issue noise certificates in accordance with applicable national regulations.
4. With regard to products for which a type-certification process is proceeding through the JAA or a Member State on 28 September 2003:
- (a) if a product is under certification by several Member States, the most advanced project shall be used as the reference;
- (b) 21A.15(a), (b) and (c) of Part 21 shall not apply;
- (c) by way of derogation from 21A.17(a) of Part 21, the type-certification basis shall be that established by the JAA or, where applicable, the Member State at the date of application for the approval;
- (d) compliance findings made under JAA or Member State procedures shall be deemed to have been made by the Agency for the purpose of complying with 21A.20(a) and (b) of Part 21;
5. With regard to products that have a national type-certificate, or equivalent, and for which the approval process of a change carried out by a Member State is not finalised at the time when the type-certificate is determined in accordance with this Regulation:
- (a) if an approval process is being carried out by several Member States, the most advanced project shall be used as the reference;
- (b) 21A.93 of Part 21 shall not apply;
- (c) the applicable type-certification basis shall be that established by the JAA or, where applicable, the Member State at the date of application for the approval of change;
- (d) compliance findings made under JAA or Member State procedures shall be deemed to have been made by the Agency for the purpose of complying with 21A.103(a)(2) and (b) of Part 21.
6. With regard to supplemental type-certificates for which a certification process is being carried out by a Member State on 28 September 2003 under applicable JAA supplemental type-certificate procedures; and with regard to major changes to products, proposed by persons other than the type-certificate holder of the product, for which a certification process is being carried out by a Member State on 28 September 2003 under applicable national procedures:
- (a) if a certification process is being carried out by several Member States, the most advanced project shall be used as the reference;
- (b) 21A.113 (a) and (b) of Part 21 shall not apply;
- (c) the applicable certification basis shall be that established by the JAA or, where applicable, the Member State at the date of application for the supplemental type-certificate or the major change approval;
- (d) the compliance findings made under JAA or Member State procedures shall be deemed to have been made by the Agency for the purpose of complying with 21A.115(a) of Part 21.
7. With regard to products that have a national type-certificate, or equivalent, and for which the approval process of a major repair design carried out by a Member State is not finalised at the time when the type-certificate is determined in accordance with this Regulation, compliance findings made under JAA or Member State procedures shall be deemed to have been made by the Agency for the purpose of complying with 21A.433(a) of Part 21.
8. With regard to parts and appliances for which an approval or authorisation process is being carried out by a Member State on 28 September 2003:
- (a) if an authorisation process is being carried out by several Member States, the most advanced project shall be used as the reference;
- (b) 21A.603 of Part 21 shall not apply;
- (c) the applicable data requirements under 21A.605 of Part 21 shall be those established by the relevant Member State, at the date of application for the approval or authorisation;
- (d) compliance findings made by the relevant Member State shall be deemed to have been made by the Agency for the purpose of complying with 21A.606(b) of Part 21.
9. A certificate of airworthiness issued by a Member State attesting conformity with a type-certificate determined in accordance with paragraph 3 shall be deemed to comply with this Regulation.
10. Pending Agency determination under point (c) of paragraph 3, aircraft types which are permitted to fly by a Member State before 28 September 2003 and which cannot be issued a type-certificate in accordance with paragraph 3 shall remain under the responsibility of the Member State of registry under applicable national regulations.
11. Until 28 March 2007, Member States shall make the findings that the aircraft and appropriate associated restrictions compensating for departure from the essential requirements permit the aircraft to perform safely a basic flight. In such case, permits to fly shall contain a limitation for use in the airspace of the Member State whose competent authority is issuing the permit. Flights outside of this airspace shall entail validation of the permit by the competent authorities of the States concerned.
- Until 28 March 2007, an aircraft which was permitted by a Member State to fly before 28 September 2003 without an airworthiness certificate may remain under the responsibility of the Member State under applicable national regulations. Such aircraft shall fly only within the airspace of the relevant Member State. Flights outside of this airspace shall require the permission of the competent authority of the State concerned.

12. Where reference is made in Part 21 to apply and/or to comply with the provisions of Part M and Part M is not in force, the relevant national rules shall apply instead.

13. Approvals of parts and appliances issued by a Member State and valid on 28 September 2003 shall be deemed to have been issued in accordance with this Regulation.

14. With regard to supplemental type-certificates issued by a Member State under JAA procedures or applicable national procedures and with regard to changes to products proposed by persons other than the type-certificate holder of the product, approved by a Member State under applicable national procedures, where the supplemental type-certificate, or change, is valid on 28 September 2003, the supplemental type-certificate, or change, shall be deemed to have been issued under this Regulation.

Article 3

Design organisations

1. An organisation responsible for the design of products, parts and appliances or for changes or repairs thereto shall demonstrate its capability in accordance with Part 21.

2. By way of derogation from paragraph 1, an organisation whose principal place of business is in a non-member State may demonstrate its capability by holding a certificate issued by that State for the product, part and appliance for which it applies, provided:

- (a) that State is the State of design; and
- (b) the Agency has determined that the system of that State includes the same independent level of checking of compliance as provided by this Regulation, either through an equivalent system of approvals of organisations or through direct involvement of the competent authority of that State.

3. Design organisation approvals issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid before 28 September 2003 shall be deemed to comply with this Regulation. In such case, the period for closure of level two findings, referred to in Subpart J of Part 21, shall not exceed one year when those findings are associated with differences with previous applicable JAR.

4. A type-certificate holder who does not hold on 28 September 2003 an appropriate design organisation approval issued under applicable JAA procedures shall demonstrate its capability under the conditions laid down in 21A.14 of Part 21 before 28 September 2005.

5. An organisation, being the applicant for a supplemental type-certificate, a major repair design approval or an Auxiliary Power Unit design approval which does not hold on 28

September 2003 an appropriate design organisation approval issued by a Member State under applicable JAA procedures shall demonstrate its capability before 28 September 2005 in accordance with Part 21, 21A.112, 21A.432B, or in the case of an Auxiliary Power Unit, 21A.602B.

6. With regard to organisations for which a design organisation approval is proceeding through a Member State on 28 September 2003 under applicable JAA procedures:

- 1. 21A.234 of Part 21 shall not apply;
- 2. compliance findings made under JAA procedures shall be deemed to have been made by the Agency for the purpose of complying with 21A.245 of Part 21.

Article 4

Production organisations

1. An organisation responsible for the manufacture of products, parts and appliances shall demonstrate its capability in accordance with the provisions of Part 21.

2. By way of derogation from paragraph 1, a manufacturer whose principal place of business is in a non-member State may demonstrate its capability by holding a certificate issued by that State for the product, part and appliance for which it applies, provided:

- (a) that State is the State of manufacture; and
- (b) the Agency has determined that the system of that State includes the same independent level of checking of compliance as provided by this Regulation, either through an equivalent system of approvals of organisations or through direct involvement of the competent authority of that State.

3. Production organisation approvals issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid before 28 September 2003 shall be deemed to comply with this Regulation. In such case, the period for closure of level two findings, referred to in Subpart G of Part 21, shall not exceed one year when those findings are associated with differences with previous applicable JAR.

4. An organisation shall demonstrate its capability under this Regulation before 28 September 2005.

5. Until an organisation has demonstrated its capability under Subparts F and G of Part 21, statements of conformity and authorised release certificates issued by that organisation under applicable national regulations shall be deemed to have been issued under this Regulation.

6. With regard to organisations for which a production organisation approval is proceeding through a Member State on 28 September 2003 under applicable JAA procedures:

- (a) 21A.134 of Part 21 shall not apply;
- (b) compliance findings made under JAA procedures shall be deemed to have been made by the Agency for the purpose of complying with 21A.145 of Part 21.

Article 5

Entry into force

1. This Regulation shall enter into force on 28 September 2003, except for 21A.804(a)(3) of Part 21 which shall enter into force on 28 March 2004 and Subparts H of Part 21 which shall enter into force on 28 September 2004.

2. By way of derogation from 21A.159 of Part 21, Member States may issue approvals of a limited duration until 28 September 2005.

3. By way of derogation from 21A.181 of Part 21, Member States may issue certificates of a limited duration until 28 September 2008.

4. When a Member State makes use of the provisions of paragraphs 2 or 3 it shall notify the Commission and the Agency.

5. The Agency shall make, in due time, an evaluation of the implication of the provisions of this Regulation on the duration of the validity of approvals in view of producing an opinion to the Commission including possible amendments to it.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 24 September 2003.

For the Commission

Loyola DE PALACIO

Vice-President

ANNEX

PART 21

Certification of aircraft and related products, parts and appliances, and of design and production organisations

Contents (detailed layout)

	Page
21.1 General	17
SECTION A	17
REQUIREMENTS FOR APPLICANTS AND ACQUIRED RIGHTS AND OBLIGATIONS	17
SUBPART A — GENERAL PROVISIONS	17
21A.1 Scope	17
21A.2 Undertaking by another person than the applicant for, or holder of, a certificate	17
21A.3 Failures, malfunctions and defects	17
21A.3B Airworthiness directives	18
21A.4 Coordination between design and production	18
SUBPART B — TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES	18
21A.11 Scope	18
21A.13 Eligibility	18
21A.14 Demonstration of capability	18
21A.15 Application	19
21A.16A Airworthiness codes	19
21A.16B Special conditions	19
21A.17 Type-certification basis	20
21A.18 Designation of applicable environmental protection requirements and certification specifications	20
21A.19 Changes requiring a new type-certificate	20
21A.20 Compliance with the type-certification basis and environmental protection requirements	21
21A.21 Issue of a type-certificate	21
21A.23 Issue of a restricted type-certificate	21
21A.31 Type design	21
21A.33 Investigation and tests	22
21A.35 Flight Tests	22
21A.41 Type-certificate	22
21A.44 Obligations of the holder	23
21A.47 Transferability	23
21A.51 Duration and continued validity	23
21A.55 Record keeping	23
21A.57 Manuals	23
21A.61 Instructions for continued airworthiness	23
(SUBPART C — NOT APPLICABLE)	24
SUBPART D — CHANGES TO TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES	24
21A.90 Scope	24
21A.91 Classification of changes in type design	24

	Page
21A.92 Eligibility	24
21A.93 Application	24
21A.95 Minor changes	24
21A.97 Major changes	24
21A.101 Designation of applicable certification specifications and environmental protection requirements	25
21A.103 Issue of approval	25
21A.105 Record keeping	26
21A.107 Instructions for continued airworthiness	26
21A.109 Obligations and EPA marking	26
SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES	26
21A.111 Scope	26
21A.112 Eligibility	26
21A.112B Demonstration of capability	26
21A.113 Application for a supplemental type-certificate	26
21A.114 Showing of compliance	27
21A.115 Issue of a supplemental type-certificate	27
21A.116 Transferability	27
21A.117 Changes to that part of a product covered by a supplemental type-certificate	27
21A.118A Obligations and EPA marking	27
21A.118B Duration and continued validity	27
21A.119 Manuals	27
21A.120 Instructions for continued airworthiness	28
SUBPART F — PRODUCTION WITHOUT PRODUCTION ORGANISATION APPROVAL	28
21A.121 Scope	28
21A.122 Eligibility	28
21A.124 Application	28
21A.125 Issue of a letter of agreement	28
21A.125B Findings	29
21A.125C Duration and continued validity	29
21A.126 Production inspection system	29
21A.127 Tests: aircraft	30
21A.128 Tests: engines and propellers	30
21A.129 Obligations of the manufacturer	30
21A.130 Statement of conformity	31
SUBPART G — PRODUCTION ORGANISATION APPROVAL	31
21A.131 Scope	31
21A.133 Eligibility	31
21A.134 Application	31
21A.135 Issue of production organisation approval	31
21A.139 Quality System	32
21A.143 Exposition	32
21A.145 Approval requirements	33
21A.147 Changes to the approved production organisation	33
21A.148 Changes of location	33
21A.149 Transferability	33
21A.151 Terms of approval	34

	Page
21A.153 Changes to the terms of approval	34
21A.157 Investigations	34
21A.158 Findings	34
21A.159 Duration and continued validity	34
21A.163 Privileges	35
21A.165 Obligations of the holder	35
SUBPART H — AIRWORTHINESS CERTIFICATES	36
21A.171 Scope	36
21A.172 Eligibility	36
21A.173 Classification	36
21A.174 Application	36
21A.175 Language	37
21A.177 Amendment or modification	37
21A.179 Transferability and re-issuance within Member States	37
21A.180 Inspections	37
21A.181 Duration and continued validity	37
21A.182 Aircraft identification	38
21A.183 Issue of certificates of airworthiness	38
21A.184 Issue of restricted certificates of airworthiness	38
21A.185 Issue of permits to fly	38
SUBPART I — NOISE CERTIFICATES	39
21A.201 Scope	39
21A.203 Eligibility	39
21A.204 Application	39
21A.205 Issue of noise certificates	39
21A.207 Amendment or modification	39
21A.209 Transferability and re-issuance within Member States	39
21A.210 Inspections	39
21A.211 Duration and continued validity	40
SUBPART J — DESIGN ORGANISATION APPROVAL	40
21A.231 Scope	40
21A.233 Eligibility	40
21A.234 Application	40
21A.235 Issue of design organisation approval	40
21A.239 Design assurance system	40
21A.243 Data	41
21A.245 Approval requirements	41
21A.247 Changes in design assurance system	41
21A.249 Transferability	41
21A.251 Terms of approval	41
21A.253 Changes to the terms of approval	41
21A.257 Investigations	42
21A.258 Findings	42
21A.259 Duration and continued validity	42
21A.263 Privileges	42
21A.265 Obligations of the holder	43

	Page
SUBPART K — PARTS AND APPLIANCES	43
21A.301 Scope	43
21A.303 Compliance with applicable requirements	43
21A.305 Approval of parts and appliances	43
21A.307 Release of parts and appliances for installation	43
(SUBPART L — NOT APPLICABLE)	44
SUBPART M — REPAIRS	44
21A.431 Scope	44
21A.432 Eligibility	44
21A.432B Demonstration of capability	44
21A.433 Repair design	44
21A.435 Classification of repairs	44
21A.437 Issue of a repair design approval	45
21A.439 Production of repair parts	45
21A.441 Repair embodiment	45
21A.443 Limitations	45
21A.445 Unrepaired damage	45
21A.447 Record keeping	45
21A.449 Instructions for continued airworthiness	46
21A.451 Obligations and EPA marking	46
(SUBPART N — NOT APPLICABLE)	46
SUBPART O — EUROPEAN TECHNICAL STANDARD ORDER AUTHORISATIONS	46
21A.601 Scope	46
21A.602A Eligibility	46
21A.602B Demonstration of capability	47
21A.603 Application	47
21A.604 ETSO Authorisation for an Auxiliary Power Unit (APU)	47
21A.605 Data requirements	47
21A.606 Issue of ETSO authorisation	47
21A.607 ETSO authorisation privileges	47
21A.608 Declaration of Design and Performance (DDP)	48
21A.609 Obligations of holders of ETSO authorisations	48
21A.610 Approval for deviation	48
21A.611 Design changes	48
21A.613 Record keeping	49
21A.615 Inspection by the Agency	49
21A.619 Duration and continued validity	49
21A.621 Transferability	49
(SUBPART P — NOT APPLICABLE)	49
SUBPART Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES	49
21A.801 Identification of products	49
21A.803 Handling of identification data	50
21A.804 Identification of parts and appliances	50
21A.805 Identification of critical parts	50
21A.807 Identification of ETSO articles	50

	Page
SECTION B	51
PROCEDURES FOR COMPETENT AUTHORITIES	51
SUBPART A — GENERAL PROVISIONS	51
21B.5 Scope	51
21B.20 Obligations of the competent authority	51
21B.25 Requirements for the organisation of the competent authority	51
21B.30 Documented procedures	51
21B.35 Changes in organisation and procedures	51
21B.40 Resolution of disputes	51
21B.45 Reporting/co-ordination	52
21B.55 Record keeping	52
21B.60 Airworthiness directives	52
SUBPART B — TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES	52
(SUBPART C — NOT APPLICABLE)	52
SUBPART D — CHANGES TO TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES	52
SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES	52
SUBPART F — PRODUCTION WITHOUT PRODUCTION ORGANISATION APPROVAL	52
21B.120 Investigation	52
21B.130 Issue of letter of agreement	53
21B.135 Maintenance of the letter of agreement	53
21B.140 Amendment of a letter of agreement	53
21B.143 Notification of findings	53
21B.145 Suspension and revocation of a letter of agreement	54
21B.150 Record keeping	54
SUBPART G — PRODUCTION ORGANISATION APPROVAL	54
21B.220 Investigation	54
21B.225 Notification of findings	55
21B.230 Issue of certificate	55
21B.235 Continued surveillance	55
21B.240 Amendment of a production organisation approval	55
21B.245 Suspension and revocation of a production organisation approval	55
21B.260 Record keeping	56
SUBPART H — AIRWORTHINESS CERTIFICATES	56
21B.320 Investigation	56
21B.325 Issue of airworthiness certificates	56
21B.330 Suspension and revocation of airworthiness certificates	56
21B.345 Record keeping	57
SUBPART I — NOISE CERTIFICATES	57
21B.420 Investigation	57
21B.425 Issue of noise certificates	57
21B.430 Suspension and revocation of a noise certificate	57
21B.445 Record keeping	57
SUBPART J — DESIGN ORGANISATION APPROVAL	57
SUBPART K — PARTS AND APPLIANCES	57
(SUBPART L — NOT APPLICABLE)	58

	Page
SUBPART M — REPAIRS	58
(SUBPART N — NOT APPLICABLE)	58
SUBPART O — EUROPEAN TECHNICAL STANDARD ORDER AUTHORISATIONS	58
(SUBPART P — NOT APPLICABLE)	58
SUBPART Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES	58
<i>Appendices — EASA Forms</i>	59

21.1 General

For the purpose of this Part, 'Competent Authority' shall be:

- (a) for organisations having their principal place of business in a Member State, the authority designated by that Member State; or the Agency if so requested by that Member State; or
- (b) for organisations having their principal place of business in a non-member State, the Agency.

SECTION A

REQUIREMENTS FOR APPLICANTS AND ACQUIRED RIGHTS AND OBLIGATIONS

SUBPART A — GENERAL PROVISIONS

21A.1 Scope

This Section establishes general provisions governing the rights and obligations of the applicant for, and holder of, any certificate issued or to be issued in accordance with this Section.

21A.2 Undertaking by another person than the applicant for, or holder of, a certificate

The actions and obligations required to be undertaken by the holder of, or applicant for, a certificate for a product, part or appliance under this Section may be undertaken on its behalf by any other natural or legal person, provided the holder of, or applicant for, that certificate can show that it has made an agreement with the other person such as to ensure that the holder's obligations are and will be properly discharged.

21A.3 Failures, malfunctions and defects

- (a) System for Collection, Investigation and Analysis of Data. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, European Technical Standard Order (ETSO) authorisation, major repair design approval or any other relevant approval deemed to have been issued under this Regulation shall have a system for collecting, investigating and analysing reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the product, part or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, ETSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under this Regulation. Information about this system shall be made available to all known operators of the product, part or appliance and, on request, to any person authorised under other associated implementing Regulations.
- (b) Reporting to the Agency.
 - 1. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, ETSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under this Regulation shall report to the Agency any failure, malfunction, defect or other occurrence of which it is aware related to a product, part, or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, ETSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under this Regulation, and which has resulted in or may result in an unsafe condition.
 - 2. These reports shall be made in a form and manner established by the Agency, as soon as practicable and in any case dispatched not later than 72 hours after the identification of the possible unsafe condition, unless exceptional circumstances prevent this.
- (c) Investigation of Reported Occurrences.
 - 1. When an occurrence reported under paragraph (b), or under 21A.129(f)(2) or 21A.165(f)(2) results from a deficiency in the design, or a manufacturing deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, ETSO authorisation, or any other relevant approval deemed to have been issued under this Regulation, or the manufacturer as appropriate, shall investigate the reason for the deficiency and report to the Agency the results of its investigation and any action it is taking or proposes to take to correct that deficiency.
 - 2. If the Agency finds that an action is required to correct the deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, ETSO authorisation, or any other relevant approval deemed to have been issued under this Regulation, or the manufacturer as appropriate, shall submit the relevant data to the Agency.

21A.3B Airworthiness directives

- (a) An airworthiness directive means a document issued or adopted by the Agency which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.
- (b) The Agency shall issue an airworthiness directive when:
 - 1. an unsafe condition has been determined by the Agency to exist in an aircraft, as a result of a deficiency in the aircraft, or an engine, propeller, part or appliance installed on this aircraft; and
 - 2. that condition is likely to exist or develop in other aircraft.
- (c) When an airworthiness directive has to be issued by the agency to correct the unsafe condition referred to in paragraph (b), or to require the performance of an inspection, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, ETSO authorisation or any other relevant approval deemed to have been issued under this Regulation, shall:
 - 1. Propose the appropriate corrective action or required inspections, or both, and submit details of these proposals to the Agency for approval.
 - 2. Following the approval by the Agency of the proposals referred to under subparagraph (1), make available to all known operators or owners of the product, part or appliance and, on request, to any person required to comply with the airworthiness directive, appropriate descriptive data and accomplishment instructions.
- (d) An airworthiness directive shall contain at least the following information:
 - 1. An identification of the unsafe condition;
 - 2. An identification of the affected aircraft;
 - 3. The action(s) required;
 - 4. The compliance time for the required action(s);
 - 5. The date of entry into force.

21A.4 Coordination between design and production

Each holder of a type-certificate, restricted type-certificate, supplemental type-certificate, ETSO authorisation, approval of a change to type design or approval of a repair design, shall collaborate with the production organisation as necessary to ensure:

- (a) The satisfactory coordination of design and production required by 21A.122 or 21A.133 or 21A.165(c)(2) as appropriate, and
- (b) The proper support of the continued airworthiness of the product, part or appliance.

SUBPART B — TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES**21A.11 Scope**

This Subpart establishes the procedure for issuing type-certificates for products and restricted type-certificates for aircraft, and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21A.13 Eligibility

Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability in accordance with 21A.14 shall be eligible as an applicant for a type-certificate or a restricted type-certificate under the conditions laid down in this Subpart.

21A.14 Demonstration of capability

- (a) Any organisation applying for a type-certificate or restricted type-certificate shall demonstrate its capability by holding a design organisation approval, issued by the Agency in accordance with Subpart J.

- (b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek Agency agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Part, when the product is one of the following:
1. a very light aeroplane or rotorcraft, a sailplane or a powered sailplane, a balloon, a hot air airship; or
 2. a small aeroplane meeting all of the following elements:
 - (i) Single piston engine, naturally aspirated, of not more than 250 hp Maximum Take-Off Power (MTOP);
 - (ii) Conventional configuration;
 - (iii) Conventional material and structure;
 - (iv) Flights under VFR, outside icing conditions;
 - (v) Maximum 4 seats including the pilot and maximum take off mass limited to 3000 lb. (1361 kg);
 - (vi) Unpressurised cabin;
 - (vii) Non-power assisted controls;
 - (viii) Basic aerobatic flights limited to +6/-3g; or
 3. a piston engine; or
 4. an engine or a propeller type-certificated under the applicable airworthiness code for powered sailplanes; or
 5. a fixed or variable pitch propeller.

21A.15 Application

- (a) An application for a type-certificate or restricted type-certificate shall be made in a form and manner established by the Agency.
- (b) An application for an aircraft type-certificate or restricted type-certificate shall be accompanied by a three-view drawing of that aircraft and preliminary basic data, including the proposed operating characteristics and limitations.
- (c) An application for an engine or propeller type-certificate shall be accompanied by a general arrangement drawing, a description of the design features, the operating characteristics, and the proposed operating limitations, of the engine, or propeller.

21A.16A Airworthiness codes

The Agency shall issue in accordance with Article 14 of the basic Regulation airworthiness codes as standard means to show compliance of products, parts and appliances with the essential requirements of Annex I to the basic Regulation. Such codes shall be sufficiently detailed and specific to indicate to applicants the conditions under which certificates will be issued.

21A.16B Special conditions

- (a) The Agency shall prescribe special detailed technical specifications, named special conditions, for a product, if the related airworthiness code does not contain adequate or appropriate safety standards for the product, because:
 1. The product has novel or unusual design features relative to the design practices on which the applicable airworthiness code is based; or
 2. The intended use of the product is unconventional; or
 3. Experience from other similar products in service or products having similar design features, has shown that unsafe conditions may develop.
- (b) The special conditions contain such safety standards as the Agency finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness code.

21A.17 Type-certification basis

- (a) The type-certification basis to be notified for the issuance of a type-certificate or a restricted type-certificate shall consist of:
1. The applicable airworthiness code established by the Agency that is effective on the date of application for that certificate unless:
 - (i) Otherwise specified by the Agency; or
 - (ii) Compliance with later effective amendments is elected by the applicant or required under paragraphs (c) and (d).
 2. Any special condition prescribed in accordance with 21A.16B(a).
- (b) An application for type-certification of large aeroplanes and large rotorcraft shall be effective for five years and an application for any other type-certificate shall be effective for three years, unless an applicant shows at the time of application that its product requires a longer period of time for design, development, and testing, and the Agency approves a longer period.
- (c) In the case where a type-certificate has not been issued, or it is clear that a type-certificate will not be issued, within the time limit established under paragraph (b); the applicant may:
1. File a new application for a type-certificate and comply with all the provisions of paragraph (a) applicable to an original application; or
 2. File for an extension of the original application and comply with the applicable airworthiness codes that were effective on a date, to be selected by the applicant, not earlier than the date which precedes the date of issue of the type-certificate by the time limit established under paragraph (b) for the original application.
- (d) If an applicant elects to comply with an amendment to the airworthiness codes that is effective after the filing of the application for a type-certificate, the applicant shall also comply with any other amendment that the Agency finds is directly related.

21A.18 Designation of applicable environmental protection requirements and certification specifications

- (a) The applicable noise requirements for the issue of a type-certificate for an aircraft are prescribed according to the provisions of Chapter 1 of Annex 16, Volume I, Part II to the Chicago Convention and:
1. for subsonic jet aeroplanes, in Volume I, Part II, Chapters 2, 3 and 4, as applicable;
 2. for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6 and 10, as applicable;
 3. for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable; and
 4. for supersonic aeroplanes, in Volume I, Part II, Chapter 12, as applicable.
- (b) The applicable emission requirements for the issue of a type-certificate for an aircraft and engine are prescribed in Annex 16 to the Chicago Convention:
1. for prevention of intentional fuel venting, in Volume II, Part II, Chapter 2;
 2. for emissions of turbo-jet and turbofan engines intended for propulsion only at subsonic speeds, in Volume II, Part III, Chapter 2; and
 3. for emissions of turbo-jet and turbofan engines intended for propulsion only at supersonic speeds, in Volume II, Part III, Chapter 3.
- (c) The Agency shall issue, in accordance with Article 14 of the basic Regulation, certification specifications providing for acceptable means to demonstrate compliance with the noise and the emission requirements laid down in paragraphs (a) and (b) respectively.

21A.19 Changes requiring a new type-certificate

Any natural or legal person proposing to change a product shall apply for a new type-certificate if the Agency finds that the change in design, power, thrust, or mass is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis is required.

21A.20 Compliance with the type-certification basis and environmental protection requirements

- (a) The applicant for a type-certificate or a restricted type-certificate shall show compliance with the applicable type-certification basis and environmental protection requirements and shall provide to the Agency the means by which such compliance has been shown.
- (b) The applicant shall declare that it has shown compliance with all applicable type-certification basis and environmental protection requirements.
- (c) Where the applicant holds an appropriate design organisation approval, the declaration of paragraph (b) shall be made according to the provisions of Subpart J.

21A.21 Issue of a type-certificate

The applicant shall be entitled to have a product type-certificate issued by the Agency after:

- (a) demonstrating its capability in accordance with 21A.14;
- (b) submitting the declaration referred to in 21A.20(b); and
- (c) it is shown that:
 - 1. The product to be certificated meets the applicable type-certification basis and environmental protection requirements designated in accordance with 21A.17 and 21A.18;
 - 2. Any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety;
 - 3. No feature or characteristic makes it unsafe for the uses for which certification is requested; and
 - 4. The type-certificate applicant has expressly stated that it is prepared to comply with 21A.44.
- (d) In the case of an aircraft type-certificate, the engine or propeller, or both, if installed in the aircraft, have a type-certificate issued or determined in accordance with this Regulation.

21A.23 Issue of a restricted type-certificate

- (a) For an aircraft that does not meet the provisions of 21A.21(c), the applicant shall be entitled to have a restricted type-certificate issued by the Agency after:
 - 1. complying with the appropriate type-certification basis established by the Agency ensuring adequate safety with regard to the intended use of the aircraft, and with the applicable environmental protection requirements;
 - 2. expressly stating that it is prepared to comply with 21A.44.
- (b) The engine or propeller installed in the aircraft, or both, shall:
 - 1. have a type-certificate issued or determined in accordance with this Regulation; or
 - 2. have been shown to be in compliance with the certification specifications necessary to ensure safe flight of the aircraft.

21A.31 Type design

- (a) The type design shall consist of:
 - 1. The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type-certification basis and environmental protection requirements;
 - 2. Information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;
 - 3. An approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable airworthiness code; and
 - 4. Any other data necessary to allow by comparison, the determination of the airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type.
- (b) Each type design shall be adequately identified.

21A.33 Investigation and tests

- (a) The applicant shall perform all inspections and tests necessary to show compliance with the applicable type-certification basis and environmental protection requirements.
- (b) Before each test required by paragraph (a) is undertaken, the applicant shall have determined:
 - 1. For the test specimen:
 - (i) That materials and processes adequately conform to the specifications for the proposed type design;
 - (ii) That parts of the products adequately conform to the drawings in the proposed type design;
 - (iii) That the manufacturing processes, construction and assembly adequately conform to those specified in the proposed type design; and
 - 2. That the test equipment and all measuring equipment used for tests are adequate for the test and are appropriately calibrated.
- (c) The applicant shall allow the Agency to make any inspection necessary to check compliance with paragraph (b).
- (d) The applicant shall allow the Agency to review any report and make any inspection and to perform or witness any flight and ground test necessary to check the validity of the declaration of compliance submitted by the applicant under 21A.20(b) and to determine that no feature or characteristic makes the product unsafe for the uses for which certification is requested.
- (e) For tests performed or witnessed by the Agency under paragraph (d):
 - 1. The applicant shall submit to the Agency a statement of compliance with paragraph (b); and
 - 2. No change relating to the test that would affect the statement of compliance may be made to a product, part or appliance between the time compliance with paragraph (b) is shown and the time it is presented to the Agency for test.

21A.35 Flight Tests

- (a) Flight testing for the purpose of obtaining a type-certificate shall be conducted in accordance with conditions for such flight testing specified by the Agency.
- (b) The applicant shall make all flight tests that the Agency finds necessary:
 - 1. To determine compliance with the applicable type-certification basis and environmental protection requirements, and
 - 2. For aircraft to be certificated under this Section, except sailplanes and powered sailplanes and except aeroplanes of 2 722 kg or less Maximum Take-Off Mass (MTOM), to determine whether there is reasonable assurance that the aircraft, its parts and appliances are reliable and function properly.
- (c) (Reserved)
- (d) (Reserved)
- (e) (Reserved)
- (f) The flight tests prescribed in subparagraph (b)(2) shall include:
 - 1. For aircraft incorporating turbine engines of a type not previously used in a type-certificated aircraft, at least 300 hours of operation with a full complement of engines that conform to a type-certificate; and
 - 2. For all other aircraft, at least 150 hours of operation.

21A.41 Type-certificate

The type-certificate and restricted type-certificate are both considered to include the type design, the operating limitations, the type-certificate data sheet for airworthiness and emissions, the applicable type-certification basis and environmental protection requirements with which the Agency records compliance, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The aircraft type-certificate and restricted type-certificate, in addition, both include the type-certificate data sheet for noise. The engine type-certificate data sheet includes the record of emission compliance.

21A.44 Obligations of the holder

Each holder of a type-certificate or restricted type-certificate shall:

- (a) undertake the obligations laid down in 21A.3, 21A.3B, 21A.4, 21A.55, 21A.57 and 21A.61; and, for this purpose, shall continue to meet the qualification requirements for eligibility under 21A.14; and
- (b) specify the marking in accordance with Subpart Q.

21A.47 Transferability

Transfer of a type-certificate or restricted type-certificate may only be made to a natural or legal person that is able to undertake the obligations under 21A.44, and, for this purpose, has demonstrated its ability to qualify under the criteria of 21A.14.

21A.51 Duration and continued validity

- (a) A type-certificate and restricted type-certificate shall be issued for an unlimited duration. They shall remain valid subject to:
 - 1. The holder remaining in compliance with this Part; and
 - 2. The certificate not being surrendered or revoked under the applicable administrative procedures established by the Agency.
- (b) Upon surrender or revocation, the type-certificate and restricted type-certificate shall be returned to the Agency.

21A.55 Record keeping

All relevant design information, drawings and test reports, including inspection records for the product tested, shall be held by the type-certificate or restricted type-certificate holder at the disposal of the Agency and shall be retained in order to provide the information necessary to ensure the continued airworthiness and compliance with applicable environmental protection requirements of the product.

21A.57 Manuals

The holder of a type-certificate or restricted type-certificate shall produce, maintain and update master copies of all manuals required by the applicable type-certification basis and environmental protection requirements for the product, and provide copies, on request, to the Agency.

21A.61 Instructions for continued airworthiness

- (a) The holder of the type-certificate or restricted type-certificate shall furnish at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable type-certification basis, to each known owner of one or more aircraft, engine or propeller upon its delivery or upon issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later and thereafter make those instructions available on request to any other person required to comply with any of the terms of those instructions. The availability of some manual or portion of the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles.
- (b) In addition, changes to the instructions for continued airworthiness shall be made available to all known operators of the product and shall be made available on request to any person required to comply with any of those instructions. A programme showing how changes to the instructions for continued airworthiness are distributed shall be submitted to the Agency.

(SUBPART C — NOT APPLICABLE)

SUBPART D — CHANGES TO TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES

21A.90 Scope

This Subpart establishes the procedure for the approval of changes to type designs and type-certificates, and establishes the rights and obligations of the applicants for, and holders of, those approvals. In this Subpart, references to type-certificates include type-certificate and restricted type-certificate.

21A.91 Classification of changes in type design

Changes in type design are classified as minor and major. A 'minor change' is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, or other characteristics affecting the airworthiness of the product. Without prejudice to 21A.19, all other changes are 'major changes' under this Subpart. Major and minor changes shall be approved in accordance with 21A.95 or 21A.97 as appropriate, and shall be adequately identified.

21A.92 Eligibility

- (a) Only the type-certificate holder may apply for approval of a major change to a type design under this Subpart; all other applicants for a major change to a type design shall apply under Subpart E.
- (b) Any natural or legal person may apply for approval of a minor change to a type design under this Subpart.

21A.93 Application

An application for approval of a change to a type design shall be made in a form and manner established by the Agency and shall include:

- (a) A description of the change identifying
 1. All parts of the type design and the approved manuals affected by the change; and
 2. The certification specifications and environmental protection requirements with which the change has been designed to comply in accordance with 21A.101.
- (b) Identification of any re-investigations necessary to show compliance of the changed product with the applicable certification specifications and environmental protection requirements.

21A.95 Minor changes

Minor changes in a type design shall be classified and approved either:

- (a) By the Agency; or
- (b) By an appropriately approved design organisation under a procedure agreed with the Agency.

21A.97 Major changes

- (a) An applicant for approval of a major change shall:
 1. Submit to the Agency substantiating data together with any necessary descriptive data for inclusion in the type design;
 2. Show that the changed product complies with applicable certification specifications and environmental protection requirements, as specified in 21A.101;
 3. Declare that it has shown compliance with the applicable type-certification basis and environmental protection requirements and shall provide to the Agency the basis on which such a declaration is made; and
 4. Where the applicant holds an appropriate design organisation approval, make the declaration of subparagraph (a)(3) according to the provisions of Subpart J;
 5. Comply with 21A.33 and, where applicable, 21A.35.
- (b) Approval of a major change in a type design is limited to that or those specific configuration(s) in the type design upon which the change is made.

21A.101 Designation of applicable certification specifications and environmental protection requirements

- (a) An applicant for a change to a type-certificate shall demonstrate that the changed product complies with the airworthiness code that is applicable to the changed product and that is in effect at the date of the application for the change, and with the applicable environmental protection requirements laid down in 21A.18.
- (b) By derogation from paragraph (a), an applicant may show that the changed product complies with an earlier amendment of the airworthiness code defined in paragraph (a), and of any other certification specification the Agency finds is directly related. However, the earlier amended airworthiness code may not precede the corresponding airworthiness code incorporated by reference in the type-certificate. The applicant may show compliance with an earlier amendment of an airworthiness code for any of the following:
1. A change that the Agency finds not to be significant. In determining whether a specific change is significant, the Agency considers the change in context with all previous relevant design changes and all related revisions to the applicable certification specifications incorporated in the type-certificate for the product. Changes that meet one of the following criteria are automatically considered significant:
 - (i) The general configuration or the principles of construction are not retained.
 - (ii) The assumptions used for certification of the product to be changed do not remain valid.
 2. Each area, system, part or appliance that the Agency finds is not affected by the change.
 3. Each area, system, part or appliance that is affected by the change, for which the Agency finds that compliance with an airworthiness code described in paragraph (a) would not contribute materially to the level of safety of the changed product or would be impractical.
- (c) An applicant for a change to an aircraft (other than a rotorcraft) of 2 722 kg (6 000 lbs.) or less maximum weight or to a non-turbine rotorcraft of 1 361 kg (3 000 lbs.) or less maximum weight may show that the changed product complies with the type-certification basis incorporated by reference in the type-certificate. However, if the Agency finds that the change is significant in an area, the Agency may designate compliance with an amendment to the type-certification basis incorporated by reference in the type-certificate, in effect at the date of the application, and any certification specification that the Agency finds is directly related, unless the Agency also finds that compliance with that amendment or certification specification would not contribute materially to the level of safety of the changed product or would be impractical.
- (d) If the Agency finds that the airworthiness code in effect at the date of the application for the change does not provide adequate standards with respect to the proposed change, the applicant shall also comply with any special conditions, and amendments to those special conditions, prescribed under the provisions of 21A.16B, to provide a level of safety equivalent to that established in the airworthiness code in effect at the date of the application for the change.
- (e) An application for a change to a type-certificate for large aeroplanes and large rotorcraft is effective for five years, and an application for a change to any other type-certificate is effective for three years. In a case where the change has not been approved, or it is clear that it will not be approved under the time limit established under this subparagraph, the applicant may:
1. File a new application for a change to the type-certificate and comply with all the provisions of paragraph (a) applicable to an original application for a change; or
 2. File for an extension of the original application and comply with the provisions of paragraph (a) for an effective date of application, to be selected by the applicant, not earlier than the date which precedes the date of approval of the change by the time period established under this subparagraph for the original application for the change.

21A.103 Issue of approval

- (a) The applicant shall be entitled to have a major change to a type design approved by the Agency after:
1. submitting the declaration referred to in 21A.97(a)(3); and
 2. It is shown that:
 - (i) The changed product meets the applicable certification specifications and environmental protection requirements, as specified in 21A.101;
 - (ii) Any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and
 - (iii) No feature or characteristic makes the product unsafe for the uses for which certification is requested.

- (b) A minor change to a type design shall only be approved in accordance with 21A.95 if it is shown that the changed product meets the applicable certification specifications, as specified in 21A.101.

21A.105 Record keeping

For each change, all relevant design information, drawings and test reports, including inspection records for the changed product tested, shall be held by the applicant at the disposal of the Agency and shall be retained in order to provide the information necessary to ensure the continued airworthiness and compliance with applicable environmental protection requirements of the changed product.

21A.107 Instructions for continued airworthiness

- (a) The holder of a minor change approval to type design shall furnish at least one set of the associated variations, if any, to the instructions for continued airworthiness of the product on which the minor change is to be installed, prepared in accordance with the applicable type-certification basis, to each known owner of one or more aircraft, engine, or propeller incorporating the minor change, upon its delivery, or upon issuance of the first certificate of airworthiness for the affected aircraft, whichever occurs later, and thereafter make those variations in instructions available, on request, to any other person required to comply with any of the terms of those instructions.
- (b) In addition, changes to those variations of the instructions for continued airworthiness shall be made available to all known operators of a product incorporating the minor change and shall be made available, on request, to any person required to comply with any of those instructions.

21A.109 Obligations and EPA marking

The holder of a minor change approval to type design shall:

- (a) undertake the obligations laid down in 21A.4, 21A.105 and 21A.107; and
- (b) specify the marking, including EPA (hereinafter 'European Part Approval') letters, in accordance with 21A.804(a).

SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES

21A.111 Scope

This Subpart establishes the procedure for the approval of major changes to the type design under supplemental type-certificate procedures, and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21A.112 Eligibility

Any natural or legal person ('organisation') that has demonstrated, or is in the process of demonstrating, its capability under 21A.112B shall be eligible as an applicant for a supplemental type-certificate under the conditions laid down in this Subpart.

21A.112B Demonstration of capability

- (a) Any organisation applying for a supplemental type-certificate shall demonstrate its capability by holding a design organisation approval, issued by the Agency in accordance with Subpart J.
- (b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek Agency agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart.

21A.113 Application for a supplemental type-certificate

- (a) An application for a supplemental type-certificate shall be made in a form and manner established by the Agency.
- (b) An application for a supplemental type-certificate shall include the descriptions and identification required by 21A.93. In addition, such an application shall include a justification that the information on which those identifications are based is adequate either from the applicant's own resources, or through an arrangement with the type-certificate holder.

21A.114 Showing of compliance

Any applicant for a supplemental type-certificate shall comply with 21A.97.

21A.115 Issue of a supplemental type-certificate

The applicant shall be entitled to have a supplemental type-certificate issued by the Agency after:

- (a) complying with 21A.103(a);
- (b) demonstrating its capability in accordance with 21A.112B;
- (c) where, under 21A.113(b), the applicant has entered into an arrangement with the type-certificate holder,
 - 1. The type-certificate holder has advised that it has no technical objection to the information submitted under 21A.93; and
 - 2. The type-certificate holder has agreed to collaborate with the supplemental type-certificate holder to ensure discharge of all obligations for continued airworthiness of the changed product through compliance with 21A.44 and 21A.118A.

21A.116 Transferability

A supplemental type-certificate shall only be transferred to a natural or legal person that is able to undertake the obligations of 21A.118A and for this purpose has demonstrated its ability to qualify under the criteria of 21A.112B.

21A.117 Changes to that part of a product covered by a supplemental type-certificate

- (a) Minor changes to that part of a product covered by a supplemental type-certificate shall be classified and approved in accordance with Subpart D.
- (b) Each major change to that part of a product covered by a supplemental type-certificate shall be approved as a separate supplemental type-certificate in accordance with this Subpart.
- (c) By way of derogation from paragraph (b), a major change to that part of a product covered by a supplemental type-certificate submitted by the supplemental type-certificate holder itself may be approved as a change to the existing supplemental type-certificate.

21A.118A Obligations and EPA marking

Each holder of a supplemental type-certificate shall:

- (a) undertake the obligations:
 - 1. Laid down in 21A.3, 21A.3B, 21A.4, 21A.105, 21A.119 and 21A.120;
 - 2. Implicit in the collaboration with the type-certificate holder under 21A.115(c)(2);

and for this purpose continue to meet the criteria of 21A.112B

- (b) specify the marking, including EPA letters, in accordance with 21A.804(a).

21A.118B Duration and continued validity

- (a) A supplemental type-certificate shall be issued for an unlimited duration. It shall remain valid subject to:
 - 1. The holder remaining in compliance with this Part; and
 - 2. the certificate not being surrendered or revoked under the applicable administrative procedures established by the Agency.
- (b) Upon surrender or revocation, the supplemental type-certificate shall be returned to the Agency.

21A.119 Manuals

The holder of a supplemental type-certificate shall produce, maintain, and update master copies of variations in the manuals required by the applicable type-certification basis and environmental protection requirements for the product, necessary to cover the changes introduced under the supplemental type-certificate, and furnish copies of these manuals to the Agency on request.

21A.120 Instructions for continued airworthiness

- (a) The holder of the supplemental type-certificate for an aircraft, engine, or propeller, shall furnish at least one set of the associated variations to the instructions for continued airworthiness, prepared in accordance with the applicable type-certification basis, to each known owner of one or more aircraft, engine, or propeller incorporating the features of the supplemental type-certificate, upon its delivery, or upon issuance of the first certificate of airworthiness for the affected aircraft, whichever occurs later, and thereafter make those variations in instructions available, on request, to any other person required to comply with any of the terms of those instructions. Availability of some manual or portion of the variations to the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles.
- (b) In addition, changes to those variations of the instructions for continued airworthiness shall be made available to all known operators of a product incorporating the supplemental type-certificate and shall be made available, on request, to any person required to comply with any of those instructions. A programme showing how changes to the variations to the instructions for continued airworthiness are distributed shall be submitted to the Agency.

SUBPART F — PRODUCTION WITHOUT PRODUCTION ORGANISATION APPROVAL**21A.121 Scope**

- (a) This Subpart establishes the procedure for demonstrating the conformity with the applicable design data of a product, part and appliance that is intended to be manufactured without a production organisation approval under Subpart G.
- (b) This Subpart establishes the rules governing the obligations of the manufacturer of a product, part, or appliance being manufactured under this Subpart.

21A.122 Eligibility

Any natural or legal person may apply to show conformity of individual products, parts or appliances under this Subpart, if;

- (a) it holds or has applied for an approval covering the design of that product, part or appliance, or
- (b) it has ensured satisfactory coordination between production and design, through an appropriate arrangement with the applicant for, or holder of, an approval of such a design.

21A.124 Application

- (a) Each application for an agreement to the showing of conformity of individual products, parts and appliances under this Subpart shall be made in a form and manner established by the Competent Authority.
- (b) Such application shall contain:
 - 1. evidence which demonstrate, where applicable, that:
 - (i) the issuance of a production organisation approval under Subpart G would be inappropriate; or
 - (ii) the certification or approval of a product, part or appliance under this Subpart is needed pending the issuance of a production organisation approval under Subpart G.
 - 2. An outline of the information required by 21A.125(b).

21A.125 Issue of a letter of agreement

The applicant shall be entitled to have a letter of agreement issued by the Competent Authority agreeing to the showing of conformity of individual products, parts and appliances under this Subpart, after:

- (a) having established a production inspection system that ensures that each product, part or appliance conforms to the applicable design data and is in condition for safe operation.
- (b) providing a manual that contains:
 - 1. a description of the production inspection system required under paragraph (a),
 - 2. a description of the means for making the determinations of the production inspection system,
 - 3. a description of the tests of 21A.127 and 21A.128, and the names of persons authorised for the purpose of 21A.130(a).
- (c) demonstrating that it is able to provide assistance in accordance with 21A.3 and 21A.129(d).

21A.125B Findings

- (a) When objective evidence is found showing non-compliance of the holder of a letter of agreement with the applicable requirements of this Part, the finding shall be classified as follows:
 - 1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable design data and which could affect the safety of the aircraft.
 - 2. A level two finding is any non-compliance with this Part which is not classified as level one.
- (b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under paragraph (a).
- (c) After receipt of notification of findings according to 21B.143:
 - 1. In case of a level one finding, the holder of the letter of agreement shall demonstrate corrective action to the satisfaction of the Competent Authority within a period of no more than 21 working days after written confirmation of the finding;
 - 2. In case of level two findings, the corrective action period granted by the Competent Authority shall be appropriate to the nature of the finding but in any case initially shall not be more than six months. In certain circumstances and subject to the nature of the finding the Competent Authority may extend the six month period subject to a satisfactory corrective action plan agreed by the Competent Authority.
 - 3. A level three finding shall not require immediate action by the holder of the letter of agreement.
- (d) In case of level one or level two findings, the letter of agreement may be subject to a partial or full limitation, suspension and revocation under 21B.145. The holder of the letter of agreement shall provide confirmation of receipt of the notice of limitation, suspension or revocation of the letter of agreement in a timely manner.

21A.125C Duration and continued validity

- (a) The letter of agreement shall be issued for a limited duration not exceeding one year. It shall remain valid unless:
 - 1. The holder of the letter of agreement fails to demonstrate compliance with the applicable requirements of this Subpart; or
 - 2. There is evidence that the manufacturer cannot maintain satisfactory control of the manufacture of products, parts, or appliances under the agreement; or
 - 3. The manufacturer no longer meets the requirements of 21A.122; or
 - 4. The letter of agreement has been surrendered, revoked under 21B.145, or has expired.
- (b) Upon surrender, revocation or expiry, the letter of agreement shall be returned to the Competent Authority.

21A.126 Production inspection system

- (a) The production inspection system required under 21A.125 shall provide a means for determining that:
 - 1. Incoming materials, and bought or subcontracted parts, used in the finished product are as specified in the applicable design data.
 - 2. Incoming materials, and bought or subcontracted parts, are properly identified.
 - 3. Processes, manufacturing techniques and methods of assembly affecting the quality and safety of the finished product are accomplished in accordance with specifications accepted by the Competent Authority.
 - 4. Design changes, including material substitutions, have been approved under Subpart D or E and controlled before being incorporated in the finished product.
- (b) The production inspection system required by 21A.125(a), shall also be such as to ensure that:
 - 1. Parts in process are inspected for conformity with the applicable design data at points in production where accurate determinations can be made.
 - 2. Materials subject to damage and deterioration are suitably stored and adequately protected.
 - 3. Current design drawings are readily available to manufacturing and inspection personnel, and used when necessary.

4. Rejected materials and parts are segregated and identified in a manner that precludes installation in the finished product.
5. Materials and parts that are withheld because of departures from design data or specifications, and that are to be considered for installation in the finished product, are subjected to an approved engineering and manufacturing review procedure. Those materials and parts determined by this procedure to be serviceable shall be properly identified and reinspected if rework or repair is necessary. Materials and parts rejected by this procedure shall be marked and disposed of to ensure that they are not incorporated in the final product.
6. Records produced under the production inspection system are maintained, identified with the completed product or part where practicable, and retained by the manufacturer in order to provide the information necessary to ensure the continued airworthiness of the product.

21A.127 Tests: aircraft

- (a) Each manufacturer of an aircraft manufactured under this Subpart shall establish an approved production ground and flight test procedure and check-off forms, and in accordance with those forms, test each aircraft produced, as a means of establishing relevant aspects of compliance with 21A.125(a).
- (b) Each production test procedure shall include at least the following:
 1. A check on handling qualities;
 2. A check on flight performance (using normal aircraft instrumentation);
 3. A check on the proper functioning of all aircraft equipment and systems;
 4. A determination that all instruments are properly marked, and that all placards and required flight manuals are installed after flight test;
 5. A check of the operational characteristics of the aircraft on the ground;
 6. A check on any other items peculiar to the aircraft being tested.

21A.128 Tests: engines and propellers

Each manufacturer of engines, or propellers manufactured under this Subpart shall subject each engine, or variable pitch propeller, to an acceptable functional test as specified in the type-certificate holder's documentation, to determine if it operates properly throughout the range of operation for which it is type-certificated, as a means of establishing relevant aspects of compliance with 21A.125(a).

21A.129 Obligations of the manufacturer

Each manufacturer of a product, part or appliance being manufactured under this Subpart shall:

- (a) Make each product, part or appliance available for inspection by the Competent Authority.
- (b) Maintain at the place of manufacture the technical data and drawings necessary to determine whether the product conforms to the applicable design data.
- (c) Maintain the production inspection system that ensures that each product conforms to the applicable design data and is in condition for safe operation.
- (d) Provide assistance to the holder of the type-certificate, restricted type-certificate or design approval in dealing with any continuing airworthiness actions that are related to the products, parts or appliances that have been produced.
- (e) Establish and maintain an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of occurrence reports in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include evaluation of relevant information relating to occurrences and the promulgation of related information.
- (f)
 1. Report to the holder of the type-certificate, restricted type-certificate or design approval, all cases where products, parts or appliances have been released by the manufacturer and subsequently identified to have deviations from the applicable design data, and investigate with the holder of the type-certificate, restricted type-certificate or design approval to identify those deviations which could lead to an unsafe condition.
 2. Report to the Agency and the competent authority of the Member State the deviations which could lead to an unsafe condition identified according to subparagraph (1). Such reports shall be made in a form and manner established by the Agency under 21A.3(b)(2) or accepted by the competent authority of the Member State.

3. Where the manufacturer acts as supplier to another production organisation, report also to that other organisation all cases where it has released products, parts or appliances to that organisation and subsequently identified them to have possible deviations from the applicable design data.

21A.130 Statement of conformity

- (a) Each manufacturer of a product, part or appliance manufactured under this Subpart shall raise a Statement of Conformity, an EASA Form 52, for complete aircraft, or EASA Form 1, for other products, parts or appliances (see Appendix). This statement shall be signed by an authorised person who holds a responsible position in the manufacturing organisation.
- (b) A statement of conformity shall include:
 1. For each product, part or appliance a statement that the product, part or appliance conforms to the approved design data and is in condition for safe operation;
 2. For each aircraft, a statement that the aircraft has been ground and flight checked in accordance with 21A.127(a); and
 3. For each engine, or variable pitch propeller, a statement that the engine or propeller has been subjected by the manufacturer to a final functional test, in accordance with 21A.128, and additionally in case of engines, a determination according to data provided by the engine type-certificate holder that each completed engine is in compliance with the applicable emissions requirements current at the date of manufacture of the engine.
- (c) Each manufacturer of such a product, part or appliance shall:
 1. Upon the initial transfer by it of the ownership of such a product, part or appliance; or
 2. Upon application for the original issue of an aircraft certificate of airworthiness; or
 3. Upon application for the original issue of an airworthiness release document for an engine, a propeller, a part or appliance,

present a current statement of conformity, for validation by the Competent Authority.

- (d) The Competent Authority shall validate by counter-signature the Statement of Conformity if it finds after inspection that the product, part or appliance conforms to the applicable design data and is in condition for safe operation.

SUBPART G — PRODUCTION ORGANISATION APPROVAL

21A.131 Scope

This Subpart establishes:

- (a) The procedure for the issuance of a production organisation approval for a production organisation showing conformity of products, parts and appliances with the applicable design data.
- (b) The rules governing the rights and obligations of the applicant for, and holders of, such approvals.

21A.133 Eligibility

Any natural or legal person ('organisation') shall be eligible as an applicant for an approval under this Subpart. The applicant shall:

- (a) justify that, for a defined scope of work, an approval under this Subpart is appropriate for the purpose of showing conformity with a specific design; and
- (b) hold or have applied for an approval of that specific design; or
- (c) have ensured, through an appropriate arrangement with the applicant for, or holder of, an approval of that specific design, satisfactory coordination between production and design.

21A.134 Application

Each application for a production organisation approval shall be made to the Competent Authority in a form and manner established by that authority, and shall include an outline of the information required by 21A.143 and the terms of approval requested to be issued under 21A.151.

21A.135 Issue of production organisation approval

An organisation shall be entitled to have a production organisation approval issued by the Competent Authority when it has demonstrated compliance with the applicable requirements under this Subpart.

21A.139 Quality System

- (a) The production organisation shall demonstrate that it has established and is able to maintain a quality system. The quality system shall be documented. This quality system shall be such as to enable the organisation to ensure that each product, part or appliance produced by the organisation or by its partners, or supplied from or subcontracted to outside parties, conforms to the applicable design data and is in condition for safe operation, and thus exercise the privileges set forth in 21A.163.
- (b) The quality system shall contain:
1. As applicable within the scope of approval, control procedures for:
 - (i) Document issue, approval, or change.
 - (ii) Vendor and subcontractor assessment audit and control.
 - (iii) Verification that incoming products, parts, materials, and equipment, including items supplied new or used by buyers of products, are as specified in the applicable design data.
 - (iv) Identification and traceability.
 - (v) Manufacturing processes.
 - (vi) Inspection and testing, including production flight tests.
 - (vii) Calibration of tools, jigs, and test equipment.
 - (viii) Non conforming item control.
 - (ix) Airworthiness coordination with the applicant for, or holder of, the design approval.
 - (x) Records completion and retention.
 - (xi) Personnel competence and qualification.
 - (xii) Issue of airworthiness release documents.
 - (xiii) Handling, storage and packing.
 - (xiv) Internal quality audits and resulting corrective actions.
 - (xv) Work within the terms of approval performed at any location other than the approved facilities.
 - (xvi) Work carried out after completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation.

The control procedures need to include specific provisions for any critical parts.

2. An independent quality assurance function to monitor compliance with, and adequacy of, the documented procedures of the quality system. This monitoring shall include a feedback system to the person or group of persons referred to in 21A.145(c)(2) and ultimately to the manager referred to in 21A.145 (c)(1) to ensure, as necessary, corrective action.

21A.143 Exposition

- (a) The organisation shall submit to the Competent Authority a production organisation exposition providing the following information:
1. A statement signed by the accountable manager confirming that the production organisation exposition and any associated manuals which define the approved organisation's compliance with this Subpart will be complied with at all times.
 2. The title(s) and names of managers accepted by the Competent Authority in accordance with 21A.145(c)(2).
 3. The duties and responsibilities of the manager(s) as required by 21A.145(c)(2) including matters on which they may deal directly with the Competent Authority on behalf of the organisation.
 4. An organisational chart showing associated chains of responsibility of the managers as required by 21A.145(c)(1) and (2).
 5. A list of certifying staff as referred to in 21A.145(d).
 6. A general description of man-power resources.
 7. A general description of the facilities located at each address specified in the production organisation's certificate of approval.
 8. A general description of the production organisation's scope of work relevant to the terms of approval.
 9. The procedure for the notification of organisational changes to the Competent Authority.
 10. The amendment procedure for the production organisation exposition.
 11. A description of the quality system and the procedures as required by 21A.139(b)(1).
 12. A list of those outside parties referred to in 21A.139(a).

- (b) The production organisation exposition shall be amended as necessary to remain an up-to-date description of the organisation, and copies of any amendments shall be supplied to the Competent Authority.

21A.145 Approval requirements

The production organisation shall demonstrate, on the basis of the information submitted in accordance with 21A.143 that:

- (a) with regard to general approval requirements, facilities, working conditions, equipment and tools, processes and associated materials, number and competence of staff, and general organisation are adequate to discharge obligations under 21A.165.
- (b) with regard to all necessary airworthiness, noise, fuel venting and exhaust emissions data:
1. The production organisation is in receipt of such data from the Agency, and from the holder of, or applicant for, the type-certificate, restricted type-certificate or design approval, to determine conformity with the applicable design data.
 2. The production organisation has established a procedure to ensure that airworthiness, noise, fuel venting and exhaust emissions data are correctly incorporated in its production data.
 3. Such data are kept up to date and made available to all personnel who need access to such data to perform their duties.
- (c) with regard to management and staff:
1. A manager has been nominated by the production organisation, and is accountable to the Competent Authority. His or her responsibility within the organisation shall consist of ensuring that all production is performed to the required standards and that the production organisation is continuously in compliance with the data and procedures identified in the exposition referred to in 21A.143.
 2. A person or group of persons have been nominated by the production organisation to ensure that the organisation is in compliance with the requirements of this Part, and are identified, together with the extent of their authority. Such person(s) shall act under the direct authority of the accountable manager referred to in subparagraph (1). The persons nominated shall be able to show the appropriate knowledge, background and experience to discharge their responsibilities.
 3. Staff at all levels have been given appropriate authority to be able to discharge their allocated responsibilities and that there is full and effective coordination within the production organisation in respect of airworthiness, noise, fuel venting and exhaust emission data matters.
- (d) with regard to certifying staff, authorised by the production organisation to sign the documents issued under 21A.163 under the scope or terms of approval:
1. The knowledge, background (including other functions in the organisation), and experience of the certifying staff are appropriate to discharge their allocated responsibilities.
 2. The production organisation maintains a record of all certifying staff which shall include details of the scope of their authorisation.
 3. Certifying staff are provided with evidence of the scope of their authorisation.

21A.147 Changes to the approved production organisation

- (a) After the issue of a production organisation approval, each change to the approved production organisation that is significant to the showing of conformity or to the airworthiness and characteristics of noise, fuel venting and exhaust emissions of the product, part or appliance, particularly changes to the quality system, shall be approved by the Competent Authority. An application for approval shall be submitted in writing to the Competent Authority and the organisation shall demonstrate to the Competent Authority before implementation of the change, that it will continue to comply with this Subpart.
- (b) The Competent Authority shall establish the conditions under which a production organisation approved under this Subpart may operate during such changes unless the Competent Authority determines that the approval should be suspended.

21A.148 Changes of location

A change of the location of the manufacturing facilities of the approved production organisation shall be deemed of significance and therefore shall comply with 21A.147.

21A.149 Transferability

Except as a result of a change in ownership, which is deemed significant for the purposes of 21A.147, a production organisation approval is not transferable.

21A.151 Terms of approval

The terms of approval shall identify the scope of work, the products or the categories of parts and appliances, or both, for which the holder is entitled to exercise the privileges under 21A.163.

Those terms shall be issued as part of a production organisation approval.

21A.153 Changes to the terms of approval

Each change to the terms of approval shall be approved by the Competent Authority. An application for a change to the terms of approval shall be made in a form and manner established by the Competent Authority. The applicant shall comply with the applicable requirements of this Subpart.

21A.157 Investigations

A production organisation shall make arrangements that allow the Competent Authority to make any investigations, including investigations of partners and subcontractors, necessary to determine compliance and continued compliance with the applicable requirements of this Subpart.

21A.158 Findings

- (a) When objective evidence is found showing non compliance of the holder of a production organisation approval with the applicable requirements of this Part, the finding shall be classified as follows:
 - 1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable design data and which could affect the safety of the aircraft.
 - 2. A level two finding is any non-compliance with this Part which is not classified as level one.
- (b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under paragraph (a).
- (c) After receipt of notification of findings according to 21B.225,
 - 1. In case of a level one finding, the holder of the production organisation approval shall demonstrate corrective action to the satisfaction of the Competent Authority within a period of no more than 21 working days after written confirmation of the finding,
 - 2. In case of level two findings, the corrective action period granted by the Competent Authority shall be appropriate to the nature of the finding but in any case initially shall not be more than six months. In certain circumstances and subject to the nature of the finding the Competent Authority may extend the six month period subject to a satisfactory corrective action plan agreed by the Competent Authority.
 - 3. A level three finding shall not require immediate action by the holder of the production organisation approval.
- (d) In case of level one or level two findings, the production organisation approval may be subject to a partial or full limitation, suspension or revocation under 21B.245. The holder of the production organisation approval shall provide confirmation of receipt of the notice of limitation, suspension or revocation of the production organisation approval in a timely manner.

21A.159 Duration and continued validity

- (a) A production organisation approval shall be issued for an unlimited duration. It shall remain valid unless:
 - 1. The production organisation fails to demonstrate compliance with the applicable requirements of this Subpart; or
 - 2. The Competent Authority is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with 21A.157; or
 - 3. There is evidence that the production organisation cannot maintain satisfactory control of the manufacture of products, parts or appliances under the approval; or
 - 4. The production organisation no longer meets the requirements of 21A.133; or
 - 5. the certificate has been surrendered or revoked under 21B.245.
- (b) Upon surrender or revocation, the certificate shall be returned to the Competent Authority.

21A.163 Privileges

Pursuant to the terms of approval issued under 21A.135, the holder of a production organisation approval may:

- (a) Perform production activities under this Part.
- (b) In the case of complete aircraft and upon presentation of a Statement of Conformity (EASA Form 52) under 21A.174, obtain an aircraft certificate of airworthiness and a noise certificate without further showing.
- (c) In the case of other products, parts or appliances issue authorised release certificates (EASA Form 1) under 21A.307 without further showing.
- (d) Maintain a new aircraft that it has produced and issue a certificate of release to service (EASA Form 53) in respect of that maintenance.

21A.165 Obligations of the holder

The holder of a production organisation approval shall:

- (a) Ensure that the production organisation exposition furnished in accordance with 21A.143 and the documents to which it refers, are used as basic working documents within the organisation.
- (b) Maintain the production organisation in conformity with the data and procedures approved for the production organisation approval.
- (c)
 - 1. Determine that each completed aircraft conforms to the type design and is in condition for safe operation prior to submitting Statements of Conformity to the Competent Authority, or
 - 2. Determine that other products, parts or appliances are complete and conform to the approved design data and are in condition for safe operation before issuing EASA Form 1 to certify airworthiness, and additionally in case of engines, determine according to data provided by the engine type-certificate holder that each completed engine is in compliance with the applicable emissions requirements as defined in 21A.18(b), current at the date of manufacture of the engine, to certify emissions compliance, or
 - 3. Determine that other products, parts or appliances conform to the applicable data before issuing EASA Form 1 as a conformity certificate;
- (d) Record all details of work carried out.
- (e) Establish and maintain an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of occurrence reports in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include evaluation of relevant information relating to occurrences and the promulgation of related information.
- (f)
 - 1. Report to the holder of the type-certificate or design approval, all cases where products, parts or appliances have been released by the production organisation and subsequently identified to have possible deviations from the applicable design data, and investigate with the holder of the type-certificate or design approval in order to identify those deviations which could lead to an unsafe condition.
 - 2. Report to the Agency and the competent authority of the Member State the deviations which could lead to an unsafe condition identified according to subparagraph (1). Such reports shall be made in a form and manner established by the Agency under 21A.3(b)(2) or accepted by the competent authority of the Member State.
 - 3. Where the holder of the production organisation approval is acting as a supplier to another production organisation, report also to that other organisation all cases where it has released products, parts or appliances to that organisation and subsequently identified them to have possible deviations from the applicable design data.
- (g) Provide assistance to the holder of the type-certificate or design approval in dealing with any continuing airworthiness actions that are related to the products parts or appliances that have been produced.
- (h) Establish an archiving system incorporating requirements imposed on its partners, suppliers and subcontractors, ensuring conservation of the data used to justify conformity of the products, parts or appliances. Such data shall be held at the disposal of the Competent Authority and be retained in order to provide the information necessary to ensure the continuing airworthiness of the products, parts or appliances.
- (i) Where, under its terms of approval, the holder issues a certificate of release to service, determine that each completed aircraft has been subjected to necessary maintenance and is in condition for safe operation, prior to issuing the certificate.

SUBPART H — AIRWORTHINESS CERTIFICATES

21A.171 Scope

This Subpart establishes the procedure for issuing airworthiness certificates.

21A.172 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered in a Member State ('Member State of registry'), or its representative, shall be eligible as an applicant for an airworthiness certificate for that aircraft under this Subpart.

21A.173 Classification

Airworthiness certificates shall be classified as follows:

- (a) Certificates of airworthiness shall be issued to aircraft which conform to a type-certificate that has been issued in accordance with this Part.
- (b) Restricted certificates of airworthiness shall be issued to aircraft:
 - 1. which conform to a restricted type-certificate that has been issued in accordance with this Part; or
 - 2. which have been shown to the Agency to comply with specific certification specifications ensuring adequate safety.
- (c) Permits to fly shall be issued to aircraft that do not meet, or have not been shown to meet, applicable certification specifications but are capable of safe flight under defined conditions.

21A.174 Application

- (a) Pursuant to 21A.172, an application for an airworthiness certificate shall be made in a form and manner established by the competent authority of the Member State of registry.
- (b) Each application for a certificate of airworthiness or restricted certificate of airworthiness shall include:
 - 1. the class of airworthiness certificate applied for;
 - 2. with regard to new aircraft:
 - (i) A statement of conformity:
 - issued under 21A.163(b), or
 - issued under 21A.130 and validated by the Competent Authority,
 - or, for an imported aircraft, a statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency
 - (ii) A weight and balance report with a loading schedule.
 - (iii) The flight manual, when required by the applicable airworthiness code for the particular aircraft.
 - 3. with regard to used aircraft:
 - (i) originating from a Member State, an airworthiness review certificate issued in accordance with Part M.
 - (ii) originating from a non-member State:
 - a statement by the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at time of transfer.
 - a weight and balance report with a loading schedule.
 - the flight manual when such material is required by the applicable airworthiness code for the particular aircraft.
 - historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness under 21A.184(c).
 - a recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and an airworthiness review certificate following an airworthiness review in accordance with Part M.
- (c) Unless otherwise agreed, the statements referred to in subparagraphs (b)(2)(i) and (b)(3)(ii) shall be issued no more than 60 days before presentation of the aircraft to the competent authority of the Member State of registry.

- (d) Each application for a permit to fly shall include:
1. The purpose of the flight(s);
 2. The itineraries or airspace, or both, used for the flight;
 3. Minimum flight crew and its qualification, required to operate the aircraft;
 4. Restrictions for carriage of persons other than flight crew;
 5. The ways in which the aircraft does not comply with the applicable certification specifications;
 6. Any restriction considered necessary for safe operation of the aircraft;
 7. Any other information considered necessary for the purpose of prescribing operating limitations.

21A.175 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in one or more of the official language(s) of the European Community acceptable to the competent authority of the Member State of registry.

21A.177 Amendment or modification

An airworthiness certificate may be amended or modified only by the competent authority of the Member State of registry.

21A.179 Transferability and re-issuance within Member States

- (a) Where ownership of an aircraft has changed:
1. if it remains on the same register, the certificate of airworthiness, or the restricted certificate of airworthiness conforming to a restricted type-certificate only, shall be transferred together with the aircraft;
 2. if the aircraft is registered in another Member State, the certificate of airworthiness, or the restricted certificate of airworthiness conforming to a restricted type-certificate only, shall be issued:
 - (i) upon presentation of the former certificate of airworthiness and of a valid airworthiness review certificate issued under Part M, and
 - (ii) when satisfying 21A.175.
- (b) Where ownership of an aircraft has changed, and the aircraft has:
1. a restricted certificate of airworthiness not conforming to a restricted type-certificate, or
 2. a permit to fly,

such airworthiness certificates shall be transferred together with the aircraft provided the aircraft remains on the same register, or issued only with the formal agreement of the competent authority of the Member State of registry to which it is transferred.

21A.180 Inspections

The holder of the airworthiness certificate shall provide access to the aircraft for which that airworthiness certificate has been issued upon request by the competent authority of the Member State of registry.

21A.181 Duration and continued validity

- (a) An airworthiness certificate shall be issued for an unlimited duration. It shall remain valid subject to:
1. compliance with the applicable type-design and continuing airworthiness requirements; and
 2. the aircraft remaining on the same register; and
 3. the type-certificate or restricted type-certificate under which it is issued not being previously invalidated under 21A.51.
 4. the certificate not being surrendered or revoked under 21B.330.
- (b) Upon surrender or revocation, the certificate shall be returned to the competent authority of the Member State of registry.

21A.182 Aircraft identification

Each applicant for an airworthiness certificate under this Subpart shall demonstrate that its aircraft is identified in accordance with Subpart Q.

21A.183 Issue of certificates of airworthiness

The competent authority of the State of registry shall issue a certificate of airworthiness for:

1. new aircraft:
 - (i) Upon presentation of the documentation required by 21A.174(b)(2).
 - (ii) When the aircraft conforms to an approved design and is in condition for safe operation. This may include inspections by the competent authority of the Member State of registry.
2. used aircraft:
 - (i) upon presentation of the documentation required by 21A.174(b)(3) demonstrating that:
 - the aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate, change or repair approved in accordance with this Part, and to applicable airworthiness directives, and
 - the aircraft has been inspected in accordance with the applicable provisions of Part M; and
 - (ii) when the aircraft conforms to an approved design and is in condition for safe operation. This may include inspections by the competent authority of the Member State of registry.

21A.184 Issue of restricted certificates of airworthiness

- (a) The competent authority of the Member State of registry shall issue a restricted certificate of airworthiness for:
 1. new aircraft, upon presentation of the documentation required by 21A.174(b)(2) demonstrating that the aircraft conforms to a design approved by the Agency under a restricted type-certificate or in accordance with specific certification specifications, and is in condition for safe operation.
 2. used aircraft:
 - (i) upon presentation of the documentation required by 21A.174(b)(3) demonstrating that:
 - the aircraft conforms to a design approved by the Agency under a restricted type-certificate or in accordance with specific certification specifications, and
 - the applicable airworthiness directives have been complied with, and
 - the aircraft has been inspected in accordance with the appropriate provisions of Part M; and
 - (ii) when the competent authority of the Member State of registry is satisfied that the aircraft conforms to the approved design and is in condition for safe operation. This may include inspections by the competent authority of the Member State of registry.
- (b) For an aircraft that cannot comply with the essential requirements referred to in the basic Regulation and which is not eligible for a restricted type-certificate, the Agency shall, as necessary to take account of deviations from these essential requirements:
 1. issue and check compliance with specific certification specifications ensuring adequate safety with regard to the intended use, and
 2. specify limitations for use of this aircraft.
- (c) Limitations for use will be associated with restricted certificates of airworthiness including airspace restrictions as necessary to take account of deviations from essential requirements for airworthiness laid down in the basic Regulation.

21A.185 Issue of permits to fly

The competent authority of the Member State of registry shall issue a permit to fly after the Agency has found that the aircraft and appropriate associated restrictions compensating for departure from the essential requirements permit the aircraft to perform safely a basic flight. For that purpose, the Agency may make or require the applicant to make appropriate inspections or tests necessary to ensure safety.

SUBPART I — NOISE CERTIFICATES

21A.201 Scope

This Subpart establishes the procedure for issuing noise certificates.

21A.203 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered in a Member State (Member State of registry), or its representative, shall be eligible as an applicant for a noise certificate for that aircraft under this Subpart.

21A.204 Application

- (a) Pursuant to 21A.203, an application for a noise certificate shall be made in a form and manner established by the competent authority of the Member State of registry.
- (b) Each application shall include:
 - 1. with regard to new aircraft:
 - (i) A statement of conformity:
 - issued under 21A.163(b), or
 - issued under 21A.130 and validated by the Competent Authority
 - or, for an imported aircraft, a statement, signed by the exporting authority that the aircraft conforms to a design approved by the Agency, and
 - (ii) The noise information determined in accordance with the applicable noise requirements. This information shall be included in the flight manual, when a flight manual is required by the applicable airworthiness code for the particular aircraft.
 - 2. with regard to used aircraft:
 - (i) The noise information determined in accordance with the applicable noise requirements. This information shall be included in the flight manual, when a flight manual is required by the applicable airworthiness code for the particular aircraft, and
 - (ii) Historical records to establish the production, modification, and maintenance standard of the aircraft.
- (c) Unless otherwise agreed, the statements referred to in subparagraphs (b)(1) shall be issued no more than 60 days before presentation of the aircraft to the competent authority of the Member State of registry.

21A.205 Issue of noise certificates

The competent authority of the Member State of registry shall issue a noise certificate upon presentation of the documents required by 21A.204(b).

21A.207 Amendment or modification

A noise certificate may be amended or modified only by the competent authority of the Member State of registry.

21A.209 Transferability and re-issuance within Member States

Where ownership of an aircraft has changed:

- (a) if the aircraft remains on the same register, the noise certificate shall be transferred together with the aircraft; or
- (b) if the aircraft moves to the register of another Member State, the noise certificate shall be issued upon presentation of the former noise certificate.

21A.210 Inspections

The holder of the noise certificate shall provide access to the aircraft for which that noise certificate has been issued upon request by the competent authority of the Member State of registry or by the Agency for inspection.

21A.211 Duration and continued validity

- (a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:
1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and
 2. the aircraft remaining on the same register; and
 3. the type-certificate or restricted type-certificate under which it is issued not being previously invalidated under 21A.51.
 4. the certificate not being surrendered or revoked under 21B.430.
- (b) Upon surrender or revocation, the certificate shall be returned to the competent authority of the Member State of registry.

SUBPART J — DESIGN ORGANISATION APPROVAL**21A.231 Scope**

This Subpart establishes the procedure for the approval of design organisations and rules governing the rights and obligations of applicants for, and holders of, such approvals.

21A.233 Eligibility

Any natural or legal person ('organisation') shall be eligible as an applicant for an approval under this Subpart

- (a) in accordance with 21A.14, 21A.112B, 21A.432B or 21A.602B; or
- (b) for approval of minor changes or minor repair design, when requested for the purpose of obtaining privileges under 21A.263.

21A.234 Application

Each application for a design organisation approval shall be made in a form and manner established by the Agency and shall include an outline of the information required by 21A.243, and the terms of approval requested to be issued under 21A.251.

21A.235 Issue of design organisation approval

An organisation shall be entitled to have a design organisation approval issued by the Agency when it has demonstrated compliance with the applicable requirements under this Subpart.

21A.239 Design assurance system

- (a) The design organisation shall demonstrate that it has established and is able to maintain a design assurance system for the control and supervision of the design, and of design changes, of products, parts and appliances covered by the application. This design assurance system shall be such as to enable the organisation:
1. To ensure that the design of the products, parts and appliances or the design change thereof, comply with the applicable type-certification basis and environmental protection requirements; and
 2. To ensure that its responsibilities are properly discharged in accordance with:
 - (i) The appropriate provisions of this Part; and
 - (ii) The terms of approval issued under 21A.251.
 3. To independently monitor the compliance with, and adequacy of, the documented procedures of the system. This monitoring shall include a feed-back system to a person or a group of persons having the responsibility to ensure corrective actions.
- (b) The design assurance system shall include an independent checking function of the showings of compliance on the basis of which the organisation submits compliance statements and associated documentation to the Agency.
- (c) The design organisation shall specify the manner in which the design assurance system accounts for the acceptability of the parts or appliances designed or the tasks performed by partners or subcontractor according to methods which are the subject of written procedures.

21A.243 Data

- (a) The design organisation shall furnish a handbook to the Agency describing, directly or by cross-reference, the organisation, the relevant procedures and the products or changes to products to be designed.
- (b) Where any parts or appliances or any changes to the products are designed by partner organisations or subcontractors, the handbook shall include a statement of how the design organisation is able to give, for all parts and appliances, the assurance of compliance required by 21A.239(b), and shall contain, directly or by cross-reference, descriptions and information on the design activities and organisation of those partners or subcontractors, as necessary to establish this statement.
- (c) The handbook shall be amended as necessary to remain an up-to-date description of the organisation, and copies of amendments shall be supplied to the Agency.
- (d) The design organisation shall furnish a statement of the qualifications and experience of the management staff and other persons responsible for making decisions affecting airworthiness and environmental protection in the organisation.

21A.245 Approval requirements

The design organisation shall demonstrate, on the basis of the information submitted in accordance with 21A.243 that, in addition to complying with 21A.239:

- (a) The staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to be able to discharge their allocated responsibilities and that these, together with the accommodation, facilities and equipment are adequate to enable the staff to achieve the airworthiness, noise, fuel venting and exhaust emissions objectives for the product.
- (b) There is full and efficient coordination between departments and within departments in respect of airworthiness and environmental protection matters.

21A.247 Changes in design assurance system

After the issue of a design organisation approval, each change to the design assurance system that is significant to the showing of compliance or to the airworthiness and environmental protection of the product, shall be approved by the Agency. An application for approval shall be submitted in writing to the Agency and the design organisation shall demonstrate to the Agency, on the basis of submission of proposed changes to the handbook, and before implementation of the change, that it will continue to comply with this Subpart after implementation.

21A.249 Transferability

Except as a result of a change in ownership, which is deemed significant for the purposes of 21A.247, a design organisation approval is not transferable.

21A.251 Terms of approval

The terms of approval shall identify the types of design work, the categories of products, parts and appliances for which the design organisation holds a design organisation approval, and the functions and duties that the organisation is approved to perform in regard to the airworthiness and characteristics of noise, fuel venting and exhaust emissions of products. For design organisation approval covering type-certification or ETSO authorisation for Auxiliary Power Unit (APU), the terms of approval shall contain in addition the list of products or APU. Those terms shall be issued as part of a design organisation approval.

21A.253 Changes to the terms of approval

Each change to the terms of approval shall be approved by the Agency. An application for a change to the terms of approval shall be made in a form and manner established by the Agency. The design organisation shall comply with the applicable requirements of this Subpart.

21A.257 Investigations

- (a) The design organisation shall make arrangements that allow the Agency to make any investigations, including investigations of partners and subcontractors, necessary to determine compliance and continued compliance with the applicable requirements of this Subpart.
- (b) The design organisation shall allow the Agency to review any report and make any inspection and perform or witness any flight and ground test necessary to check the validity of the compliance statements submitted by the applicant under 21A.239(b).

21A.258 Findings

- (a) When objective evidence is found showing non-compliance of the holder of a design organisation approval with the applicable requirements of this Part, the finding shall be classified as follows:
 - 1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable requirements and which could affect the safety of the aircraft.
 - 2. A level two finding is any non-compliance with this Part which is not classified as level one.
- (b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under paragraph (a).
- (c) After receipt of notification of findings under the applicable administrative procedures established by the Agency,
 - 1. In case of a level one finding, the holder of the design organisation approval shall demonstrate corrective action to the satisfaction of the Agency within a period of no more than 21 working days after written confirmation of the finding;
 - 2. In case of level two findings, the corrective action period granted by the Agency shall be appropriate to the nature of the finding but in any case initially shall not be more than six months. In certain circumstances and subject to the nature of the finding the Agency may extend the six month period subject to a satisfactory corrective action plan agreed by the Agency.
 - 3. A level three finding shall not require immediate action by the holder of the design organisation approval.
- (d) In case of level one or level two findings, the design organisation approval may be subject to a partial or full suspension or revocation under the applicable administrative procedures established by the Agency. The holder of the design organisation approval shall provide confirmation of receipt of the notice of suspension or revocation of the design organisation approval in a timely manner.

21A.259 Duration and continued validity

- (a) A design organisation approval shall be issued for an unlimited duration. It shall remain valid unless:
 - 1. The design organisation fails to demonstrate compliance with the applicable requirements of this Subpart; or
 - 2. The Agency is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with 21A.257; or
 - 3. There is evidence that the design assurance system cannot maintain satisfactory control and supervision of the design of products or changes thereof under the approval; or
 - 4. the certificate has been surrendered or revoked under the applicable administrative procedures established by the Agency.
- (b) Upon surrender or revocation, the certificate shall be returned to the Agency.

21A.263 Privileges

- (a) The holder of a design organisation approval shall be entitled to perform design activities under this Part and within its scope of approval.
- (b) Subject to 21A.257(b), compliance documents submitted by the applicant for the purpose of obtaining:
 - 1. a type-certificate or approval of a major change to a type design; or
 - 2. a supplemental type-certificate; or
 - 3. an ETSO authorisation under 21A.602(b)(1);
 - 4. a major repair design approval;

shall be accepted by the Agency without further verification.

- (c) The holder of a design organisation approval shall be entitled, within its terms of approval and under the relevant procedures of the design assurance system:
1. to classify changes to type design and repairs as 'major' or 'minor'.
 2. to approve minor changes to type design and minor repairs.
 3. to issue information or instructions containing the following statement: 'The technical content of this document is approved under the authority of DOA nr. [EASA]. J. [xyz].'
 4. to approve documentary changes to the aircraft flight manual, and issue such changes containing the following statement: 'Revision nr. xx to AFM ref. yyy, is approved under the authority of DOA nr.[EASA].J.[xyz].'
 5. to approve the design of major repairs to products for which it holds the type-certificate or the supplemental type-certificate.

21A.265 Obligations of the holder

The holder of a design organisation approval shall:

- (a) Maintain the handbook in conformity with the design assurance system;
- (b) Ensure that this handbook is used as a basic working document within the organisation;
- (c) Determine that the design of products, or changes or repairs thereof, as applicable, comply with applicable requirements and have no unsafe feature;
- (d) Except for minor changes or repairs approved under the privilege of 21A.263, provide to the Agency statements and associated documentation confirming compliance with paragraph (c);
- (e) Provide to the Agency information or instructions related to required actions under 21A.3B.

SUBPART K — PARTS AND APPLIANCES

21A.301 Scope

This Subpart establishes the procedure relating to the approval of parts and appliances.

21A.303 Compliance with applicable requirements

The showing of compliance of parts and appliances to be installed in a type-certificated product shall be made:

- (a) In conjunction with the type-certification procedures of Subpart B, D or E for the product in which it is to be installed; or
- (b) Where applicable, under the ETSO authorisation procedures of Subpart O; or
- (c) In the case of standard parts, in accordance with officially recognised Standards.

21A.305 Approval of parts and appliances

In all cases where the approval of a part or appliance is explicitly required by Community law or Agency measures, the part or appliance shall comply with the applicable ETSO or with the specifications recognised as equivalent by the Agency in the particular case.

21A.307 Release of parts and appliances for installation

No part or appliance (except a standard part), shall be eligible for installation in a type-certificated product unless it is:

- (a) Accompanied by an authorised release certificate (EASA Form 1), certifying airworthiness; and
- (b) Marked in accordance with Subpart Q.

(SUBPART L — NOT APPLICABLE)

SUBPART M — REPAIRS

21A.431 Scope

- (a) This Subpart establishes the procedure for the approval of repair design, and establishes the rights and obligations of the applicants for, and holders of, those approvals.
- (b) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.
- (c) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.
- (d) A repair to an ETSO article shall be treated as a change to the ETSO design and shall be processed in accordance with 21A.611.

21A.432 Eligibility

- (a) Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability under 21A.432 B shall be eligible as an applicant for a major repair design approval under the conditions laid down in this Subpart.
- (b) Any natural or legal person shall be eligible to apply for approval of a minor repair design.

21A.432B Demonstration of capability

- (a) An applicant for a major repair design approval shall demonstrate its capability by holding a design organisation approval, issued by the Agency in accordance with Subpart J.
- (b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek Agency agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart.

21A.433 Repair design

- (a) The applicant for approval of a repair design shall:
 - 1. Show compliance with the type-certification basis and environmental protection requirements incorporated by reference in the type-certificate or supplemental type-certificate, as applicable, or those in effect on the date of application (for repair design approval), plus any amendments to those certification specifications or special conditions the Agency finds necessary to establish a level of safety equal to that established by the type-certification basis incorporated by reference in the type-certificate or supplemental type-certificate.
 - 2. Submit all necessary substantiation data, when requested by the Agency.
 - 3. Declare compliance with the certification specifications and environmental protection requirements of subparagraph (a)(1).
- (b) Where the applicant is not the type-certificate or supplemental type-certificate holder, as applicable, the applicant may comply with the requirements of paragraph (a) through the use of its own resources or through an arrangement with the type-certificate or supplemental type-certificate holder as applicable.

21A.435 Classification of repairs

- (a) A repair may be 'major' or 'minor'. The classification shall be made in accordance with the criteria of 21A.91 for a change in the type design.
- (b) A repair shall be classified 'major' or 'minor' under paragraph (a) either:
 - 1. By the Agency, or
 - 2. By an appropriately approved design organisation under a procedure agreed with the Agency.

21A.437 Issue of a repair design approval

When it has been declared and has been shown that the repair design meets the applicable certification specifications and environmental protection requirements of 21A.433(a)(1), it shall be approved:

- (a) by the Agency, or
- (b) by an appropriately approved organisation that is also the type-certificate or the supplemental type-certificate holder, under a procedure agreed with the Agency, or
- (c) for minor repairs only, by an appropriately approved design organisation under a procedure agreed with the Agency.

21A.439 Production of repair parts

Parts and appliances to be used for the repair shall be manufactured in accordance with production data based upon all the necessary design data as provided by the repair design approval holder:

- (a) Under Subpart F, or
- (b) By an organisation appropriately approved in accordance with Subpart G, or
- (c) By an appropriately approved maintenance organisation.

21A.441 Repair embodiment

- (a) The embodiment of a repair shall be made by an appropriately approved maintenance organisation, or by a production organisation appropriately approved in accordance with Subpart G, under 21A.163 privilege.
- (b) The design organisation shall transmit to the organisation performing the repair all the necessary installation instructions.

21A.443 Limitations

A repair design may be approved subject to limitations, in which case the repair design approval shall include all necessary instructions and limitations. These instructions and limitations shall be transmitted by the repair design approval holder to the operator in accordance with a procedure agreed with the Agency.

21A.445 Unrepaired damage

- (a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made;
 - 1. by the Agency, or
 - 2. by an appropriately approved design organisation under a procedure agreed with the Agency.

Any necessary limitations shall be processed in accordance with the procedures of 21A.443.

- (b) Where the organisation evaluating the damage under paragraph (a) is neither the Agency nor the type-certificate or supplemental type-certificate holder, this organisation shall justify that the information on which the evaluation is based is adequate either from its organisation's own resources or through an arrangement with the type-certificate or supplemental type-certificate holder, or manufacturer, as applicable.

21A.447 Record keeping

For each repair, all relevant design information, drawings, test reports, instructions and limitations possibly issued in accordance with 21A.443, justification for classification and evidence of the design approval, shall:

- (a) be held by the repair design approval holder at the disposal of the Agency, and
- (b) be retained by the repair design approval holder in order to provide the information necessary to ensure the continued airworthiness of the repaired products, parts or appliances.

21A.449 Instructions for continued airworthiness

- (a) The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with the Agency. Those changes to the instructions shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. The availability of some manual or portion of the changes to the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight — hours/cycles.
- (b) If updates to those changes to the instructions for continued airworthiness are issued by the holder of the repair design approval after the repair has been first approved, these updates shall be furnished to each operator and shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. A programme showing how updates to the changes to the instructions for continued airworthiness are distributed shall be submitted to the Agency.

21A.451 Obligations and EPA marking

- (a) Each holder of a major repair design approval shall:
1. undertake the obligations:
 - (i) laid down in 21A.3, 21A.3B, 21A.4, 21A.439, 21A.441, 21A.443, 21A.447 and 21A.449;
 - (ii) implicit in the collaboration with the type-certificate or supplemental type-certificate holder, or both, under 21A.433 (b), as appropriate.
 2. specify the marking, including EPA ('European Part Approval') letters, in accordance with 21A.804(a).
- (b) Except for type-certificate holders for which 21A.44 applies, the holder of a minor repair design approval shall:
1. undertake the obligations laid down in 21A.4, 21A.447 and 21A.449; and
 2. specify the marking, including EPA letters, in accordance with 21A.804(a).

(SUBPART N — NOT APPLICABLE)

SUBPART O — EUROPEAN TECHNICAL STANDARD ORDER AUTHORISATIONS**21A.601 Scope**

- (a) This Subpart establishes the procedure for issuing European Technical Standard Order authorisations and the rules governing the rights and obligations of applicants for, or holders of, such authorisations.
- (b) For the purpose of this Subpart:
1. 'article' means any part and appliance to be used on civil aircraft.
 2. 'European Technical Standard Order' (referred to in this Part as 'ETSO') is a detailed airworthiness specification issued by the Agency to ensure compliance with the essential requirements of the basic Regulation, and is a minimum performance standard for specified articles.
 3. An article produced under an ETSO authorisation is an approved article for the purpose of Subpart K.

21A.602A Eligibility

Any natural or legal person that produces or is preparing to produce an ETSO article, and that has demonstrated, or is in the process of demonstrating, its capability under 21A.602B shall be eligible as an applicant for an ETSO authorisation.

21A.602B Demonstration of capability

Any applicant for an ETSO authorisation shall demonstrate its capability as follows:

- (a) for production, by holding a production organisation approval, issued in accordance with Subpart G, or through compliance with Subpart F procedures; and
- (b) for design:
 - 1. for an Auxiliary Power Unit, by holding a design organisation approval, issued by the Agency in accordance with Subpart J;
 - 2. for all other articles, by using procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Part.

21A.603 Application

- (a) An application for an ETSO authorisation shall be made in a form and manner established by the Agency and shall include an outline of the information required by 21A.605.
- (b) When a series of minor changes in accordance with 21A.611 is anticipated, the applicant shall set forth in its application the basic model number of the article and the associated part numbers with open brackets after it to denote that suffix change letters or numbers (or combinations of them) will be added from time to time.

21A.604 ETSO Authorisation for an Auxiliary Power Unit (APU)

With regard to ETSO authorisation for an Auxiliary Power Unit:

- (a) 21A.15, 21A.16B, 21A.17, 21A.20, 21A.21, 21A.31, 21A.33, 21A.44 shall apply by way of derogation from 21A.603, 21A.606(c), 21A.610 and 21A.615, except that an ETSO Authorisation shall be issued in accordance with 21A.606 instead of the type-certificate;
- (b) Subpart D or Subpart E of this Part 21 is applicable for the approval of design changes by way of derogation from 21A.611. When Subpart E is used, a separate ETSO authorisation shall be issued instead of a supplemental type-certificate.

21A.605 Data requirements

The applicant shall submit the following documents, to the Agency:

- (a) A statement of compliance certifying that the applicant has met the requirements of this Subpart.
- (b) A Declaration of Design and Performance (DDP).
- (c) One copy of the technical data required in the applicable ETSO.
- (d) The exposition (or a reference to the exposition) referred to in 21A.143 for the purpose of obtaining an appropriate production organisation approval under Subpart G or the manual (or a reference to the manual) referred to in 21A.125(b) for the purpose of manufacturing under Subpart F without production organisation approval.
- (e) For an APU, the handbook (or a reference to the handbook) referred to in 21A.243 for the purpose of obtaining an appropriate design organisation approval under Subpart J.
- (f) for all other articles, the procedures referred to in 21A.602B(b)(2).

21A.606 Issue of ETSO authorisation

The applicant shall be entitled to have an ETSO authorisation issued by the Agency after:

- (a) demonstrating its capability in accordance with 21A.602B; and
- (b) demonstrating that the article complies with the technical conditions of the applicable ETSO, and submitting the corresponding statement of compliance.
- (c) showing that it is able to comply with 21A.3(b) and (c).

21A.607 ETSO authorisation privileges

The holder of an ETSO authorisation is entitled to produce and to mark the article with the appropriate ETSO marking.

21A.608 Declaration of Design and Performance (DDP)

- (a) The DDP shall contain at least the following information:
1. Information corresponding to 21A.31(a) and (b), identifying the article and its design and testing standard.
 2. The rated performance of the article, where appropriate, either directly or by reference to other supplementary documents.
 3. A statement of compliance certifying that the article has met the appropriate ETSO.
 4. Reference to relevant test reports.
 5. Reference to the appropriate Maintenance, Overhaul and Repair Manuals.
 6. The levels of compliance, where various levels of compliance are allowed by the ETSO.
 7. List of deviations accepted in accordance with 21A.610.
- (b) The DDP shall be endorsed with the date and signature of the holder of the ETSO authorisation, or its authorised representative.

21A.609 Obligations of holders of ETSO authorisations

The holder of an ETSO authorisation under this Subpart shall:

- (a) Manufacture each article in accordance with Subpart G or Subpart F that ensures that each completed article conforms to its design data and is safe for installation;
- (b) Prepare and maintain, for each model of each article for which an ETSO authorisation has been issued, a current file of complete technical data and records in accordance with 21A.613;
- (c) Prepare, maintain and update master copies of all manuals required by the applicable airworthiness specifications for the article;
- (d) Make available to users of the article and to the Agency on request those maintenance, overhaul and repair manuals necessary for the usage and maintenance of the article, and changes to those manuals;
- (e) Mark each article in accordance with 21A.807; and
- (f) Comply with 21A.3(b), (c), 21A.3B and 21A.4.
- (g) Continue to meet the qualification requirements of 21A.602B.

21A.610 Approval for deviation

- (a) Each manufacturer who requests approval to deviate from any performance standard of an ETSO shall demonstrate that the standards from which a deviation is requested are compensated for by factors or design features providing an equivalent level of safety.
- (b) The request for approval to deviate, together with all pertinent data, shall be submitted to the Agency.

21A.611 Design changes

- (a) The holder of the ETSO authorisation may make minor design changes (any change other than a major change) without further authorisation by the Agency. In this case, the changed article keeps the original model number (part number changes or amendments shall be used to identify minor changes) and the holder shall forward to the Agency any revised data that are necessary for compliance with 21A.603(b).
- (b) Any design change by the holder of the ETSO authorisation that is extensive enough to require a substantially complete investigation to determine compliance with an ETSO is a major change. Before making such a change, the holder shall assign a new type or model designation to the article and apply for a new authorisation under 21A.603.
- (c) No design change by any natural or legal person other than the holder of the ETSO authorisation who submitted the statement of compliance for the article is eligible for approval under this Subpart O unless the person seeking the approval applies under 21A.603 for a separate ETSO authorisation.

21A.613 Record keeping

Further to the record keeping requirements appropriate to or associated with the quality system, all relevant design information, drawings and test reports, including inspection records for the article tested, shall be held at the disposal of the Agency and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the article and of the type-certificated product in which it is fitted.

21A.615 Inspection by the Agency

Upon a request of the Agency, each applicant for, or holder of an ETSO authorisation for an article shall allow the Agency to:

- (a) Witness any tests.
- (b) Inspect the technical data files on that article.

21A.619 Duration and continued validity

- (a) An ETSO authorisation shall be issued for an unlimited duration. It shall remain valid unless:
 - 1. The conditions required when ETSO authorisation was granted are no longer being observed; or
 - 2. The obligations of the holder specified in 21A.609 are no longer being discharged; or
 - 3. The article has proved to give rise to unacceptable hazards in service; or
 - 4. the authorisation has been surrendered or revoked under the applicable administrative procedures established by the Agency.
- (b) Upon surrender or revocation, the certificate shall be returned to the Agency.

21A.621 Transferability

Except for a change in ownership of the holder, which shall be regarded as a change of significance, and shall therefore comply with 21A.147 and 21A.247 as applicable, an ETSO authorisation issued under this Part is not transferable.

(SUBPART P — NOT APPLICABLE)

SUBPART Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES**21A.801 Identification of products**

- (a) The identification of products shall include the following information:
 - 1. Manufacturer's name.
 - 2. Product designation.
 - 3. Manufacturer's Serial number.
 - 4. Any other information the Agency finds appropriate.
- (b) Any natural or legal person that manufactures an aircraft or engine under Subpart G or Subpart F shall identify that aircraft or engine by means of a fireproof plate that has the information specified in paragraph (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.
- (c) Any natural or legal person that manufactures a propeller, propeller blade, or propeller hub under Subpart G or Subpart F shall identify it by means of a plate, stamping, engraving, etching or other approved method of fireproof identification that is placed on it on a non-critical surface, contains the information specified in paragraph (a), and will not likely be defaced or removed during normal service or lost or destroyed in an accident.
- (d) For manned free balloons, the identification plate prescribed in paragraph (b) shall be secured to the balloon envelope and shall be located, if practicable, where it is legible to the operator when the balloon is inflated. In addition, the basket and any heater assembly shall be permanently and legibly marked with the manufacturer's name, part number, or equivalent, and serial number, or equivalent.

21A.803 Handling of identification data

- (a) No person shall remove, change, or place identification information referred to in 21A.801(a) on any aircraft, engine, propeller, propeller blade, or propeller hub, or in 21A.807(a) on an APU, without the approval of the Agency.
- (b) No person shall remove or install any identification plate referred to in 21A.801, or in 21A.807 for an APU, without the approval of the Agency.
- (c) By way of derogation from paragraphs (a) and (b), any natural or legal person performing maintenance work under the applicable associated implementing rules may, in accordance with methods, techniques and practices established by the Agency:
 - 1. Remove, change, or place the identification information referred to in 21A.801(a) on any aircraft, engine, propeller, propeller blade, or propeller hub, or in 21A.807(a) on an APU; or
 - 2. Remove an identification plate referred to in 21A.801, or 21A.807 for an APU, when necessary during maintenance operations.
- (d) No person shall install an identification plate removed in accordance with subparagraph (c)(2) on any aircraft, engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

21A.804 Identification of parts and appliances

- (a) Each manufacturer of a part or appliance shall permanently and legibly mark the part or appliance with:
 - 1. a name, trademark, or symbol identifying the manufacturer; and
 - 2. the part number, as defined in the applicable design data; and
 - 3. the letters EPA (European Part Approval) for parts or appliances produced in accordance with approved design data not belonging to the type-certificate holder of the related product, except for ETSO articles.
- (b) By way of derogation from paragraph (a), if the Agency agrees that a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information required by paragraph (a), the authorised release document accompanying the part or appliance or its container shall include the information that could not be marked on the part.

21A.805 Identification of critical parts

In addition to the requirement of 21A.804, each manufacturer of a part to be fitted on a type-certificated product which has been identified as a critical part shall permanently and legibly mark that part with a part number and a serial number.

21A.807 Identification of ETSO articles

- (a) Each holder of an ETSO authorisation under Subpart O shall permanently and legibly mark each article with the following information:
 - 1. The name and address of the manufacturer;
 - 2. The name, type, part number or model designation of the article;
 - 3. The serial number or the date of manufacture of the article or both; and
 - 4. The applicable ETSO number.
- (b) By way of derogation from paragraph (a), if the Agency agrees that a part is too small or that it is otherwise impractical to mark a part with any of the information required by paragraph (a), the authorised release document accompanying the part or its container shall include the information that could not be marked on the part.
- (c) Each person who manufactures an APU under Subpart G or Subpart F shall identify that APU by means of a fireproof plate that has the information specified in paragraph (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

SECTION B**PROCEDURES FOR COMPETENT AUTHORITIES****SUBPART A — GENERAL PROVISIONS****21B.5 Scope**

- (a) This Section establishes the procedure for the competent authority of the Member State when exercising its tasks and responsibilities concerned with the issuance, maintenance, amendment, suspension and revocation of certificates, approvals and authorisations referred to in this Part.
- (b) The Agency shall develop in accordance with Article 14 of the basic Regulation certification specifications and guidance material to assist Member States in the implementation of this Section.

21B.20 Obligations of the competent authority

Each competent authority of the Member State is responsible for the implementation of Section A, Subparts F, G, H and I only for applicants, or holders, whose principal place of business is in its territory.

21B.25 Requirements for the organisation of the competent authority

- (a) General:

The Member State shall designate a competent authority with allocated responsibilities for the implementation of Section A, Subparts F, G, H and I with documented procedures, organisation structure and staff.
- (b) Resources:
 1. The number of staff shall be sufficient to perform the allocated tasks.
 2. The competent authority of the Member State shall appoint a manager, or managers, who are responsible for the execution of the related task(s) within the authority, including the communication with the Agency and the other national authorities as appropriate.
- (c) Qualification and training:

All staff shall be appropriately qualified and have sufficient knowledge, experience and training to perform their allocated task.

21B.30 Documented procedures

- (a) The competent authority of the Member State shall establish documented procedures to describe its organisation, means and methods to fulfil the requirements of this Part. The procedures shall be kept up to date and serve as the basic working documents within that authority for all related activities.
- (b) A copy of the procedures and their amendments shall be available to the Agency.

21B.35 Changes in organisation and procedures

- (a) The competent authority of the Member State shall notify any significant change in its organisation and documented procedures to the Agency.
- (b) The competent authority of the Member State shall update its documented procedures relating to any change to regulations in a timely manner to ensure effective implementation.

21B.40 Resolution of disputes

- (a) The competent authority of the Member State shall establish a process for the resolution of disputes within its organisation documented procedures.
- (b) Where a dispute, which cannot be resolved, exists between the competent authorities of the Member States it is the responsibility of the managers as defined in 21B.25(b)(2) to raise the issue with the Agency for mediation.

21B.45 Reporting/coordination

- (a) The competent authority of the Member State shall ensure coordination as applicable with other related certification, investigation, approval or authorisation teams of that authority, other Member States and the Agency to ensure efficient exchange of information relevant for safety of the products, parts and appliances.
- (b) The competent authority of the Member State shall notify any difficulty in the implementation of this Part to the Agency.

21B.55 Record keeping

The competent authority of the Member State shall keep, or maintain access to, the appropriate records related to the certificates, approvals and authorisations it has granted in accordance with the respective national regulations, and for which responsibility is transferred to the Agency, as long as these records have not been transferred to the Agency.

21B.60 Airworthiness directives

When the a competent authority of a Member State receives an airworthiness directive from the competent authority of a non-member State, that airworthiness directive shall be transferred to the Agency for dissemination in accordance with Article 15 of the basic Regulation.

SUBPART B — TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES

Administrative procedures established by the Agency shall apply.

(SUBPART C — NOT APPLICABLE)

SUBPART D — CHANGES TO TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES

Administrative procedures established by the Agency shall apply.

SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES

Administrative procedures established by the Agency shall apply.

SUBPART F — PRODUCTION WITHOUT PRODUCTION ORGANISATION APPROVAL**21B.120 Investigation**

- (a) The Competent Authority shall appoint an investigation team for each applicant for, or holder of, a letter of agreement to conduct all relevant tasks related to this letter of agreement, consisting of a team-leader to manage and lead the investigation team and, if required, one or more team members. The team-leader reports to the manager responsible for the activity, as defined in 21B.25 (b)(2).
- (b) The Competent Authority shall perform sufficient investigation activities for an applicant for, or holder of, a letter of agreement to justify recommendations for the issuance, maintenance, amendment, suspension or revocation of the letter of agreement.
- (c) The Competent Authority shall prepare procedures for the investigation of applicants for, or holders of, a letter of agreement as part of the documented procedures covering at least the following elements:
 - 1. evaluation of applications received;
 - 2. determination of investigation team;
 - 3. investigation preparation and planning;
 - 4. evaluation of the documentation (manual, procedures, etc.);
 - 5. auditing and inspection;
 - 6. follow up of corrective actions; and
 - 7. recommendation for issuance, amendment, suspension or revocation of the letter of agreement.

21B.130 Issue of letter of agreement

- (a) When satisfied that the manufacturer is in compliance with the applicable requirements of Section A, Subpart F, the Competent Authority shall issue a letter of agreement to the showing of conformity of individual products, parts or appliances (EASA Form 65, see Appendix) without undue delay.
- (b) The letter of agreement shall contain the scope of the agreement, a termination date and, where applicable, the appropriate limitations relating to the authorisation.
- (c) The duration of the letter of agreement shall not exceed one year.

21B.135 Maintenance of the letter of agreement

The Competent Authority shall maintain the letter of agreement as long as:

- (a) The manufacturer is properly using the EASA Form 52 (see Appendix) as a Statement of Conformity for complete aircraft, and the EASA Form 1 (see Appendix) for products other than complete aircraft, parts and appliances; and
- (b) Inspections performed by the Competent Authority of the Member State before validation of the EASA Form 52 (see Appendix) or the EASA Form 1 (see Appendix), as per 21A.130(c) and did not reveal any findings of non-compliance against the requirements or the procedures as contained in the manual provided by the manufacturer, or against the conformity of the respective products, parts or appliances. These inspections shall check at least that:
 - 1. The agreement covers the product, part or appliance being validated, and remains valid;
 - 2. The manual described in 21A.125(b) and its change status referred in the letter of agreement is used as basic working document by the manufacturer. Otherwise, the inspection shall not continue and therefore the release certificates shall not be validated;
 - 3. Production has been carried out under the conditions prescribed in the letter of agreement and satisfactorily performed;
 - 4. Inspections and tests (including flight tests, if appropriate), as per 21A.130(b)(2) and/or (b)(3), have been carried out under the condition prescribed in the letter of agreement and satisfactorily performed;
 - 5. The inspections by the Competent Authority described or addressed in the letter of agreement have been performed and found acceptable;
 - 6. The statement of conformity complies with 21A.130, and the information provided by it does not prevent its validation; and
- (c) Any termination date for the letter of agreement has not been reached.

21B.140 Amendment of a letter of agreement

- (a) The Competent Authority shall investigate, as appropriate, in accordance with 21B.120 any amendment of the letter of agreement.
- (b) When the Competent Authority is satisfied that the requirements of Section A, Subpart F continue to be complied with it shall amend the letter of agreement accordingly.

21B.143 Notification of findings

- (a) When objective evidence is found by the Competent Authority, showing non compliance of the holder of a letter of agreement with the applicable requirements of this Part, this finding shall be classified in accordance with 21A.125B and:
 - 1. A level one finding shall be notified to the holder of the letter of agreement immediately and shall be confirmed in writing within 3 working days after determination.
 - 2. A level two finding shall be confirmed in writing to the holder of the letter of agreement within 14 working days after determination.
- (b) The Competent Authority shall identify to the holder of the letter of agreement any level three finding, as defined in 21A.125B(b), by appropriate means, at its convenience.

21B.145 Suspension and revocation of a letter of agreement

- (a) In case of level one or level two findings, the Competent Authority shall partly or fully limit, suspend or revoke a letter of agreement as follows:
 - 1. In case of a level one finding the letter of agreement shall be immediately limited or suspended. If the holder of the letter of agreement fails to comply with 21A.125B(c)(1), the letter of agreement shall be revoked.
 - 2. In case of a level two finding, the Competent Authority shall decide on any restriction to the letter of agreement by temporary suspension of the letter of agreement or parts thereof. If the holder of the letter of agreement fails to comply with 21A.125B(c)(2), the letter of agreement shall be revoked.
- (b) The suspension or revocation of the letter of agreement shall be communicated in writing to the holder of the letter of agreement. The Competent Authority shall state the reasons for the limitation, suspension or revocation and inform the holder of the letter of agreement on its right to appeal.
- (c) When a letter of agreement has been suspended it shall only be reinstated after compliance with Section A, Subpart F has been re-established.

21B.150 Record keeping

- (a) The Competent Authority shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual letter of agreement.
- (b) The records shall at least contain:
 - 1. the documents provided by the applicant for, or holder of, a letter of agreement,
 - 2. documents established during investigation and inspection, in which the activities and the final results of the elements defined in 21B.120 are stated,
 - 3. the letter of agreement, including changes, and
 - 4. minutes of the meetings with the manufacturer.
- (c) The records shall be archived for a minimum retention period of six years after termination of the letter of agreement.
- (d) The Competent Authority shall also maintain records of all Statements of Conformity (EASA Form 52, see Appendix) and Authorised Release Certificates (EASA Form 1, see Appendix) that it has validated.

SUBPART G — PRODUCTION ORGANISATION APPROVAL**21B.220 Investigation**

- (a) The Competent Authority shall appoint a production organisation approval team for each applicant, or holder of, a production organisation approval to conduct all relevant tasks related to this production organisation approval, consisting of a team leader to manage and lead the approval team and, if required, one or more team members. The team leader reports to the manager responsible for the activity as defined in 21B.25(b)(2).
- (b) The Competent Authority shall perform sufficient investigation activities for an applicant for, or holder of, a production organisation approval to justify recommendations for the issuance, maintenance, amendment, suspension or revocation of the approval.
- (c) The Competent Authority shall prepare procedures for the investigation of a production organisation approval as part of the documented procedures covering at least the following elements:
 - 1. evaluation of applications received;
 - 2. determination of production organisation approval team;
 - 3. investigation preparation and planning;
 - 4. evaluation of the documentation (production organisation exposition, procedures, etc.);
 - 5. auditing;
 - 6. follow up of corrective actions;
 - 7. recommendation for issuance, amendment, suspension or revocation of production organisation approval;
 - 8. continued surveillance.

21B.225 Notification of findings

- (a) When objective evidence is found showing non compliance of the holder of a production organisation approval with the applicable requirements of this Part, this finding shall be classified in accordance with 21A.158(a) and:
 - 1. A level one finding shall be notified to the holder of a production organisation approval immediately and shall be confirmed in writing within 3 working days after determination.
 - 2. A level two finding shall be confirmed in writing to the holder of the production organisation approval within 14 working days after determination.
- (b) The Competent Authority shall identify to the holder of the production organisation approval any level three finding, as defined in 21A.158(b), by appropriate means, at its convenience.

21B.230 Issue of certificate

- (a) When satisfied that the production organisation is in compliance with the applicable requirements of Section A, Subpart G, the Competent Authority shall issue a Production Organisation Approval (EASA Form 55, see Appendix) without undue delay.
- (b) The reference number shall be included on the EASA Form 55 in a manner specified by the Agency.

21B.235 Continued surveillance

- (a) In order to justify the maintenance of the production organisation approval the Competent Authority competent authority shall perform continued surveillance:
 - 1. to verify that the production organisation approval holder's quality system still complies with Section A, Subpart G; and
 - 2. to verify that the organisation of the production organisation approval holder operates in accordance with the production organisation exposition; and
 - 3. to verify the effectiveness of the production organisation exposition procedures; and
 - 4. to monitor by sample the standards of the product, part or appliance.
- (b) Continued surveillance shall be performed in accordance with 21B.220.
- (c) The Competent Authority shall provide through planned continued surveillance that a production organisation approval is completely reviewed for compliance with this Part during a period of 24 months. The continued surveillance may be made up of several investigation activities during this period. The number of audits may vary depending upon the complexity of the organisation, the number of sites and the criticality of the production. As a minimum the holder of a production organisation approval shall be subject to continued surveillance activity by the Competent Authority at least once every year.

21B.240 Amendment of a production organisation approval

- (a) The Competent Authority shall monitor any minor change through the continued surveillance activities.
- (b) The Competent Authority shall investigate as appropriate in accordance with 21B.220 any significant change of a production organisation approval or application by the holder of a production organisation approval for an amendment of the scope and terms of approval.
- (c) When the Competent Authority is satisfied that the requirements of Section A, Subpart G continue to be complied with it shall amend the production organisation approval accordingly.

21B.245 Suspension and revocation of a production organisation approval

- (a) In case of a level one or level two finding, the Competent Authority shall partly or fully limit, suspend or revoke a production organisation approval as follows:
 - 1. In case of a level one finding the production organisation approval shall be immediately limited or suspended. If the holder of the production organisation approval fails to comply with 21A.158(c)(1), the production organisation approval shall be revoked.
 - 2. In case of a level two finding, the Competent Authority shall decide on any restriction to the scope of approval by temporary suspension of the production organisation approval or parts thereof. If the holder of a production organisation approval fails to comply with 21A.158(c)(2), the production organisation approval shall be revoked.

- (b) The limitation, suspension or revocation of the production organisation approval shall be communicated in writing to the holder of the production organisation approval. The Competent Authority shall state the reasons for the suspension or revocation and inform the holder of the production organisation approval on its right to appeal.
- (c) When a production organisation approval has been suspended it shall only be reinstated after compliance with Section A, Subpart G has been re-established.

21B.260 Record keeping

- (a) The Competent Authority shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual production organisation approval.
- (b) The records shall at least contain:
 - 1. the documents provided by the applicant for, or holder of, a production organisation approval certificate,
 - 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.220 are stated, including findings established in accordance with 21B.225
 - 3. the continued surveillance programme, including records of investigations performed
 - 4. the production organisation approval certificate, including changes
 - 5. minutes of the meetings with the holder of the production organisation approval.
- (c) The records shall be archived for a minimum retention period of six years.

SUBPART H — AIRWORTHINESS CERTIFICATES

21B.320 Investigation

- (a) The competent authority of the Member State of registry shall perform sufficient investigation activities for an applicant for, or holder of, an airworthiness certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate or permit.
- (b) The competent authority of the Member State of registry shall prepare evaluation procedures covering at least the following elements:
 - 1. evaluation of eligibility of the applicant;
 - 2. evaluation of the eligibility of the application;
 - 3. classification of airworthiness certificates;
 - 4. evaluation of the documentation received with the application;
 - 5. inspection of aircraft;
 - 6. determination of necessary conditions, restrictions or limitations to the airworthiness certificates.

21B.325 Issue of airworthiness certificates

- (a) The competent authority of the Member State of registry shall, as applicable, issue, or amend a Certificate of Airworthiness (EASA Form 25, see Appendix), Restricted Certificate of Airworthiness (EASA Form 24, see Appendix) or Permit to Fly (EASA Form 20, see Appendix) without undue delay when it is satisfied that the applicable requirements of Section A, Subpart H are met.
- (b) In addition to an airworthiness certificate for a new aircraft or used aircraft originating from a non-member State, the competent authority of the Member State of registry shall issue an initial airworthiness review certificate (EASA Form 15a, see Appendix).

21B.330 Suspension and revocation of airworthiness certificates

- (a) Upon evidence that any of the conditions specified in 21A.181(a) is not met, the competent authority of the Member State of registry shall suspend or revoke an airworthiness certificate.
- (b) Upon issuance of the notice of suspension and revocation of a certificate of airworthiness, restricted certificate of airworthiness or permit to fly the competent authority of the Member State of registry shall state the reasons for the suspension or revocation and inform the holder of the certificate or permit on its right to appeal.

21B.345 Record keeping

- (a) The competent authority of the Member State of registry shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual airworthiness certificate.
- (b) The records shall at least contain:
 - 1. the documents provided by the applicant,
 - 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.320(b) are stated, and
 - 3. a copy of the certificate or permit, including amendments.
- (c) The records shall be archived for a minimum retention period of six years after leaving that national register.

SUBPART I — NOISE CERTIFICATES

21B.420 Investigation

- (a) The competent authority of the Member State of registry shall perform sufficient investigation activities for an applicant for, or holder of, a noise certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate.
- (b) The competent authority of the Member State of registry shall prepare evaluation procedures as part of the documented procedures covering at least the following elements:
 - 1. evaluation of eligibility;
 - 2. evaluation of the documentation received with the application;
 - 3. inspection of aircraft.

21B.425 Issue of noise certificates

The competent authority of the Member State of registry shall, as applicable, issue, or amend noise certificates (EASA Form 45, see Appendix) without undue delay when it is satisfied that the applicable requirements of Section A, Subpart I are met.

21B.430 Suspension and revocation of a noise certificate

- (a) Upon evidence that some of the conditions specified in 21A.211(a) are not met, the competent authority of the Member State of registry shall suspend or revoke a noise certificate.
- (b) Upon issuance of the notice of suspension and revocation of a noise certificate the competent authority of the Member State of registry shall state the reasons for the suspension and revocation and shall inform the holder of the certificate on its right to appeal.

21B.445 Record keeping

- (a) The competent authority of the Member State of registry shall establish a system of record keeping with minimum retention criteria that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual noise certificate.
- (b) The records shall at least contain:
 - 1. the documents provided by the applicant,
 - 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.420(b) are stated,
 - 3. a copy of the certificate including amendments.
- (c) The records shall be archived for a minimum retention period of six years after leaving that national register.

SUBPART J — DESIGN ORGANISATION APPROVAL

Administrative procedures established by the Agency shall apply.

SUBPART K — PARTS AND APPLIANCES

Administrative procedures established by the Agency shall apply.

(SUBPART L — NOT APPLICABLE)

SUBPART M — REPAIRS

Administrative procedures established by the Agency shall apply.

(SUBPART N — NOT APPLICABLE)

SUBPART O — EUROPEAN TECHNICAL STANDARD ORDER AUTHORISATIONS

Administrative procedures established by the Agency shall apply.

(SUBPART P — NOT APPLICABLE)

SUBPART Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

Administrative procedures established by the Agency shall apply.

Appendices

EASA FORMS

When the Forms of this Annex are issued in a language other than English they shall include an English translation.

The EASA ('European Aviation Safety Agency') Forms referred to in the appendices to this Part shall have the following obligatory features. Member States shall ensure that the EASA Forms they issue are recognisable and shall be responsible for having those Forms printed.

Appendix I — EASA Form 1 Authorised release Certificate

Appendix II — EASA Form 15a Airworthiness Review Certificate

Appendix III — EASA Form 20 Permit to Fly

Appendix IV — EASA Form 24 Restricted Certificate of Airworthiness

Appendix V — EASA Form 25 Certificate of Airworthiness

Appendix VI — EASA Form 45 Noise Certificate

Appendix VII — EASA Form 52 Aircraft Statement of Conformity

Appendix VIII — EASA Form 53 Certificate of Release to Service

Appendix IX — EASA Form 55 Production Organisation Approval Certificate

Appendix X — EASA Form 65 Letter of Agreement [Production without POA]

1. Approving Competent Authority/Country		AUTHORISED RELEASE CERTIFICATE EASA FORM 1				3. Form Tracking Number	
4. Approved Organisation Name and Address:		5. Work Order/Contract/Invoice					
6. Item	7. Description	8. Part No	9. Eligibility (*)	10. Quantity	11. Serial/Batch No	12. Status/Work	
13. Remarks Part M Section A Subpart F organisation approval number: AAA RRR XXXX							
14. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in condition for safe operation <input type="checkbox"/> non-approved design data specified in block 13		19. <input type="checkbox"/> Part-145.A.50 Release to Service Certifies that unless otherwise specified in block 13, the work identified in block 12 and described in block 13, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service. <input type="checkbox"/> Other regulation specified in block 13					
15. Authorised Signature	16. Approval/ Authorisation Number		20. Authorised Signature		21. Certificate/Approval Ref. No		
17. Name	18. Date (d/m/y)		22. Name		23. Date (d/m/y)		

EASA Form 1 - Issue 1 (*) Installer must cross-check eligibility with applicable technical data

AUTHORISED RELEASE CERTIFICATE — EASA FORM 1 (reverse side)**USER/INSTALLER RESPONSIBILITIES**

NOTE:

1. It is important to understand that the existence of the document alone does not automatically constitute authority to install the part/component/assembly.
2. Where the user/installer works in accordance with the national regulations of an airworthiness authority different from the airworthiness authority specified in block 1 it is essential that the user/installer ensure that his/her airworthiness authority accepts parts/ components/ assemblies from the airworthiness authority specified in block 1.
3. Statements 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record shall contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

AUTHORISED RELEASE CERTIFICATE — EASA FORM 1**COMPLETION INSTRUCTIONS**

These instructions relate only to the use of the EASA Form 1 for manufacturing purposes. Attention is drawn to Appendix I to Part 145 which covers the use of the EASA Form 1 for maintenance purposes.

1. PURPOSE AND SCOPE

Under Part 21 Subpart G, the primary purpose of the certificate is to release products, parts, appliances (hereafter referred to as 'item(s)') and/or materials as identified in Blocks 7 through 11 as applicable after manufacture, or to release maintenance work carried out on items under the approval of the Competent Authority. The Certificate referenced EASA Form 1 is called the Authorised Release Certificate.

The Certificate is to be used for import purposes, as well as for domestic and intra-Community purposes, and serves as an official certificate for the delivery of items from the manufacturer to users. The Certificate is not a delivery or shipping note.

It may only be issued by organisations certificated by the Competent Authority under Part 21 Subpart G, within the scope of such an approval. Aircraft are not to be released using the Certificate.

A mixture of 'New' and 'Used' items is not permitted on the same Certificate.

A mixture of items certified in conformity with 'approved data' and to 'non-approved data' is not permitted on the same Certificate, and consequently only one box in Block 14 can be ticked.

A mixture of parts released under Subparts G and F of Part 21 is not permitted on the same Certificate.

2. GENERAL

The Certificate must comply with the format attached including block numbers and the location of each Block. The size of each Block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognisable. The overall size of the Certificate may be significantly increased or decreased so long as the Certificate remains recognisable and legible. If in doubt consult the Competent Authority.

Please note that the User responsibility statements are normally placed on the reverse of this Certificate, but they may be added to the front of the Certificate by reducing the depth of the form.

All printing must be clear and legible to permit easy reading.

The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted. English, and where relevant, one or more of the official language(s) of the issuing Member State are acceptable.

The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters, and must permit easy reading. Abbreviations must be restricted to a minimum.

The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement.

The original Certificate must accompany the items and correlation must be established between the Certificate and the item(s). A copy of the Certificate must be retained by the organisation that manufactured the item. Where the Certificate format and the data is entirely computer generated, subject to acceptance by the Competent Authority, it is permissible to retain the Certificate format and data on a secure database.

There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

The Certificate that accompanies the item may be attached to the item by being placed in an envelope for durability.

3. COMPLETION OF THE RELEASE CERTIFICATE BY THE ORIGINATOR

Except as otherwise stated, there must be an entry in all Blocks to make the document a valid certificate.

Block 1 The Member State of the Competent Authority issuing the Approval under which the certificate is issued as referenced in Block 16. When the Competent Authority is the Agency, 'EASA' must be stated. These names may be pre-printed.

Block 2 Pre-printed 'Authorised Release Certificate/EASA Form 1'.

Block 3 A unique number must be pre-printed in this Block for Certificate control and traceability purposes except that in the case of a computer generated document, the unique number need not be pre-printed where the computer is programmed to produce the number.

Block 4 The information in this Block needs to satisfy two objectives:

1. to relate the Certificate to an organisation approval, for the purposes of verifying authenticity and authority of the Certificate;
2. to provide a ready means of rapidly identifying the place of manufacture and release, to facilitate traceability and communication in the event of problems or queries.

Therefore, the name entered in the box is that of the organisation approval holder who is responsible for making the final determination of conformity or airworthiness, and whose Approval Reference Number is quoted in Block 16. The name must be entered in exactly the same form as appears in the Approval Certificate held by the organisation.

The address(es) entered in Block 4 will assist in the identification of the approval holder AND in identifying the place of release.

If the place of manufacture and release is one of the organisation addresses listed on the Approval Certificate, then that is the only address needed in this Block.

If the place of manufacture and release is a location which is NOT listed in the Approval Certificate then two addresses are required. The first address will be the address of the approval holder (as listed in the Approval Certificate) and a second address entered to identify the place of manufacture and release.

This Block may be pre-printed. Logo of the POA holder, etc., is permitted if it can be contained within the Block.

Block 5 The purpose is to reference work order/ contract/invoice or any other internal organisational process such that a fast traceability system can be established. The use of the Block for such traceability is strongly recommended in the absence of item Serial Numbers or batch numbers. When not used, state N/A.

Block 6 The Block is provided for the convenience of the organisation issuing the Certificate to permit easy cross-reference to the 'Remarks' Block 13 by the use line item numbers. Block 6 must be completed where there is more than one line item.

Where a number of items are to be released on the Certificate, it is permissible to use a separate listing cross-referring Certificate and list to each other.

Block 7 The name or description of the item must be given. Preference must be given to use of the Illustrated Parts Catalogue (IPC) designation. The description is to include reference to any applicable ETSO authorisations or EPA marking.

Block 8 State the Part Number. Preference must be given to use of the IPC number designation.

Block 9 Used to indicate the type-approved applications for which the released items are eligible for installation, based on the information provided by the design approval holder by virtue of the arrangement described in 21A.4 and 21A.133(b) and (c). The following entries are permitted:

- (a) At least one specific or series aircraft, propeller, or engine model as identified by the design approval holder. In case of engine or propeller release, state the aircraft approved applications, or, if application is not specific, state 'type-certificated engine/propeller'. In case of ETSO article state either the type-approved applications or 'ETSO article'. In case of items to be installed in an ETSO article, state the ETSO article part number.
- (b) 'None', to be used only when it is known that the items do not yet have a type-approved application, for example: pending type-certificate, for test only, pending approved data. If this category is used, then appropriate explanatory information must be provided in Block 13 and new items may only be released for Conformity purposes.
- (c) 'Various' if known by virtue of the arrangements under 21A.133(b) and (c) to be eligible for installation on multiple type approved products, according to a procedure approved by the Competent Authority in charge of the POA surveillance.

In the case of multiple type-approved application it is acceptable for this Block to contain cross reference to an attached document which lists such applications.

Any information in Block 9 does not constitute authority to fit the item to a particular aircraft, engine or propeller. The User/Installer must confirm via documents such as the Parts Catalogue, Service Bulletins, etc., that the item is eligible for the particular installation.

Any information in Block 9 does not necessarily mean that the product, parts or appliances are only eligible for installation on the listed model(s). Nor does it guarantee that the product, parts or appliances are eligible for installation on all entries in Block 9. Eligibility may be affected by modification or configuration changes.

Where a part is identified by the design holder in accordance with officially recognised Standards, then the part is considered a Standard Part and release with a EASA Form 1 is not necessary. However where a POA holder releases a standard part with a EASA Form 1 then it must be able to demonstrate that it is in control of the manufacture of that part.

Block 10 State the quantity of items being released.

Block 11 State the items Serial Number or Batch Number if applicable. If neither is applicable, state 'N/A'.

Block 12 Enter one or a combination of appropriate standard words from the following table. The table lists, in quotes, the standard words permitted for use when releasing new items prior to entry into service, i.e. the items have not been previously used in operational service. It also details the circumstances and conditions under which they may be used. In all cases the certification rules relating to Block 14 apply, the appropriate box is to be marked, and Block 15 is to be signed.

TABLE OF STANDARD WORDS FOR NEW PARTS

1. 'MANUFACTURED'

- (a) The production of a new item in conformity with the applicable design data, or
- (b) Re-certification by the original manufacturer after rectification work on an item, previously released under paragraph 1(a), which has been found to be unserviceable prior to entry into service, e.g., defective, in need of inspection or test, or shelf life expired. Details of the original release and the rectification work are to be entered in Block 13, or re-certification of new items from conformity purpose to airworthiness purpose at the time of approval of the applicable design data, provided that the items conform to the approved design data. An explanation of the basis of release and details of the original release are to be entered in Block 13.

2. 'INSPECTED'/'TESTED'

The examination of a previously released new item:

- (a) to establish conformity with the applicable design data, or
- (b) in accordance with a customer-specified standard or specification, details of which are to be entered in Block 13, or
- (c) to establish serviceability and condition for safe operation prior to re-release as a spare, where the item has been obtained with an EASA Form 1. An explanation of the basis of release and details of the original release are to be entered in Block 13.

3. 'MODIFIED'

The alteration, by the original manufacturer, of a previously released item prior to entry into service. Details of the alteration and the original release are to be entered in Block 13.

The above statements must be supported by reference to the approved data/ manual/specification. Such information shall be identified in either Block 12 or 13.

Block 13 It is necessary to state any information in this Block, either directly or by reference to supporting documentation, that identifies particular data or limitations relating to the item being released that are necessary for the User/Installer to make the final airworthiness determination of the item. The information must be clear, complete, and provided in a form and manner which is adequate for the purpose of making such a determination.

Each statement must be clearly identified as to which item it relates.

If there is no statement, state 'None'.

Examples of conditions which would necessitate statements in Block 13 are:

- when the certificate is used for conformity purposes the following statement must be entered at the beginning of Block 13:

'ONLY FOR CONFORMITY, NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE-CERTIFICATED AIRCRAFT/ENGINE/PROPELLER';

- when the design data is not approved by the Agency, then the competent authority of the third country responsible for the approval of the design data must be identified and the following statement must be entered together with a reference identifying the approval:

'Design data approved by <identify the responsible competent authority of a third country and the approval reference>';

- re-certification of new items from conformity purpose to airworthiness purpose at the time of approval of the applicable design data, provided that the items conform to the approved design data.

Provided that no change in design has occurred during the design data approval process, the manufacturer may state that the design data has been approved and that provided the specific component is still in the condition it was when it was shipped to the user/installer, the component is now eligible to be installed. The manufacturer must make this statement on a second EASA Form 1 where in addition to any other necessary remarks, appropriate explanatory information must be provided. The following wording must be used: 'RE-CERTIFICATION OF NEW PARTS FROM CONFORMITY TO AIRWORTHINESS: THIS DOCUMENT ONLY CERTIFIES THE APPROVAL OF THE DESIGN DATA TO WHICH THIS ITEM (THESE ITEMS) WERE MANUFACTURED, BUT DOES NOT COVER CONFORMITY/CONDITION AFTER RELEASE OF THE INITIAL EASA FORM 1 REF.....'.

EASA Form 1 (both for 'Conformity purposes' and for 'Airworthiness purposes') must be generated by the same organisation, i.e., the original manufacturer or prime manufacturer, whichever raised the original EASA Form 1 for Conformity purposes.

- When the certificate is not issued under Part 21, the following statement must be used:

This certificate has been issued under...[applicable rules other than Part 21]'.

- For complete engines and propellers the applicable type-certificate must be referenced.
- For complete engines and propellers, any additional export statement required by the importing country, as normally defined in the type-certificate data sheet.
- For complete engines, a statement of compliance with the applicable emissions requirements current at the date of manufacture of the engine.
- For ETSO articles, state the applicable ETSO authorisation number.
- Usage restriction for repaired items.
- Modification standard.
- Alternative approved items supplied.
- Concessions applicable.
- Non-compliance with certification specifications.
- Details of repair work carried out or reference to a document where this is stated.
- Compliance with, or non-compliance with airworthiness directives or Service Bulletins.
- Information on life limited items.
- Condition of items or reference to a document detailing this information.
- Manufacturing date or cure date.
- Shelf life data.
- Shortages.
- Time Since New (TSN), Time Since Overhaul (TSO), etc.
- Exceptions to the notified special requirements of the importing country.
- Specially configured to meet the notified special requirements of the importing country.
- Re-certification of previously released 'new' items.

Block 14 This Block may only be used to indicate the status of new items.

The main purpose of the Certificate is to release items for airworthiness purposes, which means conformity with approved design data and in condition for safe operation.

This airworthiness certification is considered by the EU to be valid world-wide unless there are specific notified import conditions.

When using an EASA Form 1 issued for airworthiness purposes to satisfy such notified import conditions, compliance with these import conditions is certified according to bilateral agreement or other working arrangement. As the P/N is stated in Block 8 and compliance with any specific import conditions is entered in Block 13, 'approved' then means approved by the competent authority of the importing country.

The certificate may also be used as a Conformity Certificate when items conform to applicable design data which are not approved for a reason which is stated in Block 13 (e.g., pending type-certificate, for test only, pending approved data).

In this case the following additional statement must be entered at the beginning of Block 13 itself and not in a separate document: 'ONLY FOR CONFORMITY, NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE-CERTIFICATED AIRCRAFT/ENGINE/PROPELLER'.

Mixtures of items released for Airworthiness and for Conformity purposes are not permitted in the same certificate. Also refer to the notes for completion of Block 9.

Block 15 The hand-written normal signature of a person who has written authority from an approved production organisation to make Certifications in respect of new items. Use of a stamp instead of a signature is not permitted, but the authorised person may add a stamp impression to his or her signature to aid recognition. Subject to the agreement of the Competent Authority in any particular case, computer-generated signatures are permitted if it can be demonstrated that an equivalent level of control, traceability and accountability exists. (See AMC 21A.163(c) for computer generated signature).

Block 16 State the full authorisation reference given by the Competent Authority to the organisation releasing the new items.

Block 17 The name of the person signing Block 15, printed, typed, or written in a legible form.

Block 18 The date on which Block 15 is signed, in the format day/month/year. The month must be stated in letters (sufficient letters must be used so there can be no ambiguity as to the month intended).

Block 19 Not used and strike out for release of new items.

Block 20 Not used and strike out for release of new items.

Block 21 Not used and strike out for release of new items.

Block 22 Not used and strike out for release of new items.

Block 23 Not used and strike out for release of new items.

MEMBER STATE

a member of the

European Aviation Safety Agency

AIRWORTHINESS REVIEW CERTIFICATE

ARC REFERENCE:

Pursuant to Regulation (EC) No 1592/2002 of the European Parliament and of the Council for the time being in force, the Member State hereby certifies that the following aircraft:

Aircraft manufacturer:

Manufacturer's designation of aircraft:

Aircraft type:

Aircraft registration:

Aircraft serial Number:

is considered to be airworthy at the time of the issue.

Date of issue:

Date of expiry:

Signed:

Authorisation No:

Competent authority LOGO

PERMIT TO FLY

(*)	
Competent authority of a Member State of registry granted by virtue of Regulation (EC) No 1592/2002 hereby permit noted aircraft to fly within the Member State under conditions listed below. This permit is also valid for flight to and within other States provided separate approval is obtained from the competent authorities of such States.	1. Nationality and registration marks
2. Aircraft manufacturer/type	3. Serial number
4. The permit covers	
5. Limitations/Remarks	
6. Place and date of issue	7. Signature of the competent authority representative

EASA Form 20

This permit shall be carried on board during all flights

(*) For use by State of registry.

Competent authority LOGO

RESTRICTED CERTIFICATE OF AIRWORTHINESS

(*)	(Member State of registry) (Issuing Authority)	(*)
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number
4. Categories		
5. This Certificate of Airworthiness is issued pursuant to (**) [the Convention on International Civil Aviation dated 7 December 1944] and Regulation (EC) No 1592/2002, Article 5(3)(b) in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. In addition to above the following restrictions apply: (**) [The aircraft may be used in international navigation notwithstanding above restrictions]. Date of issue: Signature: 6. This Certificate of Airworthiness is valid unless revoked by the competent authority of the Member State of registry. A current Airworthiness Review Certificate shall be attached to this Certificate.		

EASA Form 24

This permit shall be carried on board during all flights

(*) For use by State of registry.
(**) Delete as applicable.

EASA LOGO

Competent authority LOGO

CERTIFICATE OF AIRWORTHINESS

(*)	(Member State of registry) (Issuing Authority)	(*)
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number
4. Categories		
5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Regulation (EC) No 1592/2002, Article 5(3)(c) in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Date of issue: _____ Signature: _____ Limitations/Remark: _____		
6. This Certificate of Airworthiness is valid unless revoked by the competent authority of the Member State of registry. A current Airworthiness Review Certificate shall be attached to this Certificate.		

EASA Form 25

This permit shall be carried on board during all flights

(*) For use by State of registry.

For use by State of registry	1. State of registry	2. Document Number:		
NOISE CERTIFICATE				
3. Nationality and registration marks	4. Manufacturer and Manufacturer's Designation of Aircraft		5. Aircraft Serial Number	
6. Engine		7. Propeller (*)		
8. Maximum Take-Off Mass (kg)	9. Maximum Landing Mass (kg) (*)	10. Noise Standard		
11. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards				
12. Lateral/Full-Power Noise Level (*)	13. Approach Noise Level (*)	14. Flyover Noise Level (*)	15. Overflight Noise Level (*)	16. Take-Off Noise Level (*)
Remarks				
17. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated Dec. 7, 1944 and Regulation (EC) No 1592/2002, Article 6 in respect of the abovementioned aircraft, which is considered to comply with the foregoing noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.				
18. Date of issue		19. Signature		

EASA Form 45

(*) These boxes may be omitted depending on Chapter of certification.

AIRCRAFT STATEMENT OF CONFORMITY		
1. State of manufacture	2. Competent authority of a Member State of the European Union or EASA	3. Statement Ref. No
4. Organisation		
5. Aircraft Type	6. Type-certificate Refs:	
7. Aircraft Registration Or Mark	8. Manufacturers Identification No	
9. Engine/Propeller Details (*)		
10. Modifications and/or Service Bulletins (*)		
11. Airworthiness Directives		
12. Concessions		
13. Exemptions, Waivers or Derogations (*)		
14. Remarks		
15. Certificate of Airworthiness		
16. Additional Requirements		
17. Statement of Conformity It is hereby certified that this aircraft confirms fully to the type-certificated design and to the items above in boxes 9, 10, 11, 12 and 13. The aircraft is in a condition of safe operation. The aircraft has been satisfactorily tested in flight.		
18. Signed	19. Name	20. Date (d/m/y)
21. Production Organisation Approval Reference		

EASA Form 52

(*) Delete as applicable.

AIRCRAFT STATEMENT OF CONFORMITY — EASA FORM 52**COMPLETION INSTRUCTIONS**

For the purpose of Part 21 Section A Subpart F, Statement of Conformity means the EASA Form 52 for complete aircraft or the EASA Form 1 for other products, parts, appliances and/or materials.

Authorised person means a person identified as signatory in the Manual accepted by the Competent Authority and provided in accordance with 21A.125(b).

Responsible position means a position held by a person with terms of reference which include responsibility for product conformity, and who has sufficient authority to prevent the release of items which do not conform to the applicable design data and/or are not in condition for safe operation.

1. PURPOSE AND SCOPE

Use of the aircraft Statement of Conformity issued by a manufacturer producing under Part 21 Section A Subpart F is described under 21A.130 and the corresponding acceptable means of compliance.

The purpose of the aircraft Statement of Conformity (EASA Form 52) issued under Part 21 Section A Subpart G is to enable the holder of an appropriate production organisation approval to exercise the privilege to obtain an individual aircraft certificate of airworthiness from the competent authority of the Member State of registry.

2. GENERAL

The Statement of Conformity must comply with the format attached including block numbers and the location of each Block. The size of each Block may however be varied to suit the individual application, but not to the extent that would make the Statement of Conformity unrecognisable. If in doubt consult the Competent Authority.

The Statement of Conformity must either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted.

Completion may be either machine/computer printed or hand-written using block letters to permit easy reading. English, and where relevant, one or more of the official language(s) of the issuing Member State are acceptable.

A copy of the Statement and all referenced attachments are to be retained by the approved production organisation.

3. COMPLETION OF THE STATEMENT OF CONFORMITY BY THE ORIGINATOR

There should be an entry in all Blocks to make the document a valid statement.

A Statement of Conformity may not be issued to the competent authority of the Member State of registry unless the design of the aircraft and its installed products are approved.

The information required in Blocks 9, 10, 11, 12, 13 and 14 may be by reference to separate identified documents held on file by the production organisation, unless the Competent Authority agrees otherwise.

This Statement of Conformity is not intended to include those items of equipment that may be required to be fitted in order to satisfy applicable operational rules. However, some of these individual items may be included in Block 10 or in the approved type design. Operators are therefore reminded of their responsibility to ensure compliance with the applicable operational rules for their own particular operation.

Block 1 Enter name of the State of manufacture.

Block 2 The Competent Authority under which authority the Statement of Conformity is issued.

Block 3 A unique serial number should be pre-printed in this Block for Statement control and traceability purposes. Except that in the case of a computer generated document the number need not be pre-printed where the computer is programmed to produce and print a unique number.

Block 4 The full name and location address of the organisation issuing the statement. This Block may be pre-printed. Logos etc. are permitted if the logo can be contained within the Block.

Block 5 The aircraft type in full as defined in the type-certificate and its associated data sheet.

Block 6 The type-certificate reference numbers and issue for the subject aircraft.

Block 7 If the aircraft is registered then this mark will be the registration mark. If the aircraft is not registered then this will be such a mark that is accepted by the competent authority of the Member State and, if applicable, by the competent authority of a third country.

- Block 8 The identification number assigned by the manufacturer for control and traceability and product support. This is sometimes referred to as a Manufacturers Serial No or Constructors No.
- Block 9 The engine and propeller type(s) in full as defined in the relevant type-certificate and its associated data sheet. Their manufacturer identification No and associated location should also be shown.
- Block 10 Approved design changes to the Aircraft Definition.
- Block 11 A listing of all applicable airworthiness directives (or equivalent) and a declaration of compliance, together with a description of the method of compliance on the subject individual aircraft including products and installed parts, appliances and equipment. Any future compliance requirement time should be shown.
- Block 12 Approved unintentional deviation to the approved type design sometimes referred to as concessions, divergences, or non-conformances.
- Block 13 Only agreed exemptions, waivers or derogations may be included here.
- Block 14 Remarks. Any statement, information, particular data or limitation which may affect the airworthiness of the aircraft. If there is no such information or data, state: 'NONE'.
- Block 15 Enter 'Certificate of Airworthiness', or 'Restricted Certificate of Airworthiness', or for the Certificate of Airworthiness requested.
- Block 16 Additional requirements such as those notified by an importing country should be noted in this Block.
- Block 17 Validity of the Statement of Conformity is dependent on full completion of all Blocks on the form. A copy of the flight test report together with any recorded defects and rectification details should be kept on file by the POA holder. The report should be signed as satisfactory by the appropriate certifying staff and a flight crew member, e.g., test pilot or flight test engineer. The flight tests performed are those defined under the control of the quality system, as established by 21A.139 in particular 21A.139(b)(1)(vi), to ensure that the aircraft conforms with the applicable design data and is in condition for safe operation.
- The listing of items provided (or made available) to satisfy the safe operation aspects of this statement should be kept on file by the POA holder.
- Block 18 The Statement of Conformity may be signed by the person authorised to do so by the production approval holder in accordance with 21A.145(d). A rubber stamp signature should not be used.
- Block 19 The name of the person signing the certificate should be typed or printed in a legible form.
- Block 20 The date the Statement of Conformity is signed should be given.
- Bloque 21 The Competent Authority approval reference of the POA holder should be quoted.

CERTIFICATE OF RELEASE TO SERVICE

[APPROVED PRODUCTION ORGANISATION NAME]

Production organisation approval Reference:

Certificate of release to service in accordance with 21A.163(d).

Aircraft: Type: Constructor No/Registration:

has been maintained as specified in Work Order:

Brief description of work performed:

Certifies that the work specified was carried out in accordance with 21A.163(d) and in respect to that work the aircraft is considered ready for release to service and therefore is in a condition for safe operation.

Certifying Staff (name):

(signature):

Location:

Date: (day, month, year).

CERTIFICATE OF RELEASE TO SERVICE — EASA FORM 53

COMPLETION INSTRUCTIONS

The Block BRIEF DESCRIPTION OF WORK PERFORMED appearing in EASA FORM 53 should include reference to the approved data used to perform the work.

The Block LOCATION appearing in EASA FORM 53 refers to the location where the maintenance has been performed, not to the location of the facilities of the organisation (if different).

PRODUCTION ORGANISATION APPROVAL CERTIFICATE

Competent authority

Of a Member State of the

EUROPEAN UNION * or EASA

APPROVAL CERTIFICATE

REFERENCE : NAA.G.XXXX

Pursuant to the European Regulations in force and subject to the conditions specified below,
the Competent Authority hereby certifies

Company Name
Address

as a

PRODUCTION ORGANISATION

approved according to Part 21, Section A, Subpart G

CONDITIONS

1. The approval is limited to that specified in the enclosed Terms of Approval; and
2. This approval requires compliance with the procedures specified in the Production Organisation Exposition;
and
3. This approval is valid whilst the approved production organisation remains in compliance with Part 21,
Section A, Subpart G.

Date of original issue:	Date of this issue:	Signed:
		For the competent authority or EASA

LETTER OF AGREEMENT

**Competent authority of
a Member State of
the European Union or EASA**

[NAME OF THE APPLICANT]
[TRADE NAME (if different)]
[FULL ADDRESS OF THE APPLICANT]

Date (Day, Month, Year)
Reference: [NAA].F.[XXX]

Subject: PRODUCTION WITHOUT POA, LETTER OF AGREEMENT

Dear Sirs,

Your production inspection system has been evaluated and found to be in compliance with Part 21, Section A, Subpart F.

Therefore, subject to the conditions specified below, we agree that showing of conformity of products, parts and appliances mentioned below may be done under Part 21, Section A, Subpart F.

No of Units

P/N

S/N

AIRCRAFT

PARTS

The following conditions are applicable to this agreement:

1. It is valid whilst *[Company Name]* remains in compliance with Part 21, Section A, Subpart F.
2. It requires compliance with the procedures specified in *[Company Name]* Manual Ref./Issue date
3. It terminates on
4. The Statement of Conformity issued by *[Company Name]* under the provisions of 21A.130 shall be validated by the issuing authority of this letter of agreement in accordance with the procedure of the above referenced Manual.
5. *[Company Name]* shall notify the issuing authority of this letter of agreement immediately of any changes to the production inspection system that may affect the inspection, conformity, or airworthiness of the products and parts listed in this letter.

Date and Signature

European Aviation Safety Agency
The Executive Director

DECISION NO. 2003/1/RM

OF THE EXECUTIVE DIRECTOR OF THE AGENCY

of 17 October 2003

on acceptable means of compliance and guidance material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (“AMC and GM to Part 21”)

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 1592/2002 of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency¹ (hereinafter referred to as the “Basic Regulation”), and in particular Article 13 thereof.

Having regard to the Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances,² as well as for the certification of design and production organisations.

Whereas:

- (1) The Agency should issue certification specifications, including airworthiness codes and acceptable means of compliance, as well as any guidance material for the application of the Basic Regulation and its implementing rules.
- (2) The Agency has, pursuant to Article 43 of the Basic Regulation, consulted widely interested parties on the matters which are subject to this Decision and following that consultation provided a written response to the comments received,

¹ OJ L 240, 7.09.2002, p. 1.

² OJ L 243, 27.09.2003, p. 6.

HAS DECIDED AS FOLLOWS:

Article 1

The acceptable means of compliance and guidance material to be used in the airworthiness certification of products, parts and appliances and the approval of organisations involved in their design or manufacture are those laid down in the Annex to this Decision, unless otherwise provided in certification specifications.

Article 2

This Decision shall enter into force on 17 October 2003. It shall be published in the *Official Publication of the Agency*.

Done at Brussels, 17 October 2003.

For the European Aviation Safety Agency,

Patrick GOUDOU

Executive Director

AMC and GM to Part 21

Acceptable Means of Compliance and Guidance Material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations

PART 21

Acceptable Means of Compliance and Guidance Material

TABLE OF CONTENTS

TERMINOLOGY	6
SECTION A	7
Subpart A - General	7
GM 21A.3(a) The system for collection, investigation and analysis of data	7
GM 21A.3(b) Occurrence reporting.....	7
AMC 21A.3(b)(2) Reporting to the Agency	7
GM 21A.3B(d)(4) Defect correction – Sufficiency of proposed corrective action	7
AMC 21A.3B(b) Unsafe condition	18
GM 21A.3B(b) Determination of an unsafe condition	18
AMC 21A.4 Transferring of information on eligibility and approval status from the design holder to production organisations	23
Subpart B – Type-certificates	25
GM 21A.14(b) Eligibility for alternative procedures	25
AMC 21A.14(b) Alternative Procedures.....	25
GM 21A.16B Special Conditions.....	30
GM 21A.33 Investigation and Tests.....	30
GM 21A.35 Flight Tests	30
GM 21A.35(b)(2) Objective and Content of Function and Reliability Testing	30
GM 21A.35(f)(1) Flying Time for Function and Reliability Testing	31
GM 21A.35(f)(2) Flying Time for Function and Reliability Testing	31
(Subpart C – Not applicable)	32
Subpart D – Changes to type-certificates	33
GM 21A.91 Classification of changes to a type design	33
GM 21A.93(b) Major Changes: Application	40
GM 21A.101 Establishment of the type-certification basis of Changed Aeronautical Products	40
Appendix 1 to GM 21A.101 CLASSIFICATION OF CHANGES	51
Appendix 2 to GM 21A.101 PROCEDURE FOR EVALUATING IMPRACTICALITY OF APPLYING LATEST REQUIREMENTS TO A CHANGED PRODUCT	81
Appendix 3 to GM 21A.101 THE USE OF SERVICE EXPERIENCE IN THE CERTIFICATION PROCESS.....	89
Subpart E – Supplemental type-certificates	92
GM 21A.112B Demonstration of capability for supplemental type-certificate cases	92
Subpart F – Production without production organisation approval	96
GM No. 1 to 21A.121 Applicability - Individual product, part or appliance.....	96
GM No. 2 to 21A.121 Applicability – Applicable design data.....	96
AMC No. 1 to 21A.122 Eligibility – Link between design and production	96
AMC No. 2 to 21A.122 Eligibility – Link between design and production	97
GM 21A.124(a) Application – Application form.....	99
GM 21A.124(b)(1)(i) Applicability - Inappropriate approval under Subpart G.....	99
GM 21A.124(b)(1)(ii) Certification or approval needed in advance of the issue of a POA	100
GM 21A.124(b)(2) Application - Minimum information to include with the application	100
GM No. 1 to 21A.125 Letter of agreement - Meaning of individual	101
GM No. 1 to 21A.125(b) Letter of agreement - Contents of the Manual.....	101
GM No. 2 to 21A.125(b) Letter of agreement - Production Inspection System: Functional Tests.....	102
GM 21A.125(c) Letter of agreement - Assistance	102
GM No. 1 to 21A.125B(a) Uncontrolled non-compliance with applicable design data	102
GM No. 2 to 21A.125B(a) Examples for level one findings	102
GM 21A.126 Production Inspection System	102
GM 21A.126(a)(1) Production Inspection System – Conformity of supplied parts, appliances and material	103
GM 21A.126(a)(2) Production Inspection System - Identification of incoming materials and parts	103
GM No. 1 to 21A.126(a)(3) Production Inspection System - List of specifications	104
GM No. 2 to 21A.126(a)(3) Production Inspection System - Means of checking of the production processes.....	104
GM 21A.126(a)(4) Production Inspection System – Applicable design/production data procedures..	104

Acceptable Means of Compliance and Guidance Material for PART 21

TABLE OF CONTENTS

GM 21A.126(b)(1) Production Inspection System - Inspection of parts in process	105
GM 21A.126(b)(2) Production Inspection System – Suitable storage and protection	105
GM 21A.126(b)(3) Production Inspection System – Use of derived data instead of original design data	105
GM 21A.126(b)(4) Production Inspection System – Segregation of rejected material	105
GM 21A.126(b)(5) Production Inspection System – Engineering and manufacturing review procedure	106
GM 21A.126(b)(6) Production Inspection System – Recording and record keeping	106
GM 21A.127 Approved production ground and flight tests	107
GM No. 1 to 21A.128 Acceptable functional test - Engines	107
GM No. 2 to 21A.128 Acceptable functional test –Variable pitch propellers	107
GM No. 3 to 21A.128 Acceptable functional test - Engines and Propellers	107
GM 21A.129(a) Availability for inspection by the Competent Authority	107
AMC No. 1 to 21A.129(c) Obligations of the manufacturer – Conformity of prototype models and test specimens	108
AMC No. 2 to 21A.129(c) Obligations of the manufacturer – Conformity with Applicable Design Data	108
AMC No. 3 to 21A.129(c) Obligations of the manufacturer – Condition for safe operation	108
AMC No. 1 to 21A.130(b) Statement of Conformity for Complete Aircraft	109
AMC No. 2 to 21A.130(b) Statement of Conformity for Products (other than complete aircraft), parts, appliances and materials - The Authorised Release Certificate (EASA Form 1)	112
Subpart G – Production organisation approval for products, parts and appliances	120
GM 21A.131 Scope – Applicable design data	120
GM 21A.133(a) Eligibility – Approval appropriate for showing conformity	120
AMC No. 1 to 21A.133(b) and (c) Eligibility – Link between design and production organisations	121
AMC No. 2 to 21A.133(b) and (c) Eligibility – Link between design and production organisations	122
GM 21A.134 Application – Application form and manner	124
GM No. 1 to 21A.139(a) Quality System	124
GM No. 2 to 21A.139(a) Quality System – Conformity of supplied parts or appliances	125
GM 21A.139(b)(1) Quality System – Elements of the quality system	126
GM No. 1 to 21A.139(b)(2) Quality System – Independent quality assurance function	126
GM No. 2 to 21A.139(b)(2) Quality System – Adequacy of procedures and monitoring function	126
GM 21A.143 Exposition – Production organisation exposition	127
GM 21A.145(a) Approval Requirements	127
GM 21A.145(b)(2) Approval Requirements – Airworthiness, noise, fuel venting and exhaust emissions /production data procedures	128
GM 21A.145(c)(1) Approval Requirements – Accountable manager	128
GM 21A.145(c)(2) Approval Requirements – Responsible managers	128
AMC 21A.145(d)(1) Approval Requirements – Certifying staff	129
AMC 21A.145(d)(2) Approval Requirements – Record of certifying staff	129
AMC 21A.145(d)(3) Approval requirements – Evidence of authorisation	130
GM 21A.147(a) Changes to the approved production organisation – Significant changes	130
AMC 21A.148 Changes of location – Management during change of location	131
GM 21A.149 Transferability	132
GM 21A.151 Terms of approval – Scope and categories	132
AMC 21A.153 Changes to the terms of approval – Application for a change to the terms of approval	134
GM 21A.157 Investigations – Arrangements	134
GM No. 1 to 21A.158(a) Uncontrolled non-compliance with applicable design data	134
GM No. 2 to 21A.158(a) Examples of level one findings	135
GM 21A.159(a)(3) Evidence of a lack of satisfactory control	135
AMC 21A.163(c) Computer generated signature	135
AMC 21A.163(d) Privileges – Maintenance	136
GM 21A.165(a) Obligations of the holder – Basic working document	137
GM No. 1 to 21A.165(c) Obligations of the holder – Conformity of prototype models and test specimens	137
GM No. 2 to 21A.165(c) Obligations of holder – Conformity with type design	137
GM No. 3 to 21A.165(c) Obligations of the holder – Condition for safe operation	137
GM No. 4 to 21A.165(c) Airworthiness Release or Conformity Certificate	139
GM 21A.165(d) and (h) Obligations of the holder – Recording and archiving system	140
Subpart H – Airworthiness certificates	141
Subpart I – Noise certificates	142
Subpart J – Design organisation approval	143

Acceptable Means of Compliance and Guidance Material for PART 21

TABLE OF CONTENTS

GM No. 1 to 21A.239(a) Design assurance system	143
GM No. 2 to 21A.239(a) Design assurance system for minor changes to type design or minor repairs to products	147
AMC 21A.239(a)(3) Design assurance system - Independent system monitoring.....	148
AMC 21A.239(b) Design assurance system - Independent checking function of the showing of compliance	148
GM 21A.239(c) Design assurance system	148
AMC No. 1 to 21A.243(a) Data requirements	148
AMC No. 2 to 21A.243(a) Data requirements - Model content of handbook for organisations designing minor changes to type design or minor repairs to products.....	150
GM No. 1 to 21A.243(d) Statement of qualifications and experience.....	151
GM No. 2 to 21A.243(d) Data requirements - Statement of the qualification and experience-Organisations designing minor changes to type design or minor repairs to products	153
GM No. 1 to 21A.245 Requirements for approval.....	153
GM No. 2 to 21A.245 Requirements for approval - Organisations designing minor changes to type design or minor repairs to products	154
GM 21A.247 Significant changes in the design assurance system.....	154
GM 21A.249 Transferability	156
GM No. 1 to 21A.251 Terms of approval.....	156
GM No. 2 to 21A.251 Terms of approval - Organisations designing minor changes to type design or minor repairs to products	156
GM 21A.257(a) Investigations	157
GM 21A.263(b) DOA privilege related to compliance documents	157
AMC No. 1 to 21A.263(c)(1) Procedure for the classification of changes to type design and repairs as minor and major	157
AMC No. 2 to 21A.263(c)(1) Privileges - Organisations designing minor changes to type design or minor repairs to products : classification procedure	159
AMC No. 1 to 21A.263(c)(2) Procedure for the approval of minor changes to type design or minor repairs	160
AMC No. 2 to 21A.263(c)(2) Privileges - Organisations designing minor changes to type design or minor repairs to products : procedure for the approval of minor changes to type design or minor repairs	161
GM 21A.263(c)(3) Issue of information or instructions	162
GM 21A.263(c)(4) Procedure for the approval of documentary changes to the Aircraft Flight Manual	163
AMC 21A. 265(a) Administration of the Handbook.....	165
GM 21A.265(b) Use of the Handbook.....	166
Subpart K – Parts and appliances	167
GM No. 1 to 21A.303(c) Standard Parts.....	167
GM No. 2 to 21A.303(c) Officially recognised Standards	167
GM 21A.307 Release of Parts and Appliances for Installation.....	167
(Subpart L – Not applicable).....	168
Subpart M - Repairs.....	169
GM 21A.431(a) Scope	169
GM 21A.431(d) Repairs to articles.....	169
AMC 21A.433 (a) and 21A.447 Repair design and Record Keeping	169
GM 21A.435(a) Classification of repairs	170
GM 21A.437 Issue of repair design approval	172
GM 21A.437(a) Issue of repair design approval	172
AMC 21A.437(b) Issue of repair design approval.....	173
GM 21A.439 Production of repair parts	173
GM 21A.441 Repair Embodiment.....	174
GM 21A.443 Limitations.....	174
GM 21A.445 Unrepaired damage	174
(Subpart N – Not applicable)	176
Subpart O – European Technical Standard Order Authorisations.....	177
AMC 21A.602B(b)(2) Procedures for ETSO authorisations	177
AMC 21A.608 Declaration of Design and Performance	178
(Subpart P – Not applicable).....	180
Subpart Q – Identification of products, parts and appliances.....	181
SECTION B	182
Subpart A – General	182
GM 21B.20 Responsibility for implementation.....	182

Acceptable Means of Compliance and Guidance Material for PART 21

TABLE OF CONTENTS

GM 21B.25(a) Organisation	182
GM 21B.25(b) Resources	183
GM 21B.25(c) Qualification and training	184
AMC 21B.30(a) Documented procedures	184
AMC 21B.35(a) Changes	185
GM 21B.40 Principles for the resolution of disputes	185
GM No. 1 to 21B.45 Co-ordination with other related activities	185
GM No. 2 to 21B.45 Co-ordination	186
GM No. 3 to 21B.45 Reporting - Information relevant to registers established by the Agency	186
GM No. 1 to 21B.50 Standardisation findings by the Agency	186
GM No. 2 to 21B.50 Standardisation - Means established by the Agency	186
GM 21B.55 Record keeping for design approvals transferred to the Agency	186
Subpart B – Type-certificates and restricted type-certificates	189
(Subpart C – Not applicable)	190
Subpart D – Changes to type-certificates and restricted type-certificates	191
Subpart E – Supplemental type-certificates	192
Subpart F - Production without production organisation approval	193
AMC 21B.120(a) Investigation team - Qualification criteria for the investigation team members	193
AMC 21B.120(c)(1) Evaluation of applications	193
GM 21B.120(c)(3) Investigation preparation and planning	195
GM 21B.120(c)(5) and (6) Auditing and investigation findings	195
AMC 21B.130 Issue of the letter of agreement	196
GM 21B.130(b) Issue of the letter of agreement	196
AMC 21B.140 Amendment of a letter of agreement	196
GM 21B.143(a) Objective evidence	196
GM 21B.150(d) Record keeping - Traceability of release certificates	196
Subpart G- Production organisation approval	197
GM 21B.220(a) Investigation team	197
AMC 21B. 220(c) Procedures for investigation - Evaluation of applications	197
GM No. 1 to 21B.220(c) Procedures for investigation - Investigation preparation and planning	199
GM No. 2 to 21B.220(c) Procedures for investigation – General	200
GM No. 3 to 21B.220(c) Procedures for investigation - POA applications received from organisations with facilities/partners/suppliers/subcontractors located in a third country	216
GM No. 4 to 21B.220(c) Procedures for investigation – Competent Authority surveillance of suppliers of a POA holder located in other Member States	217
GM 21B.225(a) Objective evidence	223
AMC 21B.225(a) Notification of findings	223
AMC No. 1 to 21B.230 Issue of the certificate	223
AMC No. 2 to 21B.230 Approval reference number	223
GM 21B.235(a)(4) Guide to the conduct of monitoring production standards	224
GM 21B.235(b) Maintenance of the POA - Work allocation within the Competent Authority	225
GM 21B.235(b) and (c) Continued surveillance	225
AMC 21B.235(c) Continuation of POA	225
AMC No. 1 to 21B.240 Application for significant changes or variation of scope and terms of the POA	225
GM 21B.245 Continued validity	227
AMC 21B.245 Corrective action plan	227
Subpart H - Airworthiness Certificates	228
GM 21B.320(b)(6) Investigation	228
GM 21B.325(a) Airworthiness Certificates	228
GM 21B.325(b) Completion of the Airworthiness Review Certificate by a Member State	228
Subpart I - Noise certificates	229
GM 21B.425(a) Noise Certificates	229
Subpart J – Design organisation approval	230
Subpart K – Parts and appliances	231
(Subpart L – Not applicable)	232
Subpart M – Repairs	233
(Subpart N – Not applicable)	234
Subpart O – European Technical Standard Order authorisations	235
(Subpart P – Not applicable)	236
Subpart Q – Identification of products, parts and appliances	237

TERMINOLOGY

For information purposes:

The “Basic Regulation” means Regulation (EC) No 1592/2002 of 15 July 2002.

“Certification Specifications” (CS) refers when used in the text to the airworthiness codes and associated acceptable means of compliance developed by the Agency in accordance with Articles 13(b) and 14.2(a) of the Basic Regulation.

“Acceptable Means of Compliance” (AMC) illustrate a means, but not the only means, by which a specification contained in an airworthiness code or a requirement in an implementing rule can be met.

“Guidance Material” (GM) helps to illustrate the meaning of a specification or requirement.

“Competent Authority” should be understood in accordance with 21.1 (see Part 21).

SECTION A**Subpart A - General****GM 21A.3(a)****The system for collection, investigation and analysis of data**

In the context of that requirement the word “Collection” means, the setting up, of systems and procedures which will enable relevant malfunctions, failures and defects to be properly reported when they occur.

GM 21A.3(b)**Occurrence reporting**

For occurrence reporting, refer to AMC 20-8, in AMC 20.

AMC 21A.3(b)(2)**Reporting to the Agency**

Within the overall limit of 72 hours the degree of urgency for submission of a report should be determined by the level of hazard judged to have resulted from the occurrence.

Where an occurrence is judged by the person identifying the possible unsafe condition to have resulted in an immediate and particularly significant hazard the Agency (or the competent authority of the Member State as required) expects to be advised immediately and by the fastest possible means (telephone, fax, email, telex, etc.) of whatever details are available at that time. This initial report must be followed up by a full written report within 72 hours. A typical example would be an uncontained engine failure resulting in damage to aircraft primary structure.

Where the occurrence is judged to have resulted in a less immediate and less significant hazard, report submission may be delayed up to the maximum of three days in order to provide more details.

GM 21A.3B(d)(4)**Defect correction – Sufficiency of proposed corrective action**

This GM provides guidelines to assist in establishing rectification campaigns to remedy discovered defects.

1. STATUS

This document contains GM of a general nature for use in conjunction with engineering judgement, to aid airworthiness engineers in reaching decisions in the state of technology at the material time.

While the main principles of this GM could be applied to small private aeroplanes, helicopters, etc. the numerical values chosen for illustration are appropriate to large aeroplanes for public transport.

2. INTRODUCTION

- 2.1 Over the years, target airworthiness risk levels underlying airworthiness requirements have developed on the basis of traditional qualitative airworthiness approaches; they have been given more precision in recent years by being compared with achieved airworthiness levels (judged

from accident statistics) and by the general deliberations and discussions which accompanied the introduction of rational performance requirements, and more recently, the Safety Assessment approach in requirements. Although the target airworthiness risk level tends to be discussed as a single figure (a fatal accident rate for airworthiness reasons of not more than 1 in 10,000,000 flights/flying hours for large aeroplanes) it has to be recognised that the requirements when applied to particular aircraft types will result in achieved airworthiness levels at certification lying within a band around the target level and that thereafter, for particular aircraft types and for particular aircraft, the achieved level will vary within that band from time to time.

- 2.2 The achieved airworthiness risk levels can vary so as to be below the target levels, because it is difficult if not impossible to design to the minimum requirements without being in excess of requirements in many areas; also because aircraft are not always operated at the critical conditions (e.g., aircraft weight, cg position and operational speeds; environmental conditions - temperature, humidity, degree of turbulence). The achieved level may vary so as to be above the target level because of undetected variations in material standards or build standards, because of design deficiencies, because of encountering unforeseen combinations of failures and/or combinations of events, and because of unanticipated operating conditions or environmental conditions.
- 2.3 There is now a recognition of the need to attempt to monitor the conditions which tend to increase the level and to take appropriate corrective action when the monitoring indicates the need to do so in order to prevent the level rising above a predetermined "ceiling".
- 2.4 The Agency also has a duty in terms of providing the public with aviation services and therefore should consider the penalties associated with curtailment or even removal (by "grounding") of aviation services when establishing the acceptability of any potential variation in airworthiness level.
- 2.5 Thus, the purpose of this GM is:
 - (a) To postulate basic principles which should be used to guide the course of actions to be followed so as to maintain an adequate level of airworthiness risk after a defect has occurred which, if uncorrected, would involve a potential significant increase of the level of risk for an aircraft type.
 - (b) For those cases where it is not possible fully and immediately to restore an adequate level of airworthiness risk by any possible alleviating action such as an inspection or limitation, to state the criteria which should be used in order to assess the residual increase in risk and to limit it to an appropriate small fraction of the mean airworthiness through life risk.

3. DISCUSSION

- 3.1 Several parameters are involved in decisions on safety matters. In the past the cost of proposed action has often been compared with the notional 'risk cost', i.e. the cost of a catastrophe multiplied by its probability of occurrence.
- 3.2 This can be a useful exercise, but it should be held within the constraint of acceptable airworthiness risk levels, i.e., within airworthiness risk targets which represent the maximum levels of risk with which an aircraft design must comply, i.e., in the upper part of the 'band'. Currently for large aeroplanes the mean airworthiness risk level is set at a catastrophe rate for airworthiness reasons of not more than one in every ten- million flights/flying hours. The constraint is overriding in that any option, which could be permitted on risk cost considerations, or other grounds, is unacceptable if it leads to significant long-term violation of this safety requirement.
- 3.3 While it should clearly be the objective of all to react to and eliminate emergency situations, i.e., those involving a potentially significant increase of airworthiness risk levels, without unreasonable delay, the Agency should be able finally to rule on what is a minimum acceptable

campaign programme. It has therefore seemed desirable to devise guidelines to be used in judging whether a proposed campaign of corrective actions is sufficient in airworthiness terms, and clearly this ought to be based on determining the summation of the achieved airworthiness risk levels for the aircraft and passengers during any periods of corrective action and comparing them with some agreed target.

- 3.4 As the period of corrective action will not be instantaneous (unless by grounding), there is potentially an increase in the achieved airworthiness risk level possibly to and, without controls, even above the higher part of the 'band', and the amount by which the level is above the mean target figure, and the period for which it should be allowed to continue, has been a matter of some arbitrary judgement.
- 3.5 It would appear desirable to try to rationalise this judgement. For example, if an aircraft were to spend 10% of its life at a level such that the risk of catastrophe was increased by an order of magnitude, the average rate over its whole life would be doubled which may not be in the public interest. A more suitable criterion is perhaps one which would allow an average increase in risk of, say one third on top of the basic design risk when spread over the whole life of the aircraft an amount which would probably be acceptable within the concept (See Figure 1). It would then be possible to regard the 'through life' risk to an aircraft - e.g., a mean airworthiness target of not more than one airworthiness catastrophe per 10 millions (10^7) hours, as made up of two parts, the first being 3/4 of the total and catering for the basic design risk and the other being 1/4 of the total, forming an allowance to be used during the individual aircraft's whole life for unforeseen campaign situations such as described above.
- 3.6 Investigation has shown that a total of ten such occasions might arise during the life of an individual aircraft.
- 3.7 Using these criteria, there could then be during each of these emergency periods (assumed to be ten in number) a risk allowance contributed by the campaign alone of:

1×10^{-7} for 2.5% of the aircraft's life; or

5×10^{-7} for 0.5% of the aircraft's life; or

1×10^{-6} for 0.25% of the aircraft's life; or

1×10^{-5} for 0.025% of the aircraft's life, etc.

Without exceeding the agreed 'allowance' set -aside for this purpose.

- 3.8 Thus a 'reaction table' can be created as indicated in Table 1 (the last two columns assuming a typical aircraft design life of 60,000 hours and an annual utilisation of 3000 hours per annum) showing the flying or calendar time within which a defect should be corrected if the suggested targets are to be met.

Table 1

Estimated catastrophe rate to aircraft due to the defect under consideration (per a/c hour)	Average reaction time for aircraft at risk (hours)	On a calendar basis
4×10^{-8}	3750	15 months
5×10^{-8}	3000	12 months
1×10^{-7}	1500	6 months
2×10^{-7}	750	3 months
5×10^{-7}	300	6 weeks
1×10^{-6}	150	3 weeks
1×10^{-5}	15	Return to base

- 3.9 These principles may be applied to a single aircraft or a number of aircraft of a fleet but in calculating risk, all the risk should be attributed to those aircraft which may carry it, and should not be diluted by including other aircraft in the fleet which are known to be free of risk. (It is permissible to spread the risk over the whole fleet when a source is known to exist without knowing where). Where a fleet of aircraft is involved Column 2 may be interpreted as the mean time to rectification and not the time to the last one.
- 3.10 There is one further constraint. However little effect a situation may have on the 'whole life' risk of an aircraft, the risk should not be allowed to reach too high a level for any given flight. Thus while a very high risk could be tolerated for a very short period without unacceptable degradation of the overall airworthiness target, the few flights involved would be exposed to a quite unacceptable level of risk. It is therefore proposed that the Table 1 should have a cut-off at the 2×10^{-6} level so that no flight carries a risk greater than 20 times the target. At this level the defect is beginning to contribute to a greater likelihood of catastrophe than that from all other causes, including non-airworthiness causes, put together. If the situation is worse than this, grounding appears to be the only alternative with possibly specially authorised high-risk ferry flights to allow the aircraft to return to base empty. Figures 2 and 3 show a visualisation chart equivalent to Table 1, giving average rectification time (either in flight hours or months) based on probability of defect that must be corrected.
- 3.11 It will be seen that the above suggestions imply a probability of catastrophe from the campaign alone of 1.5/10,000 per aircraft during each separate campaign period (i.e., $p = 0.015$ per 100 aircraft fleet).
- 3.12 In addition, in order to take into account large fleet size effect, the expected probability of the catastrophic event during the rectification period on the affected fleet shall not exceed 0.1. See Figure 4.
- 3.13 It should also be noted that in assessing campaign risks against 'design risk', an element of conservatism is introduced, since the passenger knows only 'total risk' (i.e. airworthiness plus operations risks) and the fatal accident rate for all reasons is an order of magnitude greater than that for airworthiness reasons only (i.e., 10^{-6} as against 10^{-7}). The summated campaign risk allowance proposed by this GM is therefore quite a small proportion of the total risk to which a passenger is subject. When operating for short periods at the limit of risk proposed (2×10^{-6} per hour) the defect is however contributing 100% more risk than all other causes added together.
- 3.14 A similar approach is proposed to cover the case of defects associated to hazardous failure conditions for which the safety objectives defined by the applicable airworthiness requirements are not met. According to CS 25.1309, the allowable probability for each hazardous failure condition is set at 10^{-7} per flight hour compared to 10^{-9} per flight hour for a catastrophic failure condition. Figure 5 is showing a visualisation chart giving average rectification time based on probability of defect that should be corrected. This is similar to figure 2 but with lower and upper boundaries adapted to cover the case of hazardous failure conditions (probabilities of 10^{-7} and 2×10^{-4} respectively).

- 3.15 In addition, in order to take into account large fleet size effect, the expected probability of the hazardous event during the rectification period on the affected fleet shall not exceed 0.5. See Figure 6.

4. GUIDELINES

- 4.1 The above would lead to the following guidelines for a rectification campaign to remedy a discovered defect associated to a catastrophic failure condition without grounding the aircraft:
- (i) Establish all possible alleviating action such as inspections, crew drills, route restrictions, and other limitations.
 - (ii) Identify that part of the fleet, which is exposed to the residual risk, after compliance has been established with paragraph (i).
 - (iii) Using reasonably cautious assumptions, calculate the likely catastrophic rate for each aircraft carrying the risk in the affected fleet.
 - (iv) Compare the speed with which any suggested campaign will correct the deficiency with the time suggested in Figure 2. The figure should not be used beyond the 2×10^{-6} level, except for specially authorised flights.
 - (v) Also ensure that the expected probability of the catastrophic event during the rectification period on the affected fleet is in accordance with Figure 4.
- 4.2 Similarly, the following guidelines would be applicable for a rectification campaign to remedy a discovered defect associated to a hazardous failure condition without grounding the aircraft:
- (i) Establish all possible alleviating action such as inspections, crew drills, route restrictions, and other limitations.
 - (ii) Identify that part of the fleet, which is exposed to the residual risk, after compliance has been established with paragraph (i).
 - (iii) Using reasonably cautious assumptions, calculate the likely hazardous rate for each aircraft carrying the risk in the affected fleet.
 - (iv) Compare the speed with which any suggested campaign will correct the deficiency with the time suggested in Figure 5.
 - (v) Also ensure that the expected probability of the hazardous event during the rectification period on the affected fleet is in accordance with Figure 6.
- 4.3 It must be stressed that the benefit of these guidelines will be to form a datum for what is considered to be the theoretically maximum reaction time. A considerable amount of judgement will still be necessary in establishing many of the input factors and the final decision may still need to be tempered by non-numerical considerations, but the method proposed will at least provide a rational 'departure point' for any exercise of such judgement.
- 4.4 It is not intended that the method should be used to avoid quicker reaction times where these can be accommodated without high expense or disruption of services.

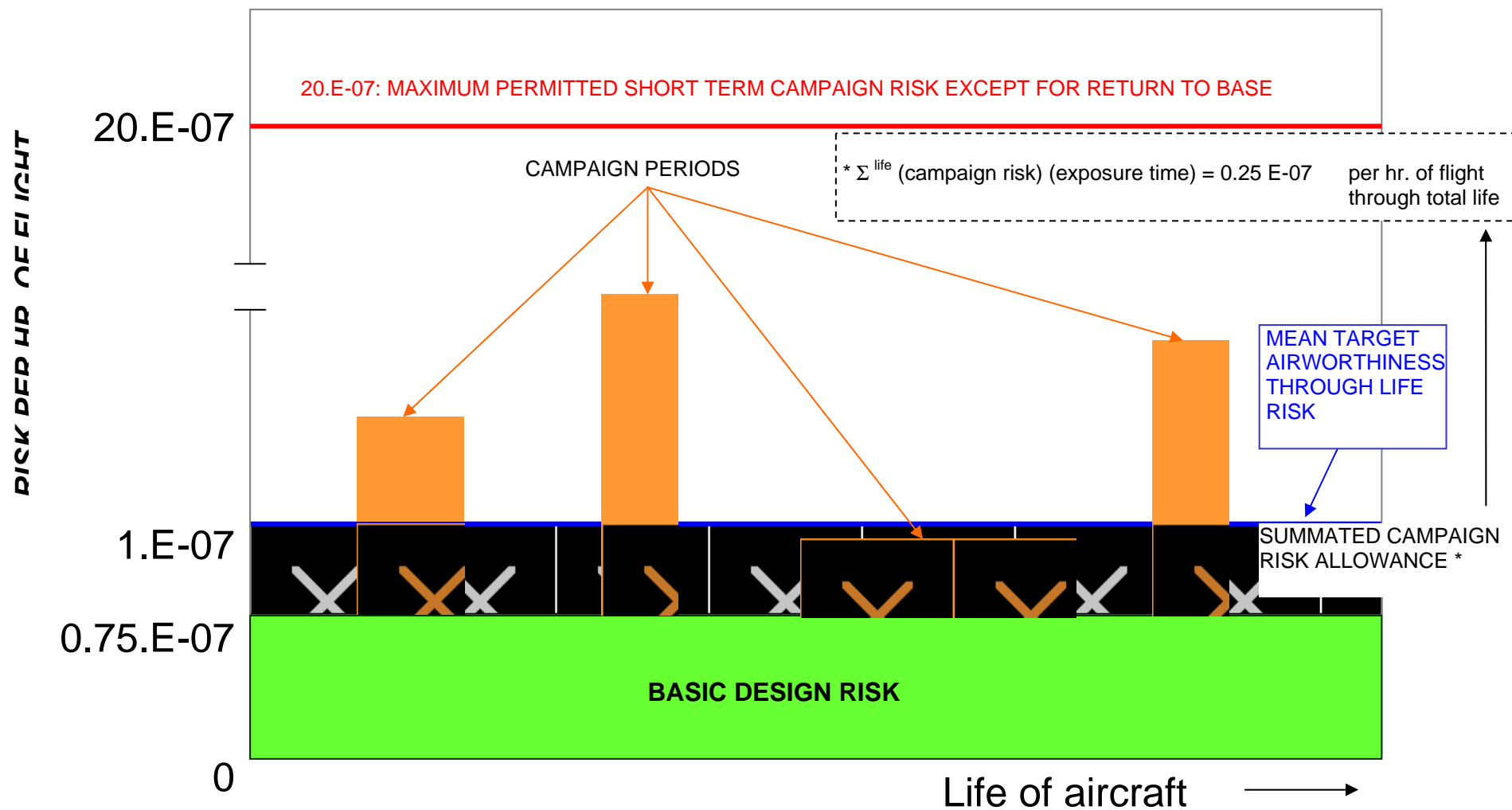
Figure 1

Figure 2 - Visualisation Chart for CS-25 (Flight hours)

Assumptions: - aircraft life of 60,000 hours
- 10 'catastrophic events' campaigns

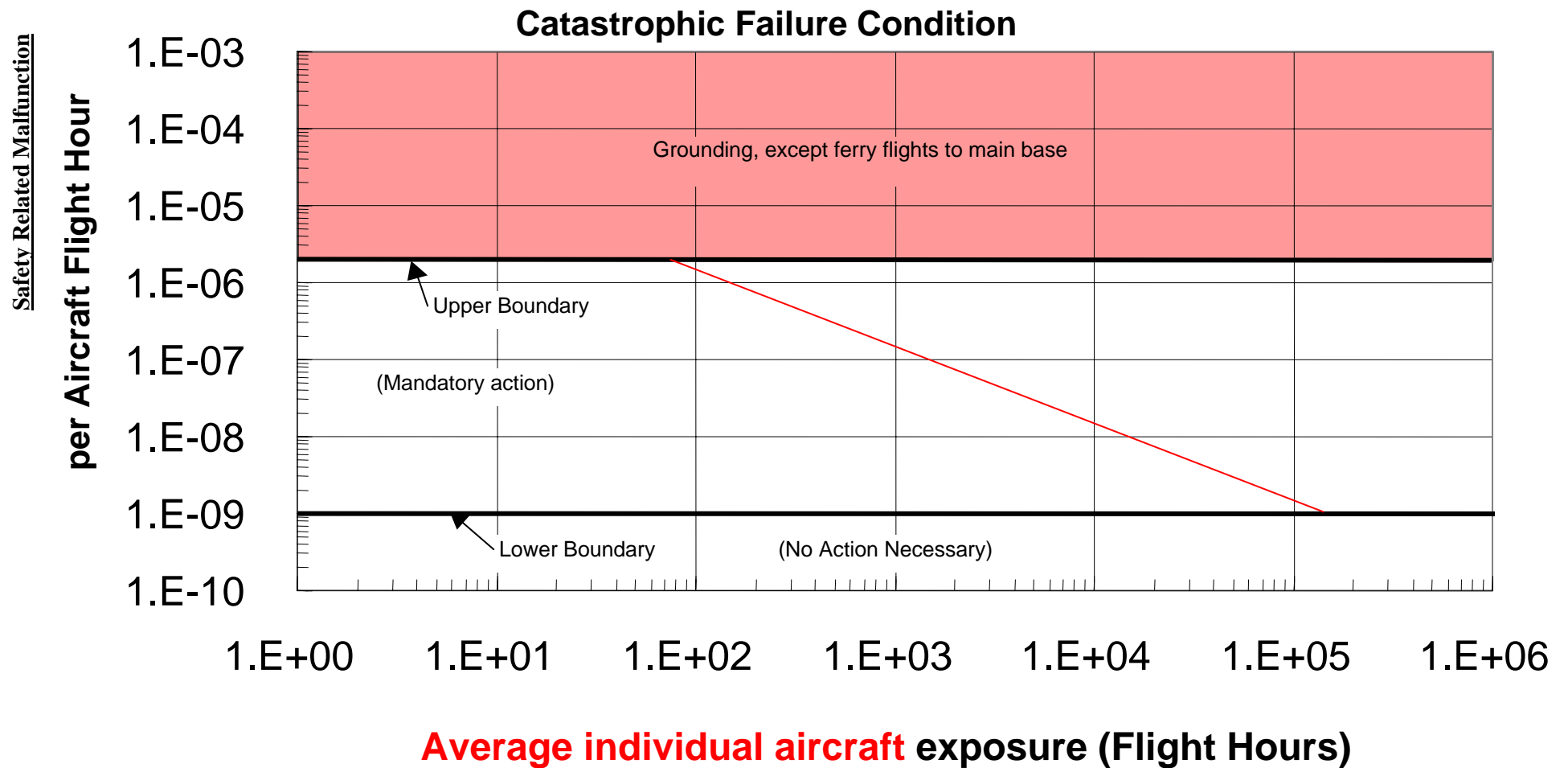
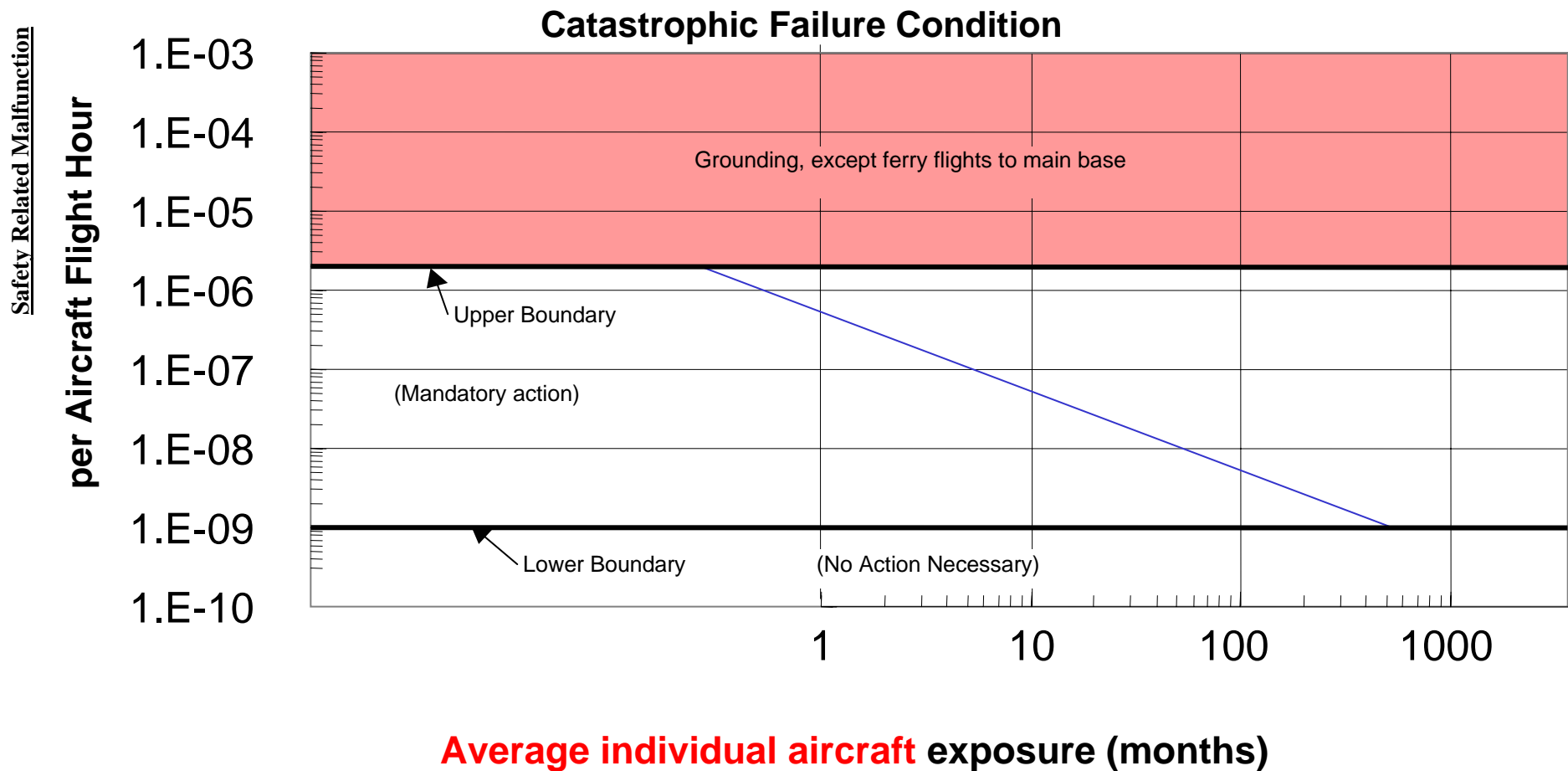


Figure 3 - Visualisation Chart for CS-25 (Calendar basis)

Assumptions:

- aircraft life of 60,000 hours, 3000 hours per year
- 10 'catastrophic events' campaigns



**Figure 4 - Visualisation Chart for CS-25
(Flight Hours)**

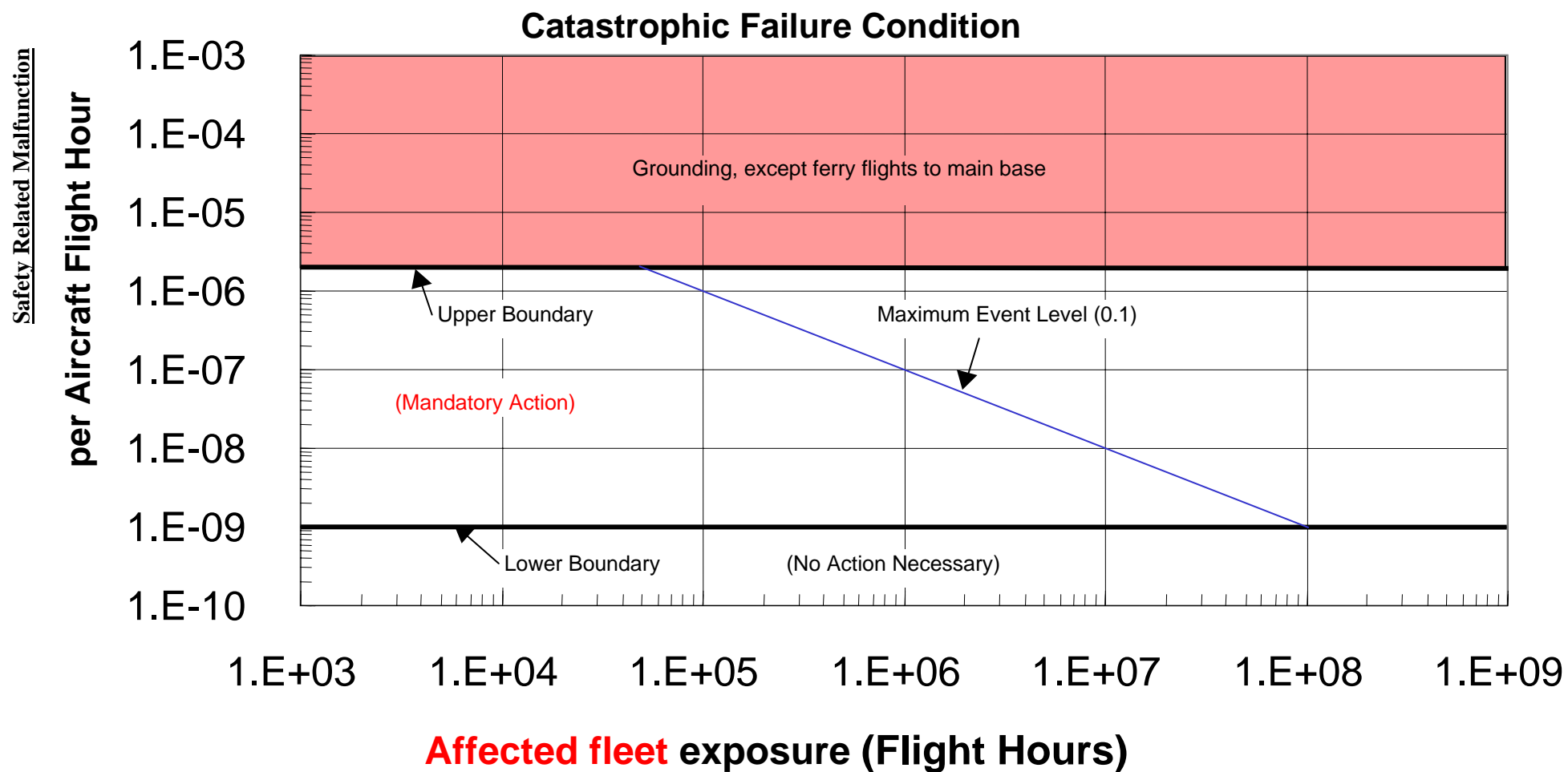


Figure 5 - Visualisation Chart for CS-25 (Flight hours)
For Hazardous Failure Condition

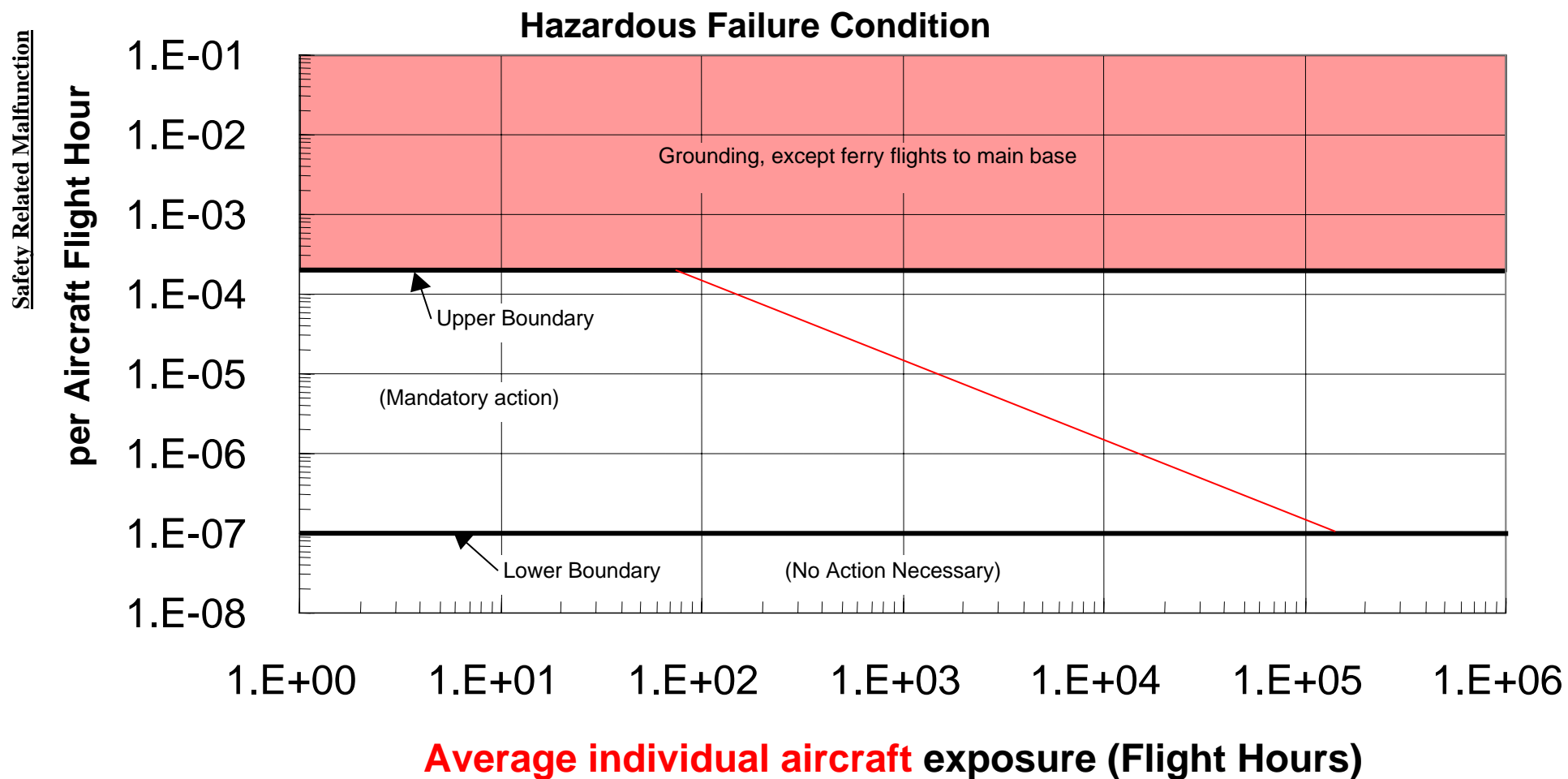
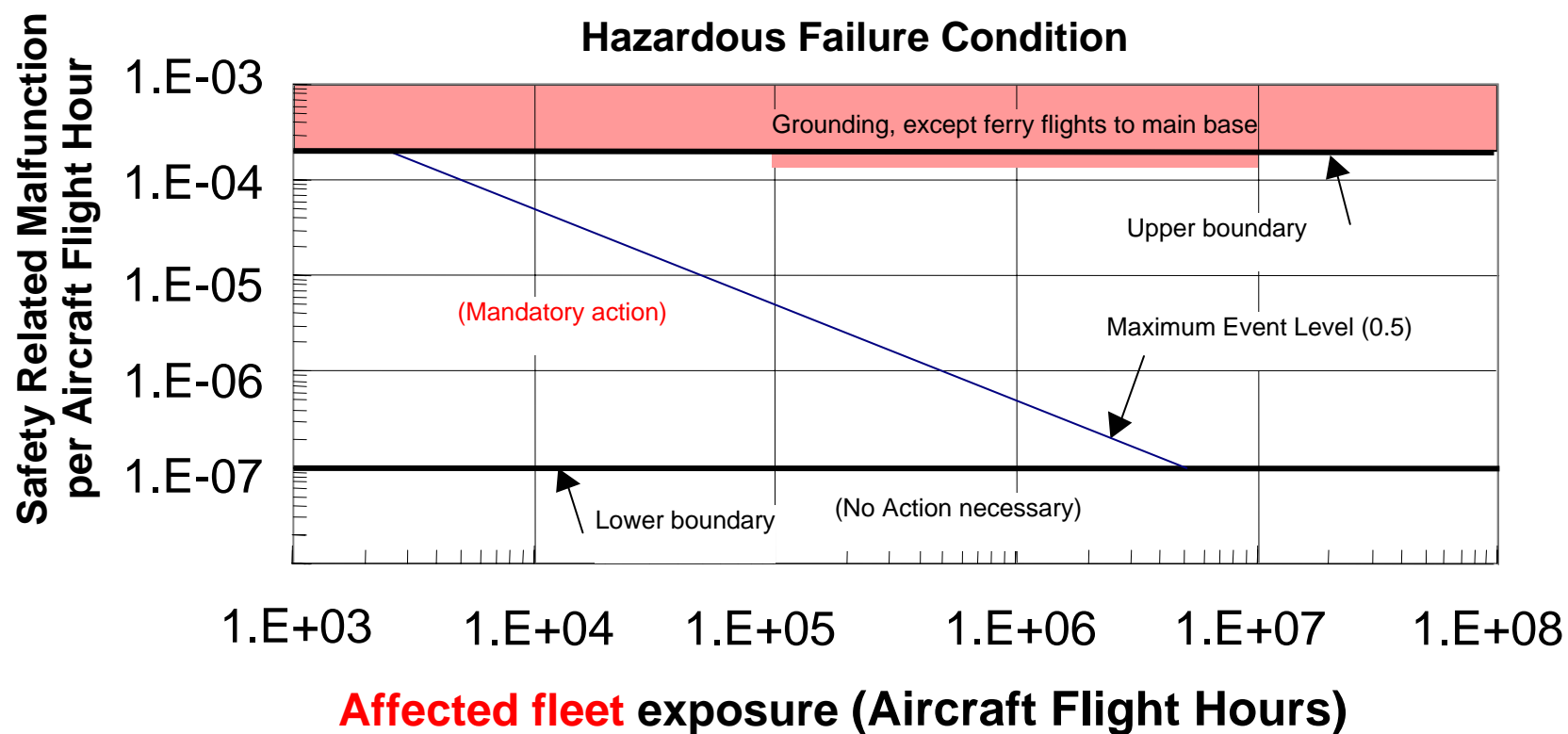


Figure 6 - Visualisation Chart for CS-25 (Flight Hours)

AMC 21A.3B(b)
Unsafe condition

An unsafe condition exists if there is factual evidence (from service experience, analysis or tests) that:

(a) An event may occur that would result in fatalities, usually with the loss of the aircraft, or reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions to the extent that there would be:

- (i) A large reduction in safety margins or functional capabilities, or
- (ii) Physical distress or excessive workload such that the flight crew cannot be relied upon to perform their tasks accurately or completely, or
- (iii) Serious or fatal injury to one or more occupants

unless it is shown that the probability of such an event is within the limit defined by the applicable airworthiness requirements, or

(b) There is an unacceptable risk of serious or fatal injury to persons other than occupants, or

(c) Design features intended to minimise the effects of survivable accidents are not performing their intended function.

Note 1: Non-compliance with applicable airworthiness requirements is generally considered as an unsafe condition, unless it is shown that possible events resulting from this non-compliance do not constitute an unsafe condition as defined under paragraphs (a), (b) and (c).

Note 2: An unsafe condition may exist even though applicable airworthiness requirements are complied with.

Note 3: The above definition covers the majority of cases where the Agency considers there is an unsafe condition. There may be other cases where overriding safety considerations may lead the Agency to issue an airworthiness directive.

Note 4: There may be cases where events can be considered as an unsafe condition if they occur too frequently (significantly beyond the applicable safety objectives) and could eventually lead to consequences listed in paragraph (a) in specific operating environments. Although having less severe immediate consequences than those listed in paragraph (a), the referenced events may reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions to the extent that there would be, for example, a significant reduction in safety margins or functional capabilities, a significant increase in crew workload, or in conditions impairing crew efficiency, or discomfort to occupants, possibly including injuries.

GM 21A.3B(b)
Determination of an unsafe condition

It is important to note that these guidelines are not exhaustive. However, this material is intended to provide guidelines and examples that will cover most cases, taking into account the applicable certification requirements.

1. INTRODUCTION

Certification or approval of a product, part or appliance is a demonstration of compliance with requirements which are intended to ensure an acceptable level of safety. This demonstration however includes certain accepted assumptions and predicted behaviours, such as:

- fatigue behaviour is based on analysis supported by test,
- modelling techniques are used for Aircraft Flight Manual performances calculations,
- the systems safety analyses give predictions of what the systems failure modes, effects and probabilities may be,
- the system components reliability figures are predicted values derived from general experience, tests or analysis,
- the crew is expected to have the skill to apply the procedures correctly, and
- the aircraft is assumed to be maintained in accordance with the prescribed instructions for continued airworthiness (or maintenance programme), etc.

In service experience, additional testing, further analysis, etc., may show that certain initially accepted assumptions are not correct. Thus, certain conditions initially demonstrated as safe, are revealed by experience as unsafe. In this case, it is necessary to mandate corrective actions in order to restore a level of safety consistent with the applicable certification requirements.

See AMC 21A.3B(b) for definition of "unsafe condition" used in 21A.3(b).

2. GUIDELINES FOR ESTABLISHING IF A CONDITION IS UNSAFE

The following paragraphs give general guidelines for analysing the reported events and determining if an unsafe condition exists, and are provided for each type of product, part or appliance subject to a specific airworthiness approval: type-certificates (TC) or supplemental type-certificates (STC) for aircraft, engines or propellers, or European Technical Standard Orders (ETSO).

This analysis may be qualitative or quantitative, i.e. formal and quantitative safety analyses may not be available for older or small aircraft. In such cases, the level of analysis should be consistent with that required by the airworthiness requirements and may be based on engineering judgement supported by service experience data.

2.1 Analysis method for aircraft

2.1.1 Accidents or incidents without any aircraft, engines, system, propeller or part or appliance malfunction or failure

When an accident/incident does not involve any component malfunction or failure but when a crew human factor has been a contributing factor, this should be assessed from a man-machine interface standpoint to determine whether the design is adequate or not. Paragraph 2.5 gives further details on this aspect.

2.1.2 Events involving an aircraft, engines, system, propeller or part or appliance failure, malfunction or defect

The general approach for analysis of in service events caused by malfunctions, failures or defects will be to analyse the actual failure effects, taking into account previously unforeseen failure modes or improper or unforeseen operating conditions revealed by service experience.

These events may have occurred in service, or have been identified during maintenance, or been identified as a result of subsequent tests, analyses, or quality control.

These may result from a design deficiency or a production deficiency (non conformity with the type design), or from improper maintenance. In this case, it should be determined if improper maintenance is limited to one aircraft, in which case an airworthiness directive may not be issued, or if it is likely to be a general problem due to improper design and/or maintenance procedures, as detailed in paragraph 2.5.

2.1.2.1 Flight

An unsafe condition exists if:

- There is a significant shortfall of the actual performance compared to the approved performance (taking into account the accuracy of the performance calculation method), or
- The handling qualities, although having been found to comply with the applicable airworthiness requirements at the time of initial approval, are subsequently shown by service experience not to comply.

2.1.2.2 Structural or mechanical systems

An unsafe condition exists if the deficiency may lead to a structural or mechanical failure which:

- Could exist in a Principal Structural Element that has not been qualified as damage tolerant. Principal Structural Elements are those which contribute significantly to carrying flight, ground, and pressurisation loads, and whose failure could result in a catastrophic failure of the aircraft.

Typical examples of such elements are listed for large aeroplanes in AMC 25.571(a) "damage tolerance and fatigue evaluation of structure", and in the equivalent material for rotorcraft.

- Could exist in a Principal Structural Element that has been qualified as damage tolerant, but for which the established inspections, or other procedures, have been shown to be, or may be, inadequate to prevent catastrophic failure.
- Could reduce the structural stiffness to such an extent that the required flutter, divergence or control reversal margins are no longer achieved.
- Could result in the loss of a structural piece that could damage vital parts of the aircraft, cause serious or fatal injuries to persons other than occupants.
- Could, under ultimate load conditions, result in the liberation of items of mass that may injure occupants of the aircraft.
- Could jeopardise proper operation of systems and may lead to hazardous or catastrophic consequences, if this effect has not been taken adequately into account in the initial certification safety assessment.

2.1.2.3 Systems

The consequences of reported systems components malfunctions, failures or defects should be analysed.

For this analysis, the certification data may be used as supporting material, in particular systems safety analyses.

The general approach for analysis of in service events caused by systems malfunctions, failures or defects will be to analyse the actual failure effects.

As a result of this analysis, an unsafe condition will be assumed if it cannot be shown that the safety objectives for hazardous and catastrophic failure conditions are still achieved, taking into account the actual failure modes and rates of the components affected by the reported deficiency.

The failure probability of a system component may be affected by:

- A design deficiency (the design does not meet the specified reliability or performance).
- A production deficiency (non conformity with the certified type design) that affects either all components, or a certain batch of components.
- Improper installation (for instance, insufficient clearance of pipes to surrounding structure).
- Susceptibility to adverse environment (corrosion, moisture, temperature, vibrations etc.).
- Ageing effects (failure rate increase when the component ages).
- Improper maintenance.

When the failure of a component is not immediately detectable (hidden or latent failures), it is often difficult to have a reasonably accurate estimation of the component failure rate since the only data available are usually results of maintenance or flight crew checks. This failure probability should therefore be conservatively assessed.

As it is difficult to justify that safety objectives for the following systems are still met, a deficiency affecting these types of systems may often lead to a mandatory corrective action:

- back up emergency systems, or
- fire detection and protection systems (including shut off means).

Deficiencies affecting systems used during an emergency evacuation (emergency exits, evacuation assist means, emergency lighting system ...) and to locate the site of a crash (Emergency Locator Transmitter) will also often lead to mandatory corrective action.

2.1.2.4 Others

In addition to the above, the following conditions are considered unsafe:

- There is a deficiency in certain components which are involved in fire protection or which are intended to minimise/retard the effects of fire / smoke in a survivable crash, preventing them to perform their intended function (for instance, deficiency in cargo liners or cabin material leading to non-compliance with the applicable flammability requirements).
- There is a deficiency in the lightning or High Intensity Radiated Fields protection of a system which may lead to hazardous or catastrophic failure conditions.
- There is a deficiency which could lead to a total loss of power or thrust due to common mode failure.

If there is a deficiency in systems used to assist in the enquiry following an accident or serious incident (e.g., Cockpit Voice Recorder, Flight Data Recorder), preventing them to perform their intended function, the Agency may take mandatory action.

2.2 Engines

The consequences and probabilities of engine failures have to be assessed at the aircraft level in accordance with paragraph 2.1, and also at the engine level for those failures considered as Hazardous in CS E-510.

The latter will be assumed to constitute unsafe conditions, unless it can be shown that the consequences at the aircraft level do not constitute an unsafe condition for a particular aircraft installation.

2.3 Propellers

The consequences and probabilities of propeller failures have to be assessed at the aircraft level in accordance with paragraph 2.1, and also at the propeller level for those failures considered as hazardous in CS P-70.

The latter will be assumed to constitute unsafe conditions, unless it can be shown that the consequences at the aircraft level do not constitute an unsafe condition for a particular aircraft installation.

2.4 Parts and appliances

The consequences and probabilities of equipment failures have to be assessed at the aircraft level in accordance with paragraph 2.1.

2.5 Human factors aspects in establishing and correcting unsafe conditions

This paragraph provides guidance on the way to treat an unsafe condition resulting from a maintenance or crew error observed in service.

It is recognised that human factors techniques are under development. However, the following is a preliminary guidance on the subject.

Systematic review should be used to assess whether the crew or maintenance error raises issues that require regulatory action (whether in design or other areas), or should be noted as an isolated event without intervention. This may need the establishment of a multidisciplinary team (designers, crews, human factors experts, maintenance experts, operators etc.)

The assessment should include at least the following:

- Characteristics of the design intended to prevent or discourage incorrect assembly or operation;
- Characteristics of the design that allow or facilitate incorrect operation,
- Unique characteristics of a design feature differing from established design practices;
- The presence of indications or feedback that alerts the operator to an erroneous condition;
- The existence of similar previous events, and whether or not they resulted (on those occasions) in unsafe conditions;
- Complexity of the system, associated procedures and training (has the crew a good understanding of the system and its logic after a standard crew qualification programme?);
- Clarity/accuracy/availability/currency and practical applicability of manuals and procedures;

- Any issues arising from interactions between personnel, such as shift changeover, dual inspections, team operations, supervision (or lack of it), or fatigue.

Apart from a design change, the corrective actions, if found necessary, may consist of modifications of the manuals, inspections, training programmes, and/or information to the operators about particular design features. The Agency may decide to make mandatory such corrective action if necessary.

AMC 21A.4**Transferring of information on eligibility and approval status from the design holder to production organisations**

Where there is a need to provide (normally outside the design organisation) a visible statement of approved design data or airworthiness or environmental protection data associated with the approved design data, the following minimum information must be provided. The need for a visible statement may be in relation to Company holding a production organisation approval (POA) in relation to 21A.163(c).

The procedures related to the use of forms or other electronic means to provide this information must be agreed with the Agency.

Information to be provided:

Company Name: the name of the responsible design organisation (TC, STC, approval of repair or minor change design, ETSO authorisation holder) issuing the information.

Date: the date at which the information is released.

Eligibility: indicate the specific products or articles, in case of ETSO authorisation, for which data have been approved.

Identification: the part number of the part or appliance. Preference should be given to the use of the Illustrated Parts Catalogue (IPC) designation. Alternatively the reference to the instruction for continued airworthiness (e.g., SB, AMM, etc.) could be stated. Marking requirements of Part 21 Section A Subpart Q should be taken into account.

Description: the name or description of the part or document should be given. In the case of a part or appliance preference should be given to use of IPC designation. The description is to include reference to any applicable ETSO authorisation or EPA marking, or previous national approvals still valid.

Purpose of data: the reason for the provision of the information should be stated by the design approval holder.

Examples:

- a) Provision of approved design data to a production organisation to permit manufacture (AMC No 1 to 21A.133(b) and (c))
- b) Information regarding eligibility for installation (replacement parts, repair, modification, etc.)
- c) Direct Delivery Authorisation (AMC No 1 to 21A.133(b) and (c))

If the data is in support of a change or repair, then reference to the aircraft level approval should be given (make reference to the approved STC, change or repair).

Limitations/Remarks: state any information, either directly or by reference to supporting documentation that identifies any particular data or limitations (including specific importing requirements) needed by a production organisation to complete Block 13 of the EASA Form 1.

Approval: provide reference information related to the approval of the data (Agency document or DOA privilege).

Authorised signature: name and hand-written normal or electronic signature of a person who has written authority from the design organisation, as indicated in the procedures agreed with the Agency.

Subpart B – Type-certificates**GM 21A.14(b)****Eligibility for alternative procedures**

Design organisations approved under Part 21 Section A Subpart J (“Subpart J DOA”) should be the normal approach for type certification, supplemental type certification, approval of major changes to type design or approval of major repair design, except when agreed otherwise by the Agency in accordance with 21A.14, 21A.112B and 21A.432B.

The acceptance of alternative procedures, as defined in AMC 21A.14(b), should be limited where the Agency finds it more appropriate for the conduct of type certification, supplemental type certification, approval of changes to type design, approval of repair design.

AMC 21A.14(b)**Alternative Procedures**

Alternative procedures are an acceptable means to demonstrate design capability in the cases described in 21A.14, 21A.112B or 21A.432B. This concept is the implementation, in the context of specific projects, of procedures required in Subpart J DOA, to ensure that the applicant will perform relevant activities as expected by the Agency, but without the requirements on the organisation itself that can be found in Subpart J. The establishment of these alternative procedures may be seen as a starting phase for a Subpart J DOA, allowing at a later stage, at the discretion of the applicant, to move towards a full Subpart J DOA by the addition of the missing elements.

1 Scope

- 1.1 As alternative to DOA, a manual of procedures must set out specific design practices, resources and sequence of activities relevant for the specific projects, taking account of Part 21 requirements.
- 1.2 These procedures must be concise and limited to the information needed for quality and proper control of activities by the applicant/holder, and by the Agency.

2 Management of the (supplemental) type certification process

- 2.1 For a particular project, at the beginning of the process, the applicant must propose to the Agency for acceptance a certification programme that includes:

Part 1 Procedures for the management of the certification programme: creation and update all along the certification process to integrate the progress of the activities, distribution.

This part must also include the milestones of the project development up to the type certification or approval of the major change, with the minimum administrative delays imposed by the Agency when necessary.

Part 2 The attribution of responsibilities, as follows:

- names of the persons having specific responsibilities in the frame of the certification programme
- the description of their tasks, responsibilities and associated competences
- scope of authority of signatories.

Part 3 The airworthiness requirements applicable to the project, corresponding interpretations, and the equivalence of safety or other specific cases related to the applicable requirements.

Part 4 Working methods for showing of compliance and providing to the Agency the means by which such compliance has been shown.

This includes all or part of the following, depending on the complexity of the product:

- the means by which compliance will be shown (means of compliance), in relation with the requirements and/or their detailed interpretation
- the technical criteria associated with the means of compliance
- milestones specific to particular technical areas in relation with the general planning of the project
- the decision process, especially the key points where an Agency decision is needed before further action
- the flow of information to the Agency
- the configuration control, especially of the test specimen used to show compliance
- the organisation of the work for the interfaces or multidisciplinary subjects
- those compliance documents that will be subject to verification by the Agency
- the establishment of the compliance documentation, including the time schedule and availability to the Agency
- the control of the time schedule, for the accomplishment of the tasks in due time.

The applicant must submit all revisions of the certification programme to the Agency for acceptance.

2.2 The applicant must establish procedures for creating compliance documents in such a way that:

- the kind of document and the technical objectives for each document are determined at the beginning of the process
- the production of the documents is carefully managed all along the process, in accordance with the milestones defined in the certification programme
- the various issues of a document are controlled.

Each document must contain:

- the reference of the requirements covered by the document
- data showing compliance and a statement by the applicant declaring compliance with these requirements

A numbering system to identify the compliance documents must be defined in order to have an adequate link with the certification programme.

Except as otherwise agreed with the Agency, all compliance documents must be produced before issuance of the final statement of compliance required by 21A.20(b) or 21A.97(a)(3).

- 2.3 There are no privileges associated with alternative procedures, however the Agency will decide on the extent of its involvement in the verification of compliance documents. This involvement may vary according to the Agency knowledge of the applicant from previous and on-going activities and the resulting assessment of competence, and must be addressed in the certification programme.

3 Management of design changes

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

The TC or STC applicant must provide procedures acceptable to the Agency for classification and approval of changes to type design (see paragraphs 3.2 and 3.3), and repairs and production deviations from the approved design data (see paragraph 3.4).

3.2 Classification

3.2.1 Content

The procedure must address the following points:

- identification of changes to type design
- airworthiness classification
- changes to type design initiated by subcontractors
- documents to justify the classification
- authorised signatories

Criteria used for classification must be in compliance with 21A.91 and corresponding interpretations.

3.2.2 Identification of changes to type design

The procedure must indicate how the following are identified:

- major changes to type design
- those minor changes to type design where additional work is necessary to show compliance with the airworthiness requirements
- other minor changes to type design requiring no further showing of compliance.

3.2.3 Airworthiness classification

The procedure must show how the effects on airworthiness are analysed, from the very beginning, by reference to the applicable requirements.

If no specific requirements are applicable to the change, the above review must be carried out at the level of the part or system where the change is integrated and where specific requirements are applicable.

3.2.4 Control of changes to type design initiated by subcontractors

The procedure must indicate, directly or by cross-reference to written procedures, how changes to type design initiated by subcontractors are controlled.

3.2.5 *Documents to justify the classification*

All decisions of classification of changes to type design must be documented and approved by the Agency. It may be in the format of meeting notes or register.

3.2.6 *Authorised signatories*

The procedure should identify the persons authorised to sign the proposed classification before release to the Agency for approval.

3.3 **Approval of changes to type design**

3.3.1 *Content*

The procedure must address the following points:

- compliance documentation
- approval process
- authorised signatories

3.3.2 *Compliance documentation*

For major changes and those minor changes to type design where additional work to show compliance with the applicable airworthiness requirements is necessary, compliance documentation must be established following guidelines of paragraph 2.2.

3.3.3 *Approval process*

- A For the approval of major changes to type design, a certification programme as defined in paragraph 2.1 must be established.
- B For major changes and those minor changes to type design where additional work to show compliance with the applicable airworthiness requirements is necessary, the procedure should define a document to support the approval process.

This document must include at least :

- identification and brief description of the change and its classification
- applicable requirements
- reference to the compliance documents
- effects, if any, on limitations and on the approved documentation
- authorised signatory

- C For the other minor changes, the procedure must define a means:

- to identify the change
- to present the change to the Agency for approval.

3.3.4 *Authorised signatories*

The procedure must identify the persons authorised to sign the change before release to the Agency for approval.

3.4 *Repairs and production deviations from the approved design data*

A procedure following the principles of paragraphs 3.2 and 3.3 must be established for the classification and approval of repairs and unintentional deviations from the approved design data occurring in production (concessions or non-conformance's). For repairs, the procedure must be established in accordance with Part 21 Section A Subpart M and associated acceptable means of compliance (AMC) or guidance material (GM).

4 Issue of information and instructions to owners**4.1 General**

The information or instructions issued by a TC, STC, approval of changes to type design, approval of repair design holder are intended to provide the owners of a product with all necessary data to implement a change on the product, or a repair, or to inspect it.

The information or instructions may be issued in a format of a Service Bulletin as defined in ATA 100 system, or in Structural Repair Manuals, Maintenance Manuals, Engine and Propeller Manuals, etc.

The preparation of this data involves design, production and inspection. The three aspects should be properly addressed and a procedure should exist.

4.2 Procedure

The procedure should address the following points:

- preparation
- verification of technical consistency with corresponding approved change(s), repair(s) or approved data, including effectivity, description, effects on airworthiness, especially when limitations are changed
- verification of the feasibility in practical applications.

The persons authorised to sign before release of information and instructions to the Agency for approval should be identified in the procedure.

The procedure should include the information or instructions prepared by subcontractors or vendors, and declared applicable to its products by the TC, STC, approval of changes to type design or approval of repair design holders.

4.3 Statement

The information and instructions should contain a statement showing Agency approval.

5 Obligations addressed in 21A.44 (TC holder), 21A.118A (STC holder) or 21A.451 (repair design approval holder)

The applicant should establish the necessary procedures to show to the Agency how it will fulfil the obligations required under 21A.44, 21A.118A or 21A.451, as appropriate.

6 Control of design subcontractors

The applicant should establish the necessary procedures to show to the Agency how it will control design subcontractors.

**GM 21A.16B
Special Conditions**

21A.16B introduces 3 categories of Special Conditions:

- 1 Novel and unusual design features;
- 2 Unconventional use of product;
- 3 Service experience has shown that unsafe conditions may exist.

However, the need for a Special Condition based on in-service experience should be judged by using the following points as benchmarks:

- The words “unsafe conditions” are used in GM 21A.3B(b) to justify the basis for an airworthiness directive.
- The words “continued safe flight and landing”, according to AMC 25.1309, mean the capability for continued controlled flight and landing, possibly using emergency procedures, but without requiring exceptional pilot skill or strength. Some aircraft damage may be associated with a failure condition, during flight or upon landing.

**GM 21A.33
Investigation and Tests**

The requirements of 21A.33(a) should not preclude the applicant requesting the Agency to make flight or other tests of particular aspects of the product during its development and before the type design is fully defined and a Declaration of Compliance can be issued for all the applicable certification specifications (CS). However in case of flight test the applicant should have performed subject tests before the Agency tests and should ensure that no features of the product preclude the safe conduct of the evaluation requested. The Agency may require to repeat any such tests once the type design is fully defined to ensure that subsequent changes have not adversely affected the conclusions from any earlier evaluation. A statement of compliance with sub-paragraph 21A.33(b) is also required for the above tests.

**GM 21A.35
Flight Tests**

Detailed material on flight testing is included in the applicable CS.

**GM 21A.35(b)(2)
Objective and Content of Function and Reliability Testing****1 OBJECTIVE**

The objective of this testing is to expose the aircraft to the variety of uses, including training, that are likely to occur when in routine service to provide an assurance that it performs its intended functions to the standard required for certification and should continue to do so in service.

2 CONTENT OF FUNCTION AND RELIABILITY TESTING

The testing should cover both routine operations and some simulation of abnormal conditions. The details of the programme should be agreed with the Agency prior to commencement of testing.

It may be possible to combine this testing with any required to show compliance with the applicable CS. This will be agreed on a case-by-case basis with the Agency.

Where possible, testing conditions should be defined with the co-operation of an operator.

A substantial proportion of the flying should be on a single aircraft. The flying should be carried out to a continuous schedule on an aircraft that is very close to the final type design, operated as though it were in service and should include a range of representative ambient operating conditions and airfields.

GM 21A.35(f)(1)**Flying Time for Function and Reliability Testing**

All flying carried out with engines and associated systems not significantly different from the final type-certificate standard may count towards the 300 hours airframe flight time required by 21A.35(f)(1). At least 150 of the 300 flying hours should be conducted on a dedicated production configured aircraft. The requirement for 300 hours relevant flight time whenever a new turbine engine is incorporated applies regardless of whether the airframe/engine combination is subject to a new type-certificate or is to be certificated as a change or supplement to an existing type-certificate.

GM 21A.35(f)(2)**Flying Time for Function and Reliability Testing**

All flying carried out on an aircraft not significantly different from the final type design may count towards the 150 hours airframe flight time required by 21A.35(f)(2).

(Subpart C – Not applicable)

Subpart D – Changes to type-certificates**GM 21A.91****Classification of changes to a type design****1. PURPOSE OF CLASSIFICATION**

Classification of changes to a type design into MAJOR or MINOR is to determine the approval route to be followed in Part 21 Subpart D, i.e., either 21A.95 or 21A.97, or alternatively whether application and approval has to be made in accordance with Part 21 Subpart E.

2. INTRODUCTION**2.1 21A.91 proposes criteria for the classification of changes to a type design as minor and major.**

- (i) This GM is intended to provide guidance on the term appreciable effect affecting the airworthiness of the product from 21A.91, where “airworthiness” is interpreted in the context of a product in conformity with type design and in condition for safe operation.. It provides complementary guidelines to assess a design change in order to fulfil the requirements of 21A.91 and 21A.117 where classification is the first step of a procedure.

Note: For classification of Repairs see GM 21A.435.

- (ii) Although this GM provides guidance on the classification of major changes, as opposed to minor changes as defined in 21A.91, the GM and 21A.91 are deemed entirely compatible.

**2.2 For an ETSO authorisation, 21A.611 gives specific additional requirements for design changes to ETSO articles.
For APU, this GM should be used.**

3 ASSESSMENT OF A DESIGN CHANGE FOR CLASSIFICATION**3.1 Changes to the type design**

21A.31 defines what constitutes the type design. Alteration to any of the data included within the scope of 21A.31 is considered a change to the type design.

3.2 Classification Process (see attached diagram)

21A.91 requires all changes to be classified as either major or minor, using the criteria of 21A.91 and the complementary guidance of paragraph 3.3.

On some occasions, the classification process is initiated at a time when some data necessary to make a classification decision are not yet available. Therefore, the applicant should wait for availability of data before making a decision.

Wherever there is doubt as to the classification of a change, the Agency should be consulted for clarification.

When the strict application of the paragraph 3.3 criteria results in a major classification, the applicant may request re-classification, if justified, and Agency could take the responsibility in re-classifying the change.

A simple design change planned to be mandated by an airworthiness directive may be re-classified minor due to the involvement of the Agency in the continued airworthiness process.

Reasons for a classification decision should be recorded.

3.3 Complementary guidance for classification of changes.

A change to the type design is judged to have an “appreciable effect on other characteristics affecting the airworthiness of the product” and therefore should be classified major, in particular but not only, when one or more of the following conditions are met:

- (i) Where the change requires an adjustment of the type-certification basis (such as special condition, equivalent safety finding, elect to comply, exemption, reversion, later requirements).
- (ii) Where the applicant proposes a new interpretation of the requirements used for the type type-certification basis, that has not been published as AMC material or otherwise agreed with the Agency.
- (iii) Where the demonstration of compliance uses methods that have not been previously accepted as appropriate for the nature of the change to the product or for similar changes to other products designed by the applicant.
- (iv) Where the extent of new substantiation data necessary to comply with the applicable airworthiness requirements and the degree to which the original substantiation data has to be re-assessed and re-evaluated is considerable.
- (v) The change alters the Airworthiness Limitations or the Operating Limitations.
- (vi) The change is made mandatory by an airworthiness directive or the change is the terminating action of an airworthiness directive (ref. 21A.3B). See note 1.
- (vii) Where the change introduces or affects functions where the failure effect is classified catastrophic or hazardous.

Note 1: The design change previously classified minor and approved prior to the airworthiness directive issuance decision needs no re-classification. However, the Agency retains the right to review the change and re-classify/re-approve if found necessary.

Note 2: These above conditions are an explanation of the criteria noted in 21A.91.

For an understanding of how to apply the above conditions it is useful to take note of the examples given in Appendix A to GM 21A.91.

Appendix A to GM 21A.91: Examples of Major Changes per discipline

The information below is intended to provide a few major change examples per discipline, resulting from application of 21A.91 and paragraph 3.3 conditions. It is not intended to present a comprehensive list of all major changes. Examples are categorised per discipline and are applicable to all products (aircraft, engines and propellers). However a particular change may involve more than one discipline, e.g., a change to engine controls may be covered in engines and systems (software).

Those involved with classification should always be aware of the interaction between disciplines and the consequences this will have when assessing the effects of a change (i.e., operations and structures, systems and structures, systems and systems, etc.; see example in paragraph 2 (ii)).

Specific rules may exist which override the guidance of these examples.

In the Part 21 a negative definition is given of minor changes only. However in the following list of examples it was preferred to give examples of major changes.

Where in this list of examples the words “has effect” or “affect(s)” are used, they have always to be understood as being the opposite of “no *appreciable* effect” as in the definition of minor change in 21A.91. Strictly speaking the words “has appreciable effect” and “appreciably affect(s)” should have been used, but this has not been done to improve readability.

1 Structure

- (i) changes such as a cargo door cut-out, fuselage plugs, change of dihedral, addition of floats;
- (ii) changes to materials, processes or methods of manufacture of primary structural elements, such as spars, frames and critical parts;
- (iii) changes that adversely affect fatigue or damage tolerance or life limit characteristics;
- (iv) changes that adversely affect aeroelastic characteristics.

2 Cabin Safety

- (i) changes which introduce a new cabin layout of sufficient change to require a re-assessment of emergency evacuation capability or which adversely affect other aspects of passenger or crew safety.

Items to consider include, but are not limited to, :

- changes to or introduction of dynamically tested seats.
- change to the pitch between seat rows.
- change of distance between seat and adjacent obstacle like a divider.
- changes to cabin lay outs that affect evacuation path or access to exits.
- installation of new galleys, toilets, wardrobes, etc.
- installation of new type of electrically powered galley insert.

- (ii) changes to the pressurisation control system which adversely affect previously approved limitations.

3 Flight

Changes which adversely affect the approved performance, such as high altitude operation, brake changes that affect braking performance.

Changes which adversely affect the flight envelope.

Changes which adversely affect the handling qualities of the product including changes to the flight controls function (gains adjustments, functional modification to software) or changes to the flight protection or warning system.

4 Systems

For systems assessed under CS 25.1309, the classification process is based on the functional aspects of the change and its potential effects on safety.

- (i) Where failure effect is 'Catastrophic' or 'Hazardous', the change should be classified as major.
- (ii) Where failure effect is 'major', the change should be classified as major if:
 - aspects of the compliance demonstration use means that have not been previously accepted for the nature of the change to the system; or
 - the change affects the pilot/system interface (displays, controls, approved procedures); or
 - the change introduces new types of functions/systems such as GPS primary, TCAS, Predictive windshear, HUD.

The assessment of the criteria for software changes to systems also needs to be performed. When software is involved, account should be taken also of the following guidelines:

Where a change is made to software produced in accordance with the guidelines of EUROCAE ED12B/RTCA DO-178B "Software Considerations in Airborne Systems and Equipment Certification", the change should be classified as major if either of the following apply, and the failure effect is Catastrophic, Hazardous or Major:

- (1) the executable code for software, determined to be Level A or Level B in accordance with the guidelines, is changed unless that change involves only a variation of a parameter value within a range already verified for the previous certification standard; or
- (2) the software is upgraded to or downgraded from Level A, Level B or Level C; or
- (3) the executable code, determined to be level C, is deeply changed, e.g., after a software reengineering process accompanying a change of processor.

For software developed to guidelines other than ED-12B/DO-178B, the applicant should assess changes in accordance with the foregoing principles.

For other codes the principles noted above may be used. However, due consideration should be given to specific requirements/interpretations.

5 Propellers

Changes to:

- (i) diameter
- (ii) airfoil

- (iii) planform
- (iv) material
- (v) blade retention system, etc.

6. Engines

Changes:

- (i) that adversely affect operating speeds, temperatures, and other limitations.
- (ii) that affect or introduce parts identified by CS E-510 where the failure effect has been shown to be hazardous.
- (iii) that affect or introduce engine critical parts (CS E-515) or their life limits.
- (iv) to a structural part which requires a resubstantiation of the fatigue and static load determination used during certification.
- (v) to any part of the engine which adversely affects the existing containment capability of the structure.
- (vi) that adversely affect the fuel, oil and air systems, which alter the method of operation, or require reinvestigation against the type-certification basis.
- (vii) that introduce new materials or processes, particularly on critical components.

7 Rotors and drive systems

Changes that:

- (i) adversely affect fatigue evaluation unless the service life or inspection interval are unchanged. This includes changes to materials, processes or methods of manufacture of parts, such as
 - rotor blades
 - rotor hubs including dampers and controls
 - gears
 - drive shafts
 - couplings
- (ii) affect systems the failure of which may have hazardous or catastrophic effects. The design assessment will include:
 - cooling system
 - lubrication system
 - rotor controls
- (iii) adversely affect the results of the rotor drive system endurance test, the rotor drive system being defined in CS 27/29-917.

(iv) adversely affect the results of the shafting critical speed analysis required by CS 27/29-931.

8 Environment

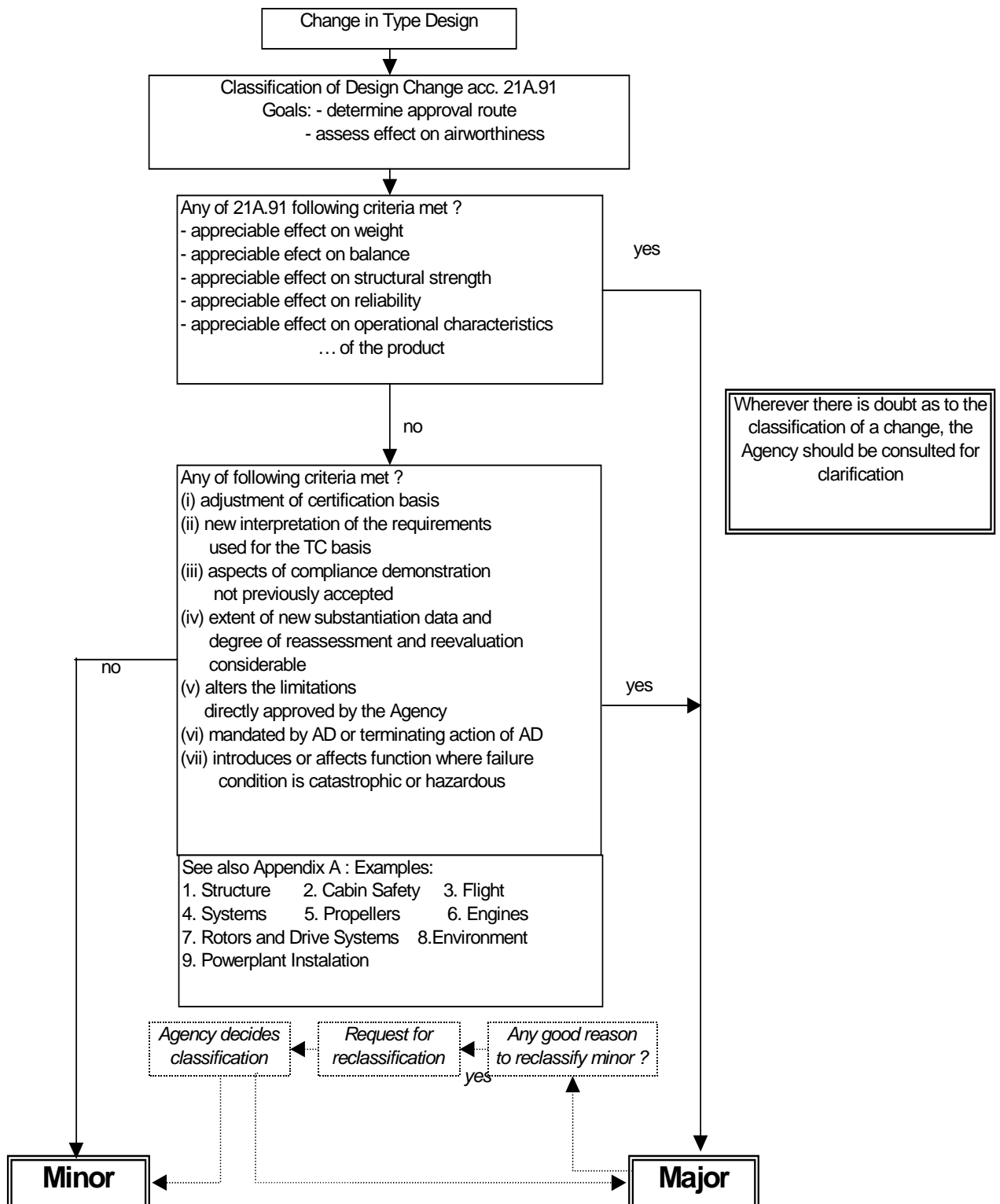
A change that introduces an increase in noise or emissions.

9 Power plant Installation

Changes which include:

- (i) control system changes which affect the engine/propeller/airframe interface;
- (ii) new instrumentation displaying operating limits;
- (iii) modifications to the fuel system and tanks (number, size and configuration);
- (iv) change of engine/propeller type.

Classification process



GM 21A.93(b)**Major Changes: Application**

Identification of re-investigations necessary to show compliance does not mean the showing of compliance itself, but the list of affected type design requirement paragraphs for which a new demonstration is necessary, together with the means (calculation, test or analysis) by which it is proposed to show compliance.

GM 21A.101 Establishment of the type-certification basis of Changed Aeronautical Products**1. PURPOSE**

a. This GM provides guidance for establishing the type-certification basis for changed aeronautical products and identifying the conditions under which it will be necessary to apply for a new type-certificate. 21A.19 identifies the conditions under which an applicant for a design change is required to make application for a new type-certificate. 21A.101 requires an applicant for a change to a type-certificate to meet the latest requirements except where the change is not significant, where areas of the product are not affected, where it would be impractical, or where it would not contribute materially to the level of safety of the changed product. This GM explains the criteria of 21A.19 and 21A.101, and their application.

(1) It provides guidance as to the assessment of “significant” vs. “not significant” changes to the type-certificated product. This document also provides guidance for the determination of “substantial” vs. “significant” changes.

b. The intent of 21A.101 is to enhance safety through the incorporation of the latest requirements in the type-certification basis of changed products. This GM describes the application of the latest airworthiness requirements for the certification of significant design changes to aircraft, aircraft engines and propellers. Significant changes are generally distinct from the vast majority of major changes. In the assessment of whether a level change is significant, all previous relevant design changes need to be taken into consideration along with any previous updates to the type-certification basis. All changes must be approved by the Agency. An applicant may comply with earlier amendments of the requirements based upon a finding by the Agency that the change is not significant, an area is not affected by a change or compliance with the latest requirements is impractical or does not materially contribute to the level of safety. Each change must be judged on its own merit when making the final determination of the type-certification basis.

2. APPLICABILITY

a. This GM is applicable to all major changes to type design of aircraft, engines and propellers. For the purposes of this GM an application for a change to a type-certificate (type design) described in 21A.101(a) and 21A.90 is considered as an application for a major change. Minor changes as defined in 21A.91 are considered to have no appreciable effect on airworthiness and are therefore by definition not significant. This GM applies equally to applications made for type-certificates amendments, supplemental type-certificates, or amended supplemental type-certificates.

b. This GM is also applicable to all significant changes to aircraft (other than rotorcraft) of 2722 kg (6,000 lbs.) or less maximum weight, or to a non-turbine rotorcraft of 1361 kg (3,000 lbs.) or less maximum weight. Unless the Agency finds the change significant in an area, an applicant may show that the changed product complies with the requirements incorporated in the type-certificate.

3. RELATED PART 21 PARAGRAPHS

- a. 21A.16B Special Conditions
- b. 21A.17 Type-certification basis
- c. 21A.19 Changes requiring a new type-certificate

- d. 21A.91 Classification of changes in type design
- e. 21A.101 Applicable CS and environmental protection requirements

4. EXPLANATION OF TERMINOLOGY

The following is a summary of the terminology used throughout this advisory or guidance material. Further explanations of some of these terms can be found in paragraphs 5, 6, 7, and 8.

- a. Type-certification basis: the applicable airworthiness codes as established in 21A.17 and 21A.101, as appropriate, special conditions, equivalent level of safety findings; and exemptions applicable to the product to be certificated.

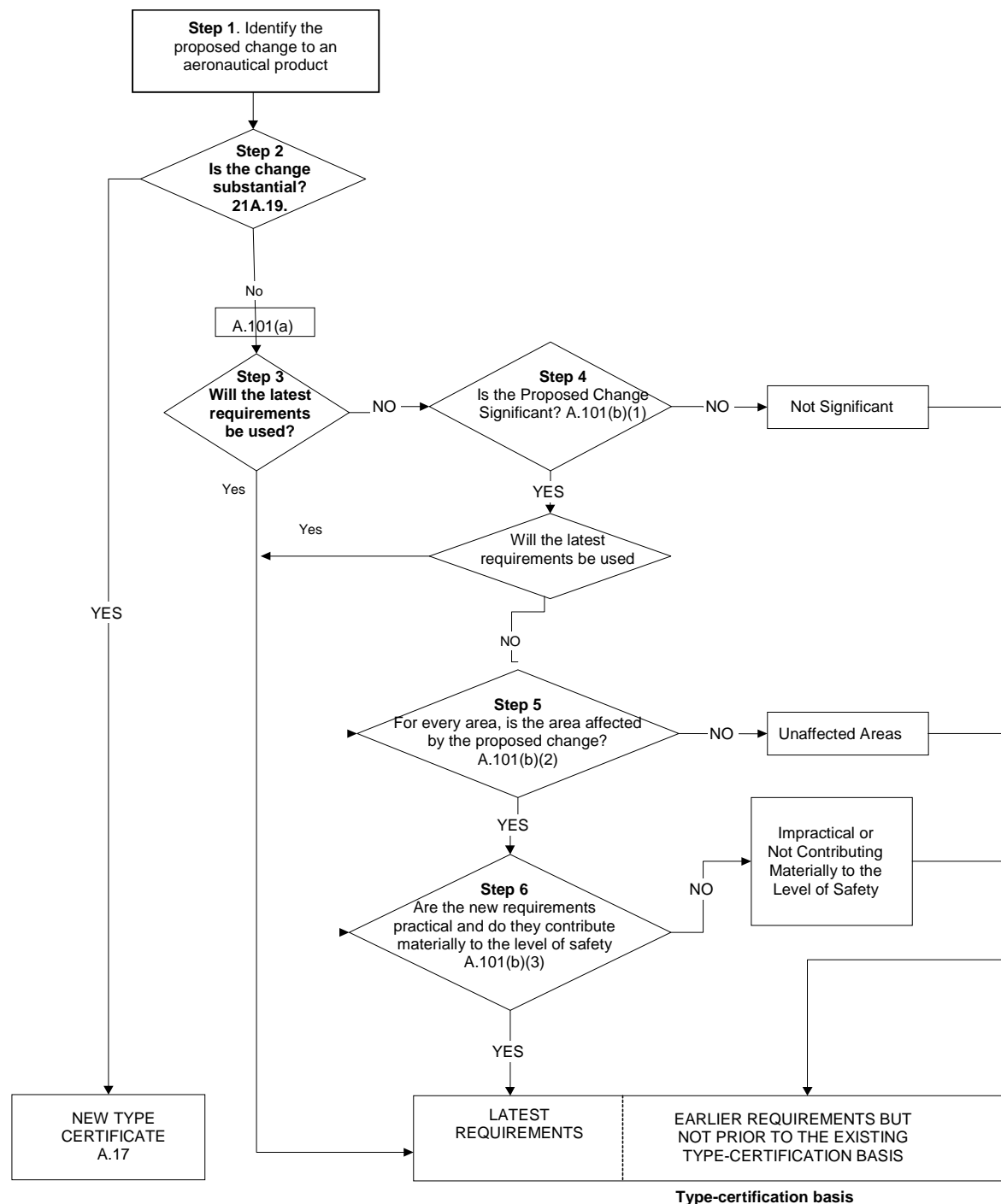
Note: This GM is not intended for determining the applicable aircraft noise, fuel venting and engine emissions requirements for changed products.

- b. Earlier requirements: the requirements in effect prior to the date of application for the change, but not prior to the existing type-certification basis.
- c. Existing type-certification basis: the requirements incorporated by reference in the type-certificate of the product to be changed.
- d. Latest requirements: the requirements in effect on the date of application for the change.
- e. Previous relevant design changes: previous design changes, the cumulative effect of which could result in a product significantly or substantially different from the original product or model, when considered from the last time the latest requirements were applied.
- f. Product level change: a change or combination of changes that makes the product distinct from other models of the product (e.g., range, payload, speed). Product level change is defined at the aircraft, engine or propeller level of change.
- g. Significant change: a product level change to the type-certificate to the extent that it changes one or more of the following: general configuration; principles of construction; or the assumptions used for the certification criteria, but not to the extent to be considered a substantial change. Not all product level changes are significant.
- h. Substantial change: a product level design change which is so extensive that a substantially complete investigation of compliance with the applicable requirements is required, and consequently a new type-certificate, in accordance with 21A.19.

5. GENERAL OVERVIEW OF 21A.101

- a. 21A.19 specifies changes that require a new type-certificate. When a new type-certificate is required, 21A.17 specifies the applicable type-certification basis for the changed product.
- b. When an application for a new type-certificate is not required by 21A.19, 21A.101 defines the designation of applicable requirements for determining the type-certification basis for the changed product.
- c. 21A.101(a) requires a change to a type-certificated product to comply with the latest requirements, unless the change meets the criteria for the exceptions identified in 21A.101(b) and (c). The type-certification basis should not be dependent on whether the holder of a type-certificate or an applicant for a supplemental type-certificate is originating the change. Where compliance with a later amendment for a significant change does not contribute materially to the level of safety, would be impractical, or is in an area not affected by the change, the applicant may comply with earlier requirements. However the applicant may not use requirements prior to those specified by the existing type-certification basis.

- d. 21A.101(b) pertains to changes for which earlier requirements provide adequate standards. Earlier requirements may be used when the change is not significant. In cases where design changes that involve features that have no associated regulatory standards in the existing type-certification basis, the Agency will review the proposed certification plan to ensure adequacy of the requirements against the proposed design change.
- e. 21A.101(b)(1) allows the applicant to show compliance with an earlier amendment when the Agency determines the change is not significant. 21A.101(b)(1)(i) and (ii) pertains to changes that meet the automatic criteria where the change is significant. 21A.101(b)(2) and (b)(3) allows the use of earlier requirements for significant changes for areas of the product not affected by the change and for cases where compliance to the latest requirements would not contribute materially to the level of safety or would be impractical. Note that earlier amendments may not precede the corresponding requirement incorporated in the type-certificate.
- f. 21A.101(c) provides an exception to the requirements of 21A.101(a). An applicant for a change to an aircraft (other than rotorcraft) of 2 722 kg (6 000 lbs) or less maximum weight, or to a non-turbine rotorcraft of 1 361 kg (3 000 lbs) or less maximum weight may show that the changed product complies with the type-certification basis incorporated by reference in the type-certificate. The applicant may elect to comply with the later requirements. If the Agency finds that the change is significant in an area, the Agency may designate compliance with a later amendment to the requirements incorporated by reference in the type-certificate that applies to the change and any requirement the Agency finds is directly related. Reference paragraph 9.
- g. 21A.101(d) provides for the use of special conditions as prescribed under 21A.16B when the existing type-certification basis or the latest requirements do not provide adequate standards with respect to the proposed change.
- h. 21A.101(e) prescribes the effective period an application to remain valid for a change to a type-certificate, which is consistent with the requirements of 21A.17 for a new type-certificate.
- i. Figure 1 provides a flowchart of the process to determine the applicable type-certification basis for a proposed design change under 21A.101, following a determination that the proposed design change is not substantial under 21A.19.

Figure 1: Establishing the type-certification basis for changed products

Note 1: In the vast majority of cases the applicant will proceed to Step 4 as the initial step in the process. See paragraph 6 for guidance.

Note 2: For excepted products under 21A.101(c) see paragraph 9. For special conditions under 21A.101(d) see paragraph 10.

6. Establishing the type-certification basis for changed products, 21A.101(b)(1).

a. The administrative burden for the applicant is to demonstrate, and the Agency to find, that a change to a product is significant or not significant, and to determine the resulting type-certification basis. The type-certification basis can vary depending on the magnitude and scope of the change. The steps below present a streamlined approach of making this determination. In addition to assisting in the determination of significance, this guidance will help establish the appropriate amount of co-ordination required between the applicant and the Agency.

b. Classifications of typical changes are provided in the tables of Appendix 1 to GM 21A.101. For instructions on how to use Appendix 1 to GM 21A.101 tables, proceed to step 4 below. In cases where the classification in Appendix 1 is not applicable or immediately obvious for the proposed change, the following steps should be used in conjunction with Figure 1 to determine the appropriate type-certification basis for the changed product.

Step 1 of Figure 1. Identify the Proposed Change to an Aeronautical Product.

a. The applicant must, as a first step, identify the proposed change to the aeronautical product. An applicant for a change to a type-certificate must consider all previous related design changes to the aeronautical product. Changes to a product can include physical design changes, changes to an operating envelope, and/or performance changes. The change may be a single change, or a collection of changes.

b. For each change, it is important that the effects of the change on other systems, components, equipment, or appliances of the product are properly assessed. The characteristics affected by the change are not only physical changes. The intent is to encompass all aspects where there is a need for re-evaluation, that is, where the substantiation presented for the product being changed should be reviewed, updated, or re-written. All other areas of the aircraft are considered to be unchanged or not affected by the change.

Step 2 of Figure 1. Is the Change Substantial?

a. 21A.19 requires that an applicant obtain a new type-certificate for a changed product if the change in design, power, thrust, or weight is so extensive that a substantially complete investigation of compliance with the applicable requirements is required. A new type-certificate could be required for either an extensive change to a previously type-certificated product or for a new design derived through a series of design changes from a previously type-certificated product. The need for a new type-certificate may be obvious when the change is first considered or may need a more extensive evaluation through application of 21A.101.

b. A "substantially complete investigation" of compliance is required when most of the existing substantiation is not applicable to the changed product. The question of whether a change is substantial should be addressed at the beginning of the process. However, if at any point while developing the type-certification basis, it becomes clear that the proposed change is a substantial change, the process ceases to be an amendment process under Part 21 Subpart D and becomes a new type-certification process under Part 21 Subpart B.

c. If it is not initially clear that a new type-certificate is required, Appendix 1 to GM 21A.101 provides some examples of substantial changes to aid in this classification.

d. In considering the above, a substantial change will require a new type-certificate; 21A.19 applies. If the change is not substantial, 21A.101 applies.

Step 3 of Figure 1. Will the Latest Requirements Be Used?

a. Where the latest requirements are used, the intent of 21A.101 has been met including the case where the applicable requirements have not changed since the previous update of the type-certification basis or where the applicant elects to comply with the latest amendments.

Step 4 of Figure 1. Is the Proposed Change Significant? 21A.101(b)(1)

a. Significant changes are product level changes and by their very nature, distinct from the vast majority of minor changes. In general, these changes are either the result of an accumulation of changes or occur through an isolated extensive major change rising to the product level that make the changed product distinct from others. Additionally, 21A.101(b)(1) defines a significant change based on whether or not one or more of three automatic criteria applies: (1) the general configuration is not retained, (2) the principles of construction are not retained, and (3) the assumptions used for certification of the product do not remain valid. In many cases a significant change will involve more than one of these criteria and will, by its very nature, be obvious and distinct from other product improvements or production changes.

b. The applicant may use the tables in Appendix 1 to GM 21A.101 and the criteria described in paragraph 7 as guidance to make the classification of significance.

c. Previous relevant design changes of the product can trigger one or more of the automatic criteria listed in 21A.101(b)(1)(i) and (ii) for the proposed design change. When assessing the design change, either singularly or collectively, the cumulative effect of previous relevant design changes should be considered. These design changes may have been incorporated through earlier changes in the type-certificate on areas related to the current proposed change and the associated areas, systems, components, equipment, or appliance. The collective result may be a product considerably different from the latest updated type-certification basis for the product or model. Two examples of previous relevant aeroplanes design changes address those incremental increases in weight or thrust that, while individually not significant (e.g., 2%, 4%, 5% discrete increases), can, through a series of changes, achieve a significant product level change.

d. The assessment of a proposed design change together with any previous relevant design changes is based on whether any of the three automatic criteria are triggered. 21A.101(b) states that changes that meet one of the three criteria are automatically considered significant. The examples of significant and not significant changes in Appendix 1 to GM 21A.101 are predicated upon more than 10 years international certification experience. The concept of having only three criteria fits these examples and is therefore considered that no other criteria apply. Therefore, only when one or more of the three criteria is affected is the design change considered significant. The starting point to begin accumulating previous relevant design changes is the time the latest applicable requirements were applied in the affected area, system, component, equipment, or appliance.

e. Typically, a change to a single area, system or component will not result in a product level change. However, there may be distinct cases where the change to a single system or component may result in a significant change due to its effect on the product level certification assumptions.

7. USING THE CRITERIA TO DETERMINE SIGNIFICANCE (21A.101(b)(1)(i) and (ii)) (Step 4):

a. Typically, significant product level changes result in a model change necessitating an amendment to the type-certificate or an STC that rises to the level of an amended type-certificate. Note that applications for a new model not associated with hardware changes, i.e., commercial considerations are not an indication of a significant change under 21A.101. All changes are considered in light of the change itself and its classification.

b. The following definitions build upon the criteria identified in Part 21 and provide additional guidance on how to apply the criteria when classifying product level changes. In cases of doubt, and to ensure a consistent outcome, the applicant is encouraged to seek the advice of the Agency.

(1) Changes Where the General Configuration Is Not Retained (Significant Change to General Configuration)

A change to the general configuration at the product level that is likely to require a new model designation because of the need to distinguish the different product with other product models, e.g., performance, interchangeability of major components, etc.

(2) Changes Where the Principles of Construction Are Not Retained (Significant Change to Principles of Construction)

A change at the product level to the materials and/or construction methods that affects the overall product's operating characteristics or inherent strength and would require extensive re-investigation to show compliance.

(3) Changes That Invalidate the Assumptions Used for Certification (Significant Change to the Assumptions Used for Certification)

A change to the product level assumptions associated with the compliance demonstration, performance, or operating envelope that by itself is so different that the original assumptions are invalidated.

Examples may include:

- (a) Change of an aircraft from an unpressurised to pressurised fuselage,
- (b) Change of operation of a fixed wing aircraft from land based to water based, and
- (c) Operation envelope expansions that are outside the existing design parameters and capabilities.

Note: Merely operating a product to an expanded envelope for which it was originally designed is generally not a significant change. In this case, the assumptions used for certification of the basic product remain valid and the results can be applied to cover the changed product with predictable effects or can be demonstrated without significant physical changes to the product.

NOTE: The word "assumptions" in 21A.101 bears a meaning different from CS E-30 and CS-P-30. CS-E and CS-P address the conditions that may be imposed on the engine or propeller when it is eventually installed in the aircraft and are published in the installation manual.

c. The above criteria are used to determine if a change is significant. In applying the automatic criteria and the examples in Appendix 1, the applicant must concentrate on the change itself. Consideration of only the latest certification requirements is not reason enough to cause a classification of significance under 21A.101.

d. Appendix 1 includes tables of typical changes for large aeroplanes, small aeroplanes, rotorcraft, and engines/propellers that meet the definition of significant change for each product line. The appendix also includes typical changes that do not achieve the significant level. The tables may be used in one of two ways:

- (1) To classify a proposed change that is listed in the table, or
- (2) In conjunction with the three automatic criteria, to help classify a proposed change not listed in the table.

e. If, based on Appendix 1 and/or the automatic criteria, the change is classified as:

(1) Significant (21A.101 (b) (1) and (2)). The applicant will comply with the latest amendments of the applicable requirements for the certification of the changed product. The applicant can use the exceptions provided in 21A.101(b)(2) and/or (3) to show compliance with earlier amendments. The final type-certification basis may consist of a combination of the latest, and earlier or existing requirements for the change.

(2) Not significant (21A.101(b)(1)). The applicable requirements are those contained in the existing type-certification basis. The applicant may elect to comply with later amendments.

Note: In cases where no regulatory standards are defined in the existing type-certification basis for the design change but applicable regulatory standards exist in a subsequent amendment to the requirements, the subsequent amendment will be made part of the type-certification basis.

f. Making the Classification

A classification of significant or not significant can be made (the application of 21A.101(b)) in one of two ways;

(1) By the Agency agreeing to appropriate controls and procedures that enable the applicant to make a declaration of not significant. In all cases the Agency retains the option to become involved. An appropriate declaration by the applicant to the Agency would be acceptable for this purpose.

(2) By the Agency accepting the determination of significance relevant to a major modification based on the applicant's submission.

At this point the determination of "significant" or "not significant" has been made. For significant changes, if the applicant proposes to show compliance with an earlier requirement, the procedure outlined in Section 8 should be used.

8. SHOWING COMPLIANCE WITH AN EARLIER REQUIREMENT, 21A.101(b) (2) and (3)

a. For a design change that has been determined to be significant, 21A.101(b)(2) and (3) provide the exceptions from the requirement of 21A.101(a) to meet the latest requirements for design changes.

b. 21A.101(b)(2) and (3) identify conditions under which an applicant may show that the changed product complies with an earlier amendment level or with the existing type-certification basis and, therefore, would not be required to comply with latest requirements. The earlier amendment level with which the applicant intends to show compliance may not precede the corresponding requirements in the existing type-certification basis. An applicant may elect to show compliance with an earlier amendment level or with the existing type-certification basis for areas not affected by the change, and areas affected by the change for which compliance with the latest requirements would not contribute materially to the level of safety or would be impractical. It is incumbent upon the applicant to demonstrate to the Agency that compliance with the latest requirements does not materially contribute to the level of safety, or is impractical.

c. The following steps should be used in conjunction with Figure 1, when an applicant wishes to comply with an earlier requirement for a significant change.

Step 5 of Figure 1. For every area, is the area affected by the proposed change? 21A.101 (b)(2).

a. A "not affected area" is any area, system, component, equipment, or appliance that is not affected by the proposed product level change. For a product level change, it is important that the effects of such change on other systems, components, equipment, or appliances of the product are properly assessed because areas that have not been changed may be affected. If the significant change does not affect the area, then the type-certification basis for that area need not be revisited.

b. In assessing not affected areas, it may be necessary to identify secondary changes resulting from a product level change. The secondary changes may be changes in both physical aspects and/or performance characteristics that are not part of, but consequential to, the overall product level change. Secondary changes may be evaluated to the existing type-certification basis for the product being changed; however, care should be taken to ensure that affected areas are not overlooked. The intent is to encompass all aspects where there is a need for re-evaluation.

c. The following aspects of a product level change should be considered:

(1) Physical aspects. The physical aspects include, but are not limited to, structures, systems, equipment, components and appliances (physical aspects can cover both "hardware" and "software"). When evaluating the physical aspects, it is necessary to make a distinction between the product level change and the resulting secondary effects. An example of a secondary effect may be the lengthening and re-routing of the various aeroplane circuits as a result of the fuselage plug.

(2) Performance/functional characteristics. The less obvious aspect of the word "areas" covers general characteristics of the type-certificated product such as performance features, handling qualities, emergency provisions, fire protection, structural integrity, aero elastic characteristics, or crashworthiness. These characteristics may be affected by a product level change. For example, adding a fuselage plug could significantly affect performance and handling qualities

d. All areas affected by the proposed design change should comply with the latest requirements, unless the applicant shows that demonstrating compliance with an amendment of a requirement would not contribute materially to the level of safety or would be impractical. Step 6 provides further explanation.

Step 6 of Figure 1. Are the new requirements practical and/or do they contribute materially to the level of safety, 21A.101(b) (3)?

a. Not contributing materially to the level of safety. Compliance with the latest requirements could be considered "not to contribute materially to the level of safety" if the change to type design and/or relevant experience demonstrates a level of safety comparable to that provided by the latest requirements, or if compliance may compromise the existing level of safety for that particular changed product. The applicant should provide sufficient justification to allow the Agency to make this determination. This exception could be applicable in the situations described in the paragraphs below.

(1) Design. This provision gives the opportunity to consider the consistency of design. For example, when a small fuselage plug is added, additional seats and overhead bins are likely to be installed, and the lower cargo hold extended. These additional seats, bins, extended lower cargo hold and structural plug may be identical to the existing parts. Applying the latest requirements only to the changed parts may not contribute materially to the level of safety, as the entire design as modified may not necessarily be any safer than the original design. It also may be inappropriate to require compliance to the latest requirements for the entire fuselage, seats, bins, doors and cargo holds. For this reason, compliance of the new fuselage structure, seats, bins

and cargo hold area with the requirements in effect when the original fuselage, seats, bins and cargo hold area were certified may be acceptable.

(2) However, the extent of the fuselage change may be large relative to the original certificated structure, seats, bins, doors and cargo compartment, and/or the change may require a new compliance substantiation that is comparable with that required for a new model aeroplane. Here, it would be expected that the proposed type-certification basis would encompass the requirements in effect at the date of application for the entire fuselage, seats, bins, doors and cargo hold.

In the example above, it would be incumbent upon the applicant to show that compliance with the latest requirements does not materially contribute to the level of safety.

(3) Service experience

(a) This provision permits the use of relevant service experience, such as fleet hours, to demonstrate that compliance with the latest requirements would not contribute materially to the level of safety, and as such the use of earlier requirements may be appropriate. Appendix 3 provides additional guidance on the use of service experience, along with examples.

(b) There may be cases for rotorcraft and small aeroplanes where sufficient and relevant data may not be available because of the reduced utilisation and the different amount and type of data available. In such cases, other service history information may provide sufficient data to justify the use of earlier requirements, such as: warranty, repair and parts usage data; accident, incident and service difficulty reports; service bulletins; airworthiness directives; or other pertinent and sufficient data collected by the manufacturers, authorities, or other entities.

(c) The service experience levels necessary to demonstrate the appropriate level of safety as they relate to the proposed design change would have to be reviewed and agreed to by the Agency.

(4) Other exceptions. Compliance with later requirements would not be required where the amendment is of an administrative nature and has been made only to correct errors or omissions, consolidate text or clarify an existing requirement.

b. Impractical. Compliance with the latest requirements may be considered impractical if the applicant can substantiate that it would result in additional resource requirements that are not commensurate with the safety benefits. The additional resource requirements could include those arising from design changes required for compliance and the effort required to demonstrate compliance, but would not include resource expenditures for prior product changes.

(1) Substantiating data and analyses must support an applicant's position that compliance is impractical, and the Agency must agree with this position. In evaluating an applicant's position and substantiating data regarding impracticality the Agency may consider other factors (e.g., the costs and safety benefits for a comparable new design).

(2) A review of transport category projects showed that in certain cases, where an earlier amendment to applicable requirements was allowed, design changes were made to nearly comply with the latest amendments. In these cases the applicant successfully demonstrated that full compliance would require a substantial increase in the outlay of resources with a very small increase in the level of safety. These cases reflect an appropriate application of "impracticality" to a changed product.

(3) A proposal that a product design change would be impractical would be used, in most cases, where compliance with the latest requirements would contribute materially to the level of safety, but this contribution may not be commensurate with the associated resource expenditures.

(4) Appendix 2 to GM 21A.101 provides additional guidance and examples for determining impracticality.

c. This completes the step by step process used in the determination of the type-certification basis for the changed product.

9. EXCEPTED PRODUCTS UNDER 21A.101(c)

a. An applicant for a change to an aircraft (other than rotorcraft) of 6 000 pounds or less maximum weight, or to a non-turbine rotorcraft of 3 000 pounds or less maximum weight may show that the changed product complies with the requirements incorporated by reference in the type-certificate. The applicant may elect to comply with the later requirements. If the Agency finds that the change is significant in an area, the Agency may designate compliance with an amendment to the type-certification basis incorporated by reference in the type-certificate that applies to the change and any requirement that the Agency finds is directly related. Beginning with the existing type-certification basis, the Agency will step through each progressive requirement to determine the amendment appropriate for the change. However, if the Agency also finds that compliance with the amendment or requirement would not contribute materially to the level of safety of the changed product, or would be impractical, the Agency may allow compliance with an earlier amendment to that requirement initially designated or with the existing type-certification basis, depending on the proposed design change.

b. For a change that contains new design features that are novel and unusual, the Agency will designate the applicable special conditions at the appropriate amendment level beginning with the existing type-certification basis and progress to the most appropriate later amendment level for the change. For a change that contains new features, which are not covered in the existing type-certification basis, the Agency will designate the applicable airworthiness requirements at the appropriate amendment level, beginning with the existing type-certification basis and progress to the most appropriate later amendment level for the change.

c. The exception for products under 21A.101(c) applies at the aircraft level only. Design changes to engines and propellers installed on these excepted aircraft are assessed as separate products using 21A.101(a) and (b).

10. SPECIAL CONDITIONS, 21A.101(d).

21A.101(d) allows for the application of special conditions, or for changes to existing special conditions, to address the changed design. The objective is to achieve, for the significant change, a level of safety consistent with that provided by the requirements in effect on the date of application for the design change. The application of special conditions to a design change is not in itself a reason for it to be classified as either a substantial change or a significant change. When the change is not significant, the Special Conditions should be consistent with the agreed type-certification basis.

11. EFFECTIVE PERIOD FOR AN APPLICATION TO CHANGE A TYPE-CERTIFICATE, 21A.101(e).

21A.101(e) is intended to ensure that, at the time the changed product is certificated, no longer than three or five years, as appropriate to the product, has elapsed from the date of application. This is to

ensure that the type-certification basis for the changed product is as current as practical. This is consistent with the requirements of 21A.17 for a new type-certificate and prescribes the process of updating the type-certification basis if these limits are exceeded.

12. DOCUMENTATION

All changes that result in a revision to the product's type-certification basis should be reflected on the type-certificate data sheet. Similarly, the type-certification basis should be noted on all STCs.

Appendix 1 to GM 21A.101 CLASSIFICATION OF CHANGES

Appendix 1 includes tables of typical changes for small aeroplanes (figure 1), large aeroplanes (figure 2), rotorcraft (figure 3), and engines/propellers (figure 4) that meet the definition of a significant change or substantial change for each product line. The Appendix also includes typical changes that do not achieve the significant level.

- a) The examples in the tables were developed from data collected from regulatory files and included industry review and input. They clearly are changes that we have seen in the past and will likely continue to see in the future. The Agency has made the determination, based on applying the automatic criteria, that these changes are significant or not significant.
- b) The columns "Change to General Configuration", "Change to Principles of Construction" and "Assumptions of Certification" reflect the automatic criteria of 21A.101(b)(1)(i) and (ii). The "Notes" column provides typical rationales that are considered in evaluating the designation of the criteria.
- c) The tables may be used in one of two ways:
 - (i) to classify a proposed change that is listed in the table, or
 - (ii) in conjunction with the three automatic criteria, to understand the logic used in the table to help classify a proposed change not in the table.
- d) The classification may change due to cumulative effects and/or combinations of individual changes.

Figure 1. Table of examples of changes for Small Aeroplanes:**The following are examples of substantial changes:**

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Change in wing location (tandem, forward, canard, high/low)	Yes	No	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Fixed wing to tilt wing	Yes	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Increase in the number of engines from one to two	Yes	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Replacement of piston or turbo-prop engines with turbojet or turbofan engines	Yes	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Change in engine configuration (tractor to pusher)	Yes	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Change from an all metal airplane to all composite primary structure (fuselage, wing, empennage).	No	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable

				requirements is required.
Increase from subsonic to supersonic flight regime	Yes	No	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.

The following are examples of significant changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Conventional tail to T-tail or Y-tail, or vice versa	Yes	No	Yes	Change in general configuration. Requires extensive structural, flying qualities and performance re-investigation. Requires new AFM to address performance and flight characteristics.
Changes in wing configuration (addition of tail strakes or change in dihedral, or changes in wing span, flap or aileron span, angle of incidence of the tail, addition of winglets, or wing sweep of more than 10%)	Yes	No	Yes	Change in general configuration . Likely requires extensive changes to wing structure. Requires new AFM to address performance and flight characteristics. Note: Small changes to wingtip are not significant changes. See table for not significant changes.
Tricycle / tailwheel undercarriage change or addition of floats	Yes	No	No	Change in general configuration. Likely, at airplane level, general configuration and certification assumptions remain valid.
Increase in seating capacity resulting in a different certification category (e.g., from normal to commuter category where configuration or principles of construction changes or assumptions do not remain valid.	Yes	Yes	Yes	Change in general configuration. Change in principles of construction. Requires extensive construction re-assessment. Change in certification assumptions. Requires new AFM and pilot type rating.
Passenger to	Yes	No	Yes	Change in general

freighter configuration conversion which involves the introduction of a cargo door or an increase in floor loading of more than 20%, or provision for carriage of passengers and freight together				configuration affecting load paths, aeroelastic characteristics, aircraft related systems, etc. . Change in design assumptions.
A fuselage stretch would be considered significant if it would invalidate the existing substantiation, or would change the primary structure, aerodynamics, or operating envelope sufficiently to invalidate the assumptions of certification	Yes	No	Yes	Likely extensive changes to fuselage structure, aerodynamics, aircraft systems performance, and operating envelope. Requires new AFM to address performance and flight characteristics.
Replace reciprocating engines with the same number of turbo-propeller engines where the operating envelope is expanded	No	No	Yes	Invalidates certification assumptions. Requires new AFM to address performance and flight characteristics.
Addition of a turbo-charger that changes the power envelope, operating range, or limitations appreciably.	No	No	Yes	Invalidates certification assumptions due to changes in operating envelope and limitations. Requires new AFM to address performance and flight characteristics.
The replacement of an engine of higher rated power or increase thrust would be considered significant if it would invalidate the existing substantiation, or would change the primary structure, aerodynamics, or operating envelope sufficiently to invalidate the	No	Yes	Yes	Invalidates certification assumptions. Requires new AFM to address performance and flight characteristics. Likely changes to primary structure. Requires extensive construction re-investigation.

assumptions of certification				
A change in the type of material, such as composites in place of metal (or one composite fibre material system with another (e.g., carbon for fibreglass), for primary structure would normally be assessed as a significant change.	No	Yes	Yes	Change in principles of construction and design from conventional practices . Likely change in design/certification assumptions.
Change involving appreciable increase in design speeds V_d , V_{mo} , V_c , or V_a	No	No	Yes	Certification assumptions invalidated. Requires new AFM to address performance and flight characteristics.
STOL kit	No	No	Yes	Certification assumptions invalidated. Requires new AFM to address performance and flight characteristics.
A change in the rated power or thrust is likely to be regarded as significant if the design speeds are thereby changed so that compliance needs to be re-justified with a majority of requirements.	No	No	Yes	Certification assumptions invalidated. Requires new AFM to address performance and flight characteristics.
Fuel state: such as compressed gaseous fuels, or fuel cells. This could completely alter the fuel storage and handling systems and possibly affect the aeroplane structure.	No	No	Yes	Changes in design/certification assumptions. Extensive alteration of fuel storage and handling systems.
A design change that alters the aircraft flight characteristics or performance from the type design would normally be significant if it appreciably changes the kinematics or dynamics of the aeroplane.	No	No	Yes	Certification assumptions invalidated. Requires new AFM to address performance and flight characteristics.

Weight increase which places the aircraft into the commuter category (i.e., above 12500 lbs.)	No	No	Yes	Certification assumptions invalidated. Requires new AFM.
A change in the flight control concept for an aircraft, for example to fly by wire (FBW) and side-stick control, or a change from hydraulic to electronically actuated flight controls, would in isolation normally be regarded as a significant change.	No	No	Yes	Changes in design and certification assumptions. Requires extensive systems architecture and integration re-investigation. Requires new AFM.
Addition of cabin pressurisation	No	Yes	Yes	Extensive airframe changes affecting load paths, fatigue evaluation, aero elastic characteristics, etc. Requires extensive construction re-investigation. Invalidates design assumptions.
Changes in types and number of emergency exits or an increase in passenger capacity in excess of maximum passenger capacity demonstrated for the aircraft type.	No	No	Yes	Emergency egress requirements exceed those previously substantiated. Invalidates assumptions of certification.
A change in the required number of flight crew, which necessitates a complete cockpit re-arrangement, and/or an increase in pilot workload would be a significant change.	No	No	Yes	Extensive changes to avionics and aircraft systems. Invalidates certification assumptions. Requires new AFM.
An appreciable expansion of an aircraft's operating envelope or operating capability would normally be a significant change. e.g., an increase in maximum altitude limitation, approval for flight in known	No	No	Yes	Invalidates certification assumptions. Requires new AFM to address performance and flight characteristics.

icing conditions, an increase in airspeed limitations				
A major flight deck upgrade	No	No	Yes	Extensive changes to avionics and electrical systems design. Invalidates certification assumptions. Extensive re-assessments of systems integration, flight crew workload, human factors evaluation are required. Requires new AFM.
Introduction of autoland	No	No	Yes	Invalidates original design assumptions.
Conventional tail to T-tail or Y-tail, or vice versa	Yes	No	Yes	Change in general configuration. Requires extensive structural, flying qualities and performance re-investigation. Requires new AFM to address performance and flight characteristics.

The following are examples of not significant changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(ii)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Addition of wingtip modifications (not winglets)	No	No	No	Although a major change to the airplane. Likely the original general configuration, principles of construction and certification assumptions remain valid.
Installation of skis or wheel skis	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
FLIR or surveillance camera installation.	No	No	No	Additional flight or structural evaluation may be necessary but the change does not alter basic airplane certification.
Litter, berth and cargo tie down device installation	No	No	No	Not an airplane level change.
Increased tire size, including tundra tires	No	No	No	Not an airplane level change.
Replacement of one propeller type with another (irrespective of increase in number of blades)	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Addition of a turbo-charger that does not appreciably change the power envelope, operating range, or limitations (e.g., a turbo—normalised engine), (e.g., where the additional power is used to enhance high altitude or hot day performance.)	No	No	No	Not an airplane level change.
Replace a petrol engine with a diesel	No	No	No	Although a major change to the

engine or approximately the same horsepower.				airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Substitution of one method of bonding for another (e.g., change in type of adhesive)	No	No	No	Not an airplane level change.
Substitution of one type of metal for another	No	No	No	Not an airplane level change.
Any change in construction or fastening not involving primary structure	No	No	No	Not an airplane level change.
A new fabric type for fabric skinned aircraft	No	No	No	Not an airplane level change.
Increase in flap speed or undercarriage limit speed	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Structural strength increases	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
IFR upgrades involving installation of components (where the original certification does not indicate that the aeroplane is not suitable as an IFR platform, e.g., special handling concerns).	No	No	No	Not an airplane level change.
Fuel lines, where engine horsepower is increased but fuel flow is not increased beyond the certified maximum amount.	No	No	No	Not an airplane level change.
Fuel tanks, where fuel is changed from gasoline to diesel	No	No	No	Not an airplane level change.

fuel and tank support loads are small enough that an extrapolation from the previous analysis would be valid. Chemical compatibility would have to be substantiated				
Limited changes in a pressurisation system, e.g., number of outflow valves, type of controller, or size of pressurised compartment, but the system must be re-substantiated if the original test data is invalidated.	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Install a quieter exhaust system	No	No	No	Not an airplane level change.
Changes in engine cooling or cowling	No	No	No	Not an airplane level change.
Fuel type: AvGas to Diesel/Jet A, AvGas to Ethanol/Methanol. Changing to Multiple fuel systems containing fuel types (other than systems used for starting): such systems using as AvGas/Ethanol, or Jet A/Autogas (turbine). Unrestricted mixtures in one fuel system of different fuel types: Such as AvGas/Diesel or Jet A/Ethanol.	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Fuels of substantially the same type: Such as AvGas to AutoGas, AvGas (80/87) to AvGas (100LL), Ethanol to Isopropyl Alcohol, Jet B to Jet A (although Jet A to Jet B may be considered significant due to the fact that Jet B is considered	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.

potentially more explosive).				
Fuels that specify different levels of "conventional" fuel additives that do not change the primary fuel type. Different additive levels (controlled) of MTBE, ETBE, Ethanol, Amines, etc. in AvGas would not be considered a significant change.	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
A change to the maximum take-off weight of less than 5% unless assumptions made in justification of the design are thereby invalidated.	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
An additional aileron tab (e.g. on the other wing)	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Larger diameter flight control cables with no change in routing, or other system design	No	No	No	Not an airplane level change.
Autopilot installation (for IFR use, where the original certification does not indicate that the aeroplane is not suitable as an IFR platform)	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid.
Increased battery capacity or relocate battery	No	No	No	Not an airplane level change.
Replace generator with alternator	No	No	No	Not an airplane level change.
Additional lighting (e.g., navigation lights, strobes)	No	No	No	Not an airplane level change.
Higher capacity brake assemblies	No	No	No	Not an airplane level change.
Increase in fuel tank capacity	No	No	No	Not an airplane level change.
Addition of an oxygen system	No	No	No	Not an airplane level change.
Relocation of a galley.	No	No	No	Not an airplane level change.

Passenger to freight (only) conversion with no change to basic fuselage structure.	No	No	No	Although a major change to the airplane, likely the original general configuration, principles of construction and certification assumptions remain valid. Requires certification substantiation applicable to freighter requirements.
Installation of new seat belt or shoulder harness	No	No	No	Not an airplane level change.
A small increase in cg range.	No	No	No	At airplane level, no change in general configuration, principles of construction & certification assumptions.
APU Installation that is not flight essential	No	No	No	A major change to the airplane level, likely the original general configuration, principles of construction and certification assumptions remain valid. Requires certification substantiation applicable to APU installation requirements.
An alternative autopilot	No	No	No	Not an airplane level change.
Addition of Class B Terrain Awareness and Warning Systems (TAWS)	No	No	No	Not an airplane level change.

Figure 2. Table of examples of changes for Large Aeroplanes

The following are examples of substantial changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Change in the number or location of engines, e.g., four to two wing-mounted engines or two wing-mounted to two body-mounted engines.	Yes	No	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Change from a high wing to low wing configuration.	Yes	No	Yes	Proposed change in design is so extensive that a

				substantially complete investigation of compliance with the applicable requirements is required.
Change from an all metal airplane to all composite primary structure (fuselage, wing, empennage).	Yes	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.

The following are examples of significant changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Derivative model, e.g., increased passenger payload, freighter version or complete update of a certified aeroplane.	Yes	Yes	Yes	Multiple changes packaged into a new model. Increased payload new freighter would change the general configuration and assumptions. Updated aeroplane could change principles of construction.
Reduction in the number of flight crew (In conjunction with flight deck update).	Yes	No	No	Extensive changes to avionics and aircraft systems. Impact to crew workload and human factors, pilot type rating.
Modify an aeroplane for flight in known icing conditions by adding systems for ice detection and elimination	Yes	No	Yes	New aircraft operating envelop. Requires major new systems installation and aircraft evaluation. Operating envelope changed.
Conversion – passenger or combi to all freighter including cargo door, redesign floor structure and 9g net or rigid barrier	Yes	No	Yes	Extensive airframe changes affecting load paths, aeroelastic characteristics, aircraft related systems for fire protection, etc. Design assumptions changed from passenger to freighter.
Change to pressurized cabin including the introduction of a pressurization system.	No	No	Yes	Essentially a re-certification of airframe and systems associated with operating envelope change.

Addition of leading edge slats	Yes	No	No	Requires extensive changes to wing structure, adds aircraft level systems, and requires a new aeroplane flight manual to address performance and flight characteristics.
Fuselage length change – lengthen or shorten fuselage	Yes	No	No	Requires extensive changes to fuselage structure, affects aircraft level systems, and requires a new aeroplane flight manual to address performance and flight characteristics.
Extensive structural airframe modification, such as installation of a large telescope with large opening in fuselage.	Yes	No	No	Requires extensive changes to fuselage structure, affects aircraft level systems, and requires a new aeroplane flight manual to address performance and flight characteristics.
Changing the number of axles or number of landing gear done in context with a product level change which involves changing the aeroplane gross weight.	Yes	No	No	Requires extensive changes to aircraft structure, affects aircraft I systems and requires AFM changes..
Primary structure changes from metallic material to composite material.	No	Yes	No	Change in principles of construction and design from conventional practices.
Typically, an increase in design weight of more than 10%	No	No	Yes	When it requires extensive re-substantiation of aircraft structure, aircraft performance and flying qualities and associated systems.
Wing changes in span, sweep, and tip designs or wing chord. (Note: Potentially substantial if it is a change from a high wing to a low wing, or a new wing.)	Yes	No	No	When it requires extensive changes to wing structure, adds aircraft level systems, and requires a new aeroplane flight manual to address performance and flight characteristics.
Change in type or number of emergency exits in conjunction with an increase in the number of passengers demonstrated.	No	No	Yes	The new emergency egress requirements exceed those previously substantiated.
Comprehensive	No	No	Yes	Affects avionics and

flight deck upgrade.				electrical systems integration and architecture concepts and philosophies. This drives a re-assessment of flight crew workload and other human factors issues, and requires a re-evaluation of the original design assumptions used for the cockpit.
Change in primary flight controls to fly by wire (FBW) system. (Some airplanes have some degree of FBW. Achieving full FBW may be a not significant change on some airplanes.)	Yes	No	Yes	When the degree of change is so extensive that it affects basic aircraft systems integration and architecture concepts and philosophies. This drives a complete re-assessment of flight crew workload, handling qualities, and performance evaluation, which are different from the original design assumptions.
Replace reciprocating with turbo-propeller engines	Yes	No	No	Requires extensive changes to airframe structure, adds aircraft level systems, and requires a new aeroplane flight manual to address performance and flight characteristics.
Typically a thrust increase of more than 10%	No	No	Yes	When it requires extensive re-substantiation of powerplant installation, and has a marked effect on aircraft performance and flying qualities.
Initial installation of an autoland system	No	No	Yes	Baseline airplane not designed for autoland operation, potential crew work load and systems compatibility issues
Installation of a new fuel tank, e.g., horizontal stabilizer tank or auxiliary fuel tank in the fuselage outside the wing in conjunction with increased maximum takeoff weight and takeoff thrust.	No	No	Yes	Requires changes to airframe, systems and AFM. Results in performance changes.
Main deck cargo door installation.	Yes	No	No	Redistribution of internal loads, change in aeroelastic characteristics, system changes.
Conversion from a passenger floor to a cargo floor and	No	No	Yes	Completely new floor loading and design. Redistribution of internal loads,

installation of a cargo handling system.				change in cabin safety requirements, system changes.
Initial installation of an APU essential for aircraft flight operation.	No	No	Yes	Changes emergency electrical power requirements, change in flight manual and operating characteristics.

The following are examples of not significant changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Alternate engine installation or hush kit at same position	No	No	No	Although an aeroplane level change, it is not significant so long as there is not more than a 10% increase in thrust or a change in the principles of propulsion.
Fuselage length change – lengthen or shorten fuselage	No	No	No	A small change in fuselage length due to re-fairing the aft body or radome for cruise performance reasons, where such changes do not require extensive structural, systems or AFM changes
Re-fairing of wing tip caps (e.g., for lights, fuel dump pipes) and addition of splitter plates to the trailing edge thickness of the cruise airfoil.	No	No	No	Does not require extensive structural, AFM, or systems changes.
Additional power used to enhance high altitude or hot day performance	No	No	No	Usually no change in basic operating envelope. Existing cert data can be extrapolated. Could be significant product change if the additional power is provided by installation of a rocket motor or additional, on demand engine due to changes in certification assumptions.
General avionics changes.	No	No	No	These modifications are generally adaptive* in nature, and do not change the original certification assumptions, alter basic cockpit design

				architecture concepts and philosophies, and do not have a major impact on crew workload or man/machine. *Adaptive means the change adapts to the existing airplane buses, power, structure, ...
Initial installation of an autopilot system	No	No	No	Modification is generally adaptive in nature, with no change to original certification assumptions.
Integrated modular avionics	No	No	No	The basic functionality of the systems are unchanged. No change from analogue to digital.
Installation or rearrangement of an interior in an aircraft.	No	No	No	Special conditions could be used for new and novel features
Change from assembled primary structure to monolithic or integrally machined structure	No	No	No	Method of construction is well understood.
Modification to ice protection systems	No	No	No	Re-certification required, but type-certification basis is adequate.
Brakes: design or material change, e.g., steel to carbon	No	No	No	Re-certification required, but type-certification basis is adequate.
Redesign floor structure	No	No	No	By itself, this is not a significant product level change. It could be a significant change if part of a cargo converted passenger airplane.
Novel or unusual method of construction of a component.	No	No	No	Special conditions could be required if there are no existing requirements that adequately address these features. The component change does not rise to the product level change
Initial installation of a non-essential APU	No	No	No	A stand-alone initial APU installation on an airplane originally designed to use ground/airport supplied electricity, and air-conditioning. In this case, the APU would be an option to be independent of airport power.

Figure 3. Table of examples of Changes for Rotorcraft**The following are examples of substantial changes:**

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Change from the number and or configuration of rotors (e.g., main & tail rotor system to two main rotors.	Yes	No	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.
Change from an all-metal rotorcraft to all composite rotorcraft.	Yes	Yes	Yes	Proposed change in design is so extensive that a substantially complete investigation of compliance with the applicable requirements is required.

The following are examples of significant changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Comprehensive Flight Deck Upgrade	Yes	No	Yes	The degree of change is so extensive that it affects basic avionics and electrical systems integration and architecture concepts and philosophies. This drives a complete reassessment of flight crew workload and other human factor issues, and requires a re-evaluation of the original design assumptions used for the cockpit.
Certification for flight into known icing conditions.	No	No	Yes	
(Fixed) flying controls from mechanical to fly by wire	Yes	Yes	Yes	

Addition of an engine; e.g., from single to twin or reduction of the number of engines; e.g., from twin to single	Yes	No	Yes	May be Substantial - depend upon project details
A fuselage modification that changes the primary structure, aerodynamics, or operating envelope sufficiently to invalidate the certification assumptions.	Yes	No	Yes	
Application of an approved primary structure to a different approved model (e.g., installation on a former model of the main rotor approved on a new model that results in increase performance	No	Yes	Yes	
Extensive Primary structure changes from metallic material to composite material.	No	Yes	Yes	Change in principles of construction and assumptions used for certification for the product level change. Changes of a few individual elements from metal to composite are not typically considered a significant change .
Emergency Medical Service Configuration with primary structural changes sufficiently to invalidate the certification assumptions	Yes	No	Yes	Any EMS configuration will not be classified as significant. Modifications made for EMS is typically internal and the general external configuration is normally not affected. These changes should not automatically be classified as significant.
Skid landing gear to wheel landing gear or wheel landing to skid	Yes	No	Yes	If the rotorcraft is such that the skid or wheel configuration is inherent in the basic certification design, the change may be not significant.
Change of the number of rotor blades	Yes	No	No	The addition/deletion of rotor blades may not be significant provided the remainder of the basic propulsion system remains

				essentially unchanged.
Change tail anti-torque device (e.g., tail rotor, ducted fan or other technology)	Yes	Yes	No	

The following are examples of not significant changes:

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Emergency floats	No	No	No	Must Comply to the specific applicable requirements for emergency floats. This installation, in itself, does not change the rotorcraft configuration, overall performance, or operational capability. Expanding an operating envelope (such as operating altitude and temperature) and mission profile (such as passenger carrying operations to external load operations, or flight over water, or operations in snow conditions) are not by themselves so different that the original certification assumptions are no longer valid at the type-certificated product level.
FLIR or surveillance camera installation	No	No	No	Additional flight or structural evaluation may be necessary but the change does not alter the basic rotorcraft certification
Helicopter Terrain Awareness Warning System (HTAWS) for operational credit	No	No	No	Certified per rotorcraft HTAWS AC guidance material
Health Usage Monitoring System (HUMS) for Maintenance Credit	No	No	No	Certified per rotorcraft HUMS AC guidance material
Expanded limitations with minimal or no design changes, following further	No	No	No	Expanding an operating envelope (such as operating altitude and temperature) and mission profile (such as passenger

tests/justifications or different mix of limitations (CG limits, oil temperatures, altitude, minimum/maximum weight, minimum/max external temperatures, speed, ratings structure)				carrying operations to external load operations, or flight over water, or operations in snow conditions) are not by themselves so different that the original certification assumptions are no longer valid at the type-certificated product level.
Installation of a new engine type, equivalent to the former one; leaving a/c installation and limitations substantially unchanged	No	No	No	Refer to AC 27-1 or AC 29-2 for guidance
Windscreen installation	No	No	No	Does not change the rotorcraft overall product configuration
Snow skis, "Bear Paws"	No	No	No	Must comply with specific requirements associated with the change. Expanding an operating envelope (such as operating altitude and temperature) and mission profile (such as passenger carrying operations to external load operations, or flight over water, or operations in snow conditions) are not by themselves so different that the original certification assumptions are no longer valid at the type-certificated product level.
External Cargo Hoist	No	No	No	Must Comply to the specific applicable requirements for external loads. This installation, in itself, does not change the rotorcraft configuration, overall performance, or operational capability. Expanding an operating envelope (such as operating altitude and temperature) and mission profile (such as passenger carrying operations to external load operations, or flight over water, or

				operations in snow conditions) are not by themselves so different that the original certification assumptions are no longer valid at the type-certificated product level.
IFR upgrades involving installation of components (where the original certification does not indicate that the rotorcraft is not suitable as an IFR platform, e.g., special handling concerns).	No	No	No	Not a rotorcraft level change.
An upgrade to CAT A certification approval	No	No	No	Typically these are engine and drive systems rating changes appropriate for CAT A and rotorcraft performance requirements. Rotorcraft modifications, if any necessary, do not typically invalidate the certification assumptions, or change the general configuration of principles of construction.
Reducing the number of pilots for IFR from 2 to 1	No	No	No	May be significant if there are extensive equipment and design changes such that the certification assumptions are invalidated or the general configuration of the rotorcraft is changed.

Figure 4. Engines and Propellers

The following are examples of significant changes:

Turbine engines

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(ii)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Traditional turboprop to geared-fan engine	Yes	No	Yes	This change would affect the engine in terms of FOD ingestion,

				containment, etc... Note that this change is most likely substantial under 21A.19
Low bypass ratio engine to high bypass ratio engine with an increased inlet area.	Yes	No	Yes	Change in general configuration Likely change in model designation Not interchangeable Assumptions for certification may no longer be valid in terms of ingestion, icing, etc. Note that this change is most likely substantial under 21A.19
Turbojet to Turbofan	Yes	No	Yes	Change in general configuration Likely change in model designation Not interchangeable Assumptions for certification may no longer be valid ingestion, icing, blade out criteria, etc. Note that this change is most likely substantial under 21A.19
Turbo-shaft to turbo-propeller	Yes	No	Yes	Change in configuration such as an additional gearbox Change in model designation. Change in mission profile. Assumptions for certification may no longer be valid in terms of flight envelope, ratings, etc Note that this change is most likely substantial under 21A.19
Conventional ducted fan to unducted fan	Yes	Yes	Yes	Change in configuration Change in Type. Not interchangeable Assumptions for certification may no longer be valid Note that this change is most likely substantial under 21A.19
Conventional engine for subsonic operation to after-burning engine for supersonic operation	Yes	Yes	Yes	Change in configuration Change in Type Not interchangeable Assumptions for certification may no longer be valid Change in operating envelope Note that this change is most likely substantial under 21A.19

Increase/decrease in the number of compressor/turbine stages with resultant change in approved limitations*. (* excludes life limits)	No	No	Yes	Change is associated with other changes that would affect performance envelope and may affect the dynamic behaviour in terms of backbone bending, torque spike effects on casing, surge and stall characteristics, etc.
New design fan blade and fan hub, or a bladed fan disk to a blisk or a fan diameter change that could not be retrofitted,	Yes	No	Yes	Likely change in model designation Change is associated with other changes that would affect engine thrust/power limitations and have affected the dynamic behaviour of the engine in terms of backbone bending, torque spike effects on casing, foreign object ingestion behaviour, burst model protection for the aircraft. If there is a diameter change, installation will be also affected.
Hydro-Mechanical to FADEC/EEC without hydro-mechanical backup	Yes	Yes	Yes	Change in engine control configuration Likely change in model designation Not interchangeable. Likely fundamental change to engine operation. Assumptions used for certification are no longer valid or were not
A change in the containment case from hard-wall to composite or vice-versa, that could not be retrofitted without additional major changes to the engine or restrictions in the initial limitations in the installation manual	No	Yes	No	Change in methods of construction that have affected inherent strength, backbone bending, blade to case clearance retention, containment wave effect on installation, effect on burst model, torque spike effects.
Replacement of the gas generator (core) with a different one that is associated with changes in approved	No	No	Yes	Change is associated with other changes that would affect performance envelope and may affect the dynamic behaviour of the engine Assumptions used for

limitations* (* excludes life limits)				certification may no longer be valid
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Piston engines

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(ii)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Convert from Mechanical to Electronic Control System	Yes	Yes	No	Change in engine control configuration. : Installation interface of engine changed Changes to principles of construction: Digital controllers and sensors require new construction techniques and environmental testing.
Add Turbocharger that increases performance and changes in overall product	Yes	No	Yes	Change in general configuration: Installation interface of engine changed (exhaust system) Certification assumptions invalidated. Change in engine configuration Change in operating envelope and performance
Convert from air-cooled cylinders to liquid cooled cylinders.	Yes	No	Yes	Change in general configuration: Installation interface of engine changed (cooling lines from radiator, change to cooling baffles) Certification assumptions invalidated. Change in operating envelope and engine temperature requirements.
Convert from spark-ignition to compression-ignition	Yes	No	Yes	Change in general configuration: Installation interface of engine changed (no mixture lever) Certification assumptions invalidated: Change in operating envelope and performance.

Propellers

Description of change	Is there a Change to the	Is there a Change to the	Have the assumptions	Notes
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	General Configuration? 21A.101(b)(1)(i)	Principles of Construction? 21A.101(b)(1)(i)	used for Certification been invalidated? 21A.101(b)(1)(ii)	
Introduction of a different principle of blade retention	Yes	Yes	No	Change in propeller configuration Likely change in model designation Propeller's operating characteristics and inherent strength require re-evaluation

Figure 4. Engines and Propellers

The following are examples of not significant changes:

Turbine engines

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Change in the material from one type of metal to another type of metal of a compressor drum	No	No	No	No change in performance No likely change in model designation Assumptions are still valid
Increase/decrease in the number of compressor/turbine stages without resultant change in performance envelope	No	No	No	No change in performance Model designation may or may not change Assumptions are still valid
New components internal to the FADEC/EEC the introduction of which does not change the function of the system	No	No	No	No change in configuration Retrofittable Assumptions used for certification are still valid Possible changes in principles of construction are insignificant
Software changes	No	No	No	
Rub-strip design changes	No	No	No	Component Level Change
A new combustor that does not change the approved limitations*, or dynamic behaviour (* excludes life limits)	No	No	No	Component Level Change
Bearing changes	No	No	No	Component Level Change
New blade designs with similar material that can be retrofitted	No	No	No	Component Level Change
Fan blade re-design that can be retrofitted	No	No	No	Component Level Change
Oil tank re-design	No	No	No	Component Level Change
Change from one hydro-mechanical	No	No	No	Component Level Change

control to another hydro-mechanical control				
Change to limits on life limited components	No	No	No	Component Level Change
Changes to limits on exhaust gas temperature	No	No	No	
Changes in certification maintenance requirements (CMR) with no configuration changes	No	No	No	
Bump ratings within the product's physical capabilities that may be enhanced with gas path changes that are limited to such changes as blade re-stagger, cooling hole patterns, blade coating changes, etc.	No	No	No	
A change in principal physical properties and mechanics of load transfer of a material of primary structure or highly loaded components. For example, change from traditional metal to either an exotic alloy or a composite material on a highly loaded component	No	No	No	Component Level Change

Piston engines

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
A change in principal physical properties and mechanics of load transfer of a material of primary structure or highly	No	No	No	Component Level Change

loaded components. For example, change from traditional metal to either an exotic alloy or a composite material on a highly loaded component				
New or redesigned cylinder head, or valves or pistons.	No	No	No	Component Level Change
Changes in crankshaft	No	No	No	Component Level Change
Changes in crankcase	No	No	No	Component Level Change
Changes in carburettor	No	No	No	Component Level Change
Changes in mechanical fuel injection system	No	No	No	No controversy-No comments
Changes in mechanical fuel injection pump	No	No	No	Component Level Change
Engine model change to accommodate new airplane installation. No change in principles of operation of major subsystems; no significant expansion in power or operating envelopes or in limitations	No	No	No	
No change in basic principles of operation, or a simple mechanical change. For example, change from dual magneto to two single magnetos on a model	No	No	No	
Subsystem change produces no change in base input parameters, and previous analysis can be reliably extended. For example, a change in turbocharger where induction system inlet conditions remain unchanged, or if changed, the	No	No	No	

effects can be reliably extrapolated				
Change in material of secondary structure or not highly loaded component. For example, a change from metal to composite material in a non-highly loaded component, such as an oil pan that is not used as a mount pad	No	No	No	Component Level Change
Change in material that retains the physical properties and mechanics of load transfer. For example, a change in trace elements in a metal casting for ease of pouring or to update to a newer or more readily available alloy with similar mechanical properties	No	No	No	Component Level Change

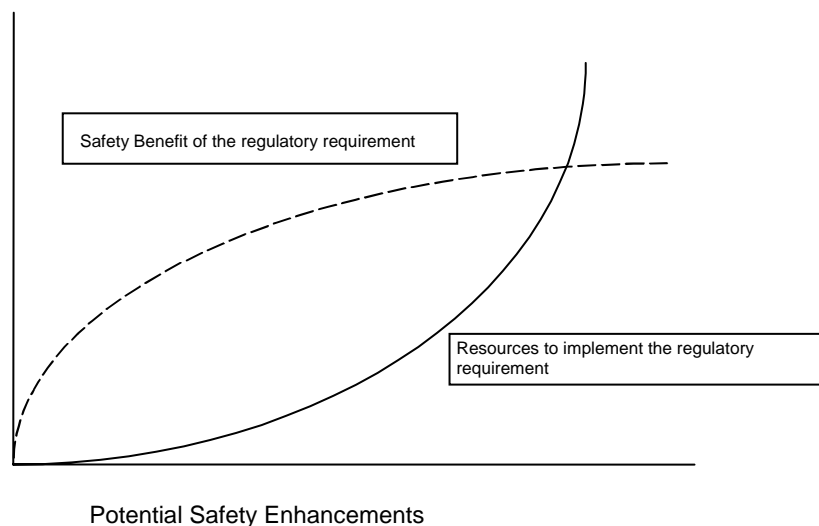
Propellers

Description of change	Is there a Change to the General Configuration? 21A.101(b)(1)(i)	Is there a Change to the Principles of Construction? 21A.101(b)(1)(i)	Have the assumptions used for Certification been invalidated? 21A.101(b)(1)(ii)	Notes
Change in the material of a blade bearing	No	No	No	Component Level Change
Change to a component in the control system	No	No	No	Component Level Change
Change to a de-icer boot	No	No	No	Component Level Change

Appendix 2 to GM 21A.101 PROCEDURE FOR EVALUATING IMPRACTICALITY OF APPLYING LATEST REQUIREMENTS TO A CHANGED PRODUCT**1. INTRODUCTION**

The basic tenet of the changed product rule is that compliance of significant changes with the latest requirements will enhance the level of safety of these aviation products. However, in certain cases the cost of complying fully with a later requirement may not be commensurate with a small safety benefit achieved. It is also understood that the existing fleet and newly produced aeroplanes, engines and propellers are safe, and that any unsafe condition is immediately addressed through the airworthiness directive process. These concepts form the basis of finding it to be impractical to comply with a later requirement, allowing compliance with an earlier requirement is acceptable. This appendix gives one method of determining if compliance with a later requirement is impractical; however this does not preclude the use of other methods that have as a goal improving the safety of aeronautical products.

This GM recognises that other procedures have been used for some products and have been historically been accepted on a case-by-case basis. These procedures have not been fully harmonised and may not be acceptable for all products. It is envisaged that other methods will be developed and become part of this GM. Regardless of which method is used, the fundamental premise of these methods must be for the applicant to demonstrate a resource effective type-certification basis showing a positive safety benefit for the overall product. In this regard, any method used must also encourage incorporating the safety enhancements that will have the most dramatic impact on the accident rate and recognize the effective utilization of limited resources. This important point is illustrated graphically in the accompanying figure. This figure notionally shows the interrelation between the total resources required for incorporating each potential safety enhancement with the corresponding net increase in safety benefit. Typically one will find that there are proposals that will produce a positive safety benefit that can be introduced very resource effectively. Conversely, there are those that may produce small safety benefit but may require a large amount of resources to implement. Clearly, there will be a point where a large percentage of the potential safety benefit can be achieved with a reasonable expenditure of resources. The focus of the methods used should be to determine the most appropriate set of safety-significant regulatory standards relative to the respective cost to reach this point.



This Appendix to GM 21A.101 provides procedural guidance that maybe used as a starting point to determine the practicality of applying a requirement at a particular amendment level to a changed product. This guidance can be used for evaluating the safety benefit and resource impact of implementing the latest airworthiness requirements in the type-certification basis of a changed product. The procedure is generic in nature and describes the steps and necessary inputs that any applicant may use on any project to develop a position.

- a. The procedure is intended to be used, along with good engineering judgement, to evaluate the relative merits of a changed product complying with the latest requirements.
- b. This procedure provides a means, but not the only means, for an applicant to present its position in regards to impracticality.
- c. The type-certification basis for a change to a product will not be at an amendment level earlier than the existing type-certification basis. Therefore, when determining the impracticality of applying a requirement at the latest amendment level only the increase in safety benefits and costs beyond compliance with the existing type-certification basis should be considered.
- d. The following are steps to determine the impracticality of applying a requirement at a particular amendment level. The first step will be to identify the regulatory change being evaluated.

Step 1: Identify the Regulatory Change Being Evaluated

In this step it will be necessary to document:

- The specific requirement (e.g., CS 25.365),
- The amendment level of the existing type-certification basis for the requirement, and
- The latest amendment level of the requirement.

Step 2: Identify the Specific Hazard that the Requirement Addresses

- a. Each requirement and requirement amendment is intended to address a hazard or hazards. In this step the specific hazard(s) are identified. This identification will allow for a comparison of the effectiveness of amendment levels of the requirement at addressing the hazard.
- b. In many cases the hazard and the cause of the hazard will be obvious. When the hazard and its related cause are not immediately obvious it may be necessary to review the explanatory note and comment/response document to the NPA and discuss the hazard with the Agency.

Step 3: Review the Consequences of the Hazard(s)

- a. Once the hazard has been identified it is possible to identify the types of consequences that may occur because of the presence of the hazard. More than one consequence can be attributed for the same hazard. Typical examples of consequences would include, but not be limited to,:

- (1) Incidents where only injuries occurred,
- (2) Accidents where less than 10% of the passengers succumbed to their injuries,
- (3) Accidents where 10% or more passengers succumbed to their injuries, and
- (4) Accidents where a total hull loss occurred.

- b. The explanatory note and comment/response document to the NPA may provide useful information regarding the consequences of the hazard the requirement is intended to address.

Step 4: Identify the Historical and Predicted Frequency of each Consequence

- a. Another input in determining impracticality is the historical record of the consequences of the hazard that led to a requirement or an amendment to a requirement. From this data a frequency of occurrence for the hazard can be determined. It is important to recognise that the frequency of occurrence may be higher or lower in the future. Therefore, it also is necessary to predict the frequency of future occurrences.

b. More than one consequence can be attributed for the same hazard. Therefore, when applicable, the combination of consequences and frequencies of those consequences should be considered together.

c. The explanatory note and comment/response document to the NPA may provide useful information regarding the frequency of occurrence.

Step 5: Determine How Effective Full Compliance with the Latest Amendment of the Requirement would be at Addressing the Hazard

a. When each amendment is promulgated it is expected that compliance with the requirement would be completely effective at addressing the associated hazard. It is expected that the hazard would be eliminated, avoided, or dealt with. However, in a limited number of situations this may not be the case. It is also possible that earlier amendment levels may have addressed the hazard but were not completely effective. Therefore, in comparing the benefits of compliance with the existing type-certification basis to the latest amendment level it is useful to estimate the effectiveness of both amendment levels in dealing with the hazard.

b. It is recognised that the determination of levels of effectiveness is normally of a subjective nature. Therefore, prudence should be exercised when making these determinations. In all cases it is necessary to document the assumptions and data that support the determination.

c. The following five levels of effectiveness are provided as a guideline.

(1) Fully effective in all cases

Compliance with the requirement eliminates the hazard or provides a means to completely avoid the hazard.

(2) Considerable potential for eliminating or avoiding the hazard

Compliance with the requirement eliminates the hazard or provides a means to completely avoid the hazard for all probable or likely cases. However it does not cover all situations or scenarios.

(3) Adequately deals with the hazard

Compliance with the requirement eliminates the hazard or provides a means to completely avoid the hazard in many cases. However, the hazard is not eliminated or avoided in all probable or likely cases. Usually this action only addresses a significant part of a larger or broader hazard.

(4) Hazard only partly addressed

In some cases compliance with the requirement partly eliminates the hazard or does not completely avoid the hazard. The hazard is not eliminated or avoided in all probable or likely cases. Usually this action only addresses part of a hazard.

(5) Hazard only partly addressed but action has negative side effect

Compliance with the requirement does not eliminate or avoid the hazard or may have negative safety side effects. The action is of questionable benefit.

Step 6: Determine Resource Costs and Cost Avoidance

a. There is always a cost associated with complying with a requirement. This cost may range from minimal administrative efforts to the resource expenditures necessary to support full scale testing or the redesign of a large portion of an aircraft. However, there are also potential cost savings from compliance with a requirement. For example, compliance with a requirement may avoid aircraft damage or accidents and the associated costs to the manufacturer for investigating accidents. Compliance with the latest amendment of a requirement may also facilitate certification of a product by the competent authority of a third country.

b. When determining the impracticality of applying a requirement at the latest amendment level only the increase in costs, and safety benefits from complying with the existing type-certification basis should be considered.

c. When evaluating the cost, it may be beneficial for the applicant to compare the increase in cost to comply with the latest requirements to the cost to incorporate the same design feature in a new aeroplane. In many cases, an estimate for the cost of incorporation in a new aeroplane is provided in the regulatory evaluation by the Agency that was presented when the corresponding requirement was first promulgated. Incremental costs of retrofit/incorporation on existing designs may be higher than that for production. Examples of costs may include, but are not limited to,:

(1) Costs: The accuracies of fleet size projections, utilisation, etc. may be different than that experienced in actuality for derivative product designs and must be validated.

(a) Labour: Work carried out in the design, fabrication, inspection, operation or maintenance of a product for the purpose of incorporating or demonstrating compliance with a proposed action. Non-recurring labour requirements, including training should be considered.

(b) Capital: Construction of new, modified or temporary facilities for design, production, tooling, training or maintenance.

(c) Material: Cost associated with product materials, product components, inventory, kits and spares.

(d) Operating Costs: Costs associated with fuel, oil, fees and expendables.

(e) Revenue/Utility Loss: Costs resulting from earning/usage capability reductions from departure delays, product downtime, capability reductions of performance loss due to seats, cargo, range or airport restrictions.

(2) Cost Avoidance

(a) Avoiding cost of accidents including investigation of accidents, lawsuits, public relations activities, insurance, and lost revenue.

(b) Foreign Certification: Achieve a singular effort that would demonstrate compliance with the requirements of most competent authorities, thus minimising certification costs.

Step 7: Document Conclusion Regarding Practicality

a. Once the information from previous steps has been documented and reviewed, the applicant's position and rationale regarding practicality can be documented. Examples of possible positions would include, but are not limited to:

(1) Compliance with the latest requirement is necessary. The applicant would pursue the change at the latest amendment level.

(2) Compliance with an amendment level between the existing type-certification basis and the latest amendment would adequately address the hazard at an acceptable cost, while meeting the latest amendment level would be impractical. The applicant would then propose the intermediate amendment level of the requirement.

(3) The increased level of safety is not commensurate with the increased costs associated with meeting the latest amendment instead of the existing type-certification basis. Therefore, the applicant would propose the existing type-certification basis.

(4) The results of this analysis were inconclusive. Further discussions with the Agency are warranted.

NOTE: This process may result in a required type-certification basis that renders the proposed modification economically not viable.

2 EXAMPLES

The following examples are for large aeroplanes and are illustrative of the typical process followed by an applicant. The process will be the same for all product types.

2.1 Example 1: § 25.963 Fuel Tank Access Covers

(NOTE: This example is taken from a FAA certification, so references are made to FAR sections and amendments.)

a. This change is part of a significant transport aeroplane model change that increases passenger payload and gross weight by extending the fuselage 20 feet. The model change will feature increased thrust engines, strengthened wing and fuselage, and a completely redesigned landing gear. To accommodate the higher design weights, increased braking requirements and to reduce runway loading, the applicant will change the landing gear from a two-wheel to four-wheel configuration. The new model aeroplane will be required to comply with the latest applicable requirements based on the date of application.

b. The wing will be strengthened locally at the side of the body and at the attachment of engines and landing gear, but the applicant would not like to alter wing access panels and the fuel tank access covers. Although the applicant recognises that the scatter pattern and impact loading on the wing from debris being thrown from the landing gear will change, it proposes that it would be impractical to redesign the fuel tank access covers.

c. The applicant proposes to change the landing gear from a two-wheel configuration to a four-wheel configuration. This changes the debris scatter on the wing from the landing gear.

Step 1: Identify the Regulatory Change Being Evaluated

a. The existing type-certification basis of the aeroplane that is being changed is part 25 prior to amendment 69.

b. Amendment 25-69 added the requirement that fuel tank access covers on transport category aeroplanes be designed to minimise penetration by likely foreign objects, and be fire resistant.

Step 2: Identify the Specific Hazard that the Requirement Addresses

Fuel tank access covers have failed in service due to impact with high-energy objects such as failed tire tread material and engine debris following engine failures. In one accident, debris from the runway impacted a fuel tank access cover, causing its failure and subsequent fire, which resulted in fatalities and loss of the aeroplane. Amendment 25-69 will ensure that all access covers on all fuel tanks are designed or located to minimise penetration by likely foreign objects, and are fire resistant.

Step 3: Review the History of the Consequences of the Hazard(s)

Occurrences with injuries, and with more than 10% deaths

Step 4: Identify the Historical and Predicted Frequency of Each Consequence

- a. In 200 million departures of large jets,
 - (1) 1 occurrence with more than 10% deaths, and
 - (2) 1 occurrence with injuries.
- b. There is no reason to believe that the future rate of accidents will be significantly different than the historical record.

Step 5: Determine How Effective Full Compliance with the Latest Amendment of the Requirement would be at addressing the Hazard

Considerable potential for eliminating or avoiding the hazard
Compliance with amendment 25-69 eliminates the hazard or provides a means to completely avoid the hazard for all probable or likely cases. However, it does not cover all situations or scenarios

Step 6: Determine Resource Costs and Cost Avoidance

- a. Costs:
 - (1) For a newly developed aeroplane there would be minor increases in labour resulting from design and fabrication.
 - (2) There would be a negligible increase in costs related to materials, operating costs, and revenue utility loss.
- b. Cost avoidance:
 - (1) There were 2 accidents in 200 million departures. The applicant believes that it will manufacture more than 2000 of these aeroplanes or derivatives of these aeroplanes. These aeroplanes would average 5 flights a day. Therefore, statistically there will be accidents in the future if the hazard is not alleviated. Compliance will provide cost benefits related to avoiding lawsuits, accident investigations and public relation costs.
 - (2) There are cost savings associated with meeting a single type-certification basis for FAA and foreign requirements.

Step 7: Document Conclusion Regarding Practicality

It is concluded that compliance with the latest requirement increases the level of safety at a minimal cost to the applicant. Based on the arguments and information presented by the applicant through the issue paper process, the Agency determined that meeting the latest amendment would not be impractical.

2.2 Example 2: § 25.365 Pressurised Compartment Loads

(NOTE: This example is taken from a FAA certification, so references are made to FAR sections and amendments.)

- a. For the product change described in Example 1, the lengthened fuselage affects the size of the main deck passenger compartment and the lower centre cargo compartment. The applicant plans to comply fully with the latest pressurised compartment loads except for one interior partition for which the applicant believes compliance would be impractical.

b. The applicant proposes to increase the length of the fuselage by installing fuselage plugs. This change affected the size of the main deck passenger compartment and the lower centre cargo compartment.

Step 1: Identify the Regulatory Change Being Evaluated

a. The existing type-certification basis of the aeroplane that is being changed includes § 25.365 at amendment 25-54. The initial release of § 25.365 required that interior structure of passenger compartments be designed to withstand the effects of a sudden release of pressure through an opening resulting from the failure or penetration of an external door, window, or windshield panel, or from structural fatigue or penetration of the fuselage, unless shown to be extremely remote.

b. Amendment 25-54 revised § 25.365 to require that the interior structure be designed for an opening resulting from penetration by a portion of an engine, an opening in any compartment of a size defined by § 25.365(e)(2), or the maximum opening caused by a failure not shown to be extremely improbable.

c. Amendment 25-71 extended the requirement to all pressurised compartments, not just passenger compartments, and to the pressurisation of unpressurised areas. The later requirement had previously been identified as an unsafe feature under § 21A.21(b)(2).

Step 2: Identify the Specific Hazard that the Requirement Addresses

The hazard is a catastrophic structure and/or system failure produced by a sudden release of pressure through an opening in any compartment in flight. This opening could be caused by an uncontained engine failure, an opening of a prescribed size due to the inadvertent opening of an external door in flight, or by an opening caused by a failure not shown to be extremely improbable. The opening could be produced by an event that has yet to be identified.

Step 3: Review the History of the Consequences of the Hazard(s)

Occurrences with injuries, less than 10% deaths, and more than 10% deaths

Step 4: Identify the Historical and Predicted Frequency of Each Consequence

a. In 200 million departures of large jets,

(1) 2 occurrences with more than 10% deaths,

(2) 1 occurrence with less than 10% deaths, and

(3) 1 occurrence with injuries.

b. There is no reason to believe that the future rate of accidents will be significantly different than the historical record.

Step 5: Determine How Effective Full Compliance with the Latest Amendment of the Requirement would be at addressing the Hazard

a. Fully effective in all cases

Compliance with amendment 25-71 eliminates the hazard or provides a means to completely avoid the hazard.

b. Considerable potential for eliminating or avoiding the hazard

Compliance with amendment 25-54 eliminates the hazard or provides a means to completely avoid the hazard for all probable or likely cases. However, it does not cover all situations or scenarios.

c. Adequately deals with the hazard

Compliance with the original type-certification basis eliminates the hazard or provides a means to completely avoid the hazard in many cases. However, the hazard is not eliminated or avoided in all probable or likely cases. Usually this action only addresses a significant part of a larger or broader hazard.

d. Design changes made to the proposed derivative aeroplane bring it nearly into compliance with § 25.365 amendment 25-71. Analyses show that one interior partition would fail when subjected to the pressure differential defined by the latest requirement. However, its failure would not have an impact on continued safe flight and landing. This is because none of the critical or essential systems are affected by failure of this partition and its failure would not present a hazard to a crewmember. Design solutions were considered for this partition, including structural reinforcement and additional venting area, but all were found to require substantial changes. With this design the applicant believes that most of the safety benefits have been achieved and that no appreciable increase in safety would be achieved by complying fully with amendment 25-71.

Step 6: Determine Resource Costs and Cost Avoidance

a. Costs:

(1) For a newly developed aeroplane there would be a significant increase in costs related to labour and capital to comply with amendment 25-71 instead of the original type-certification basis.

(2) There would be a negligible increase in costs related to materials, operating costs, and revenue utility loss.

(3) There would be savings in both labour and capital costs if compliance were shown to amendment 25-54 instead of amendment 25-71.

b. Cost Avoidance:

(1) There were 4 accidents in 200 million departures. The applicant believes that it will manufacture more than 2000 of these aeroplanes or derivatives of these aeroplanes. These aeroplanes would average 5 flights a day. Therefore, statistically there will be accidents in the future if the hazard is not alleviated. Compliance will provide cost benefits related to avoiding lawsuits, accident investigations and public relation costs.

(2) There are cost savings associated with meeting a single type-certification basis for FAA and foreign requirements.

Step 7: Document Conclusion Regarding Practicality

The design is in compliance with §25.365 amendment 25-54, and nearly in full compliance to amendment 25-71. The design would adequately address the hazard at an acceptable cost. Therefore, based on arguments of impracticality discussed in an issue paper, the Agency accepts the applicant's proposal to comply with §25.365 amendment 25-54.

Appendix 3 to GM 21A.101**THE USE OF SERVICE EXPERIENCE IN THE CERTIFICATION PROCESS.****1. INTRODUCTION**

Service experience may be utilised to support the application of an earlier type-certification basis if the earlier type-certification basis in conjunction with the applicable service experience and other compliance measures provides a level of safety comparable to that provided by the latest requirements. It is incumbent on the applicant to provide sufficient substantiation to allow the Agency to make this determination. A statistical approach may be used, subject to the availability and relevance of data, however sound engineering judgement must be used. For service history to be acceptable, the data must be both sufficient and pertinent.

The essentials of the process involve:

- a. A clear understanding of the requirement change and the purpose for the change;
- b. A determination based on detailed knowledge of the proposed design feature;
- c. The availability of pertinent and sufficient service experience data, and
- d. A comprehensive review of that service experience data.

2. GUIDELINES

The Certification Review Item (CRI) procedure would be used and the applicant should provide documentation to support the following:

- a. The identification of the differences between the requirement in the existing basis and the requirement as amended, and the effect of the change in the requirement.
- b. A description as to what aspect of the latest requirements the proposed changed product would not meet.
- c. Evidence showing that the proposed type-certification basis for the changed product, together with applicable service experience, provides a level of safety consistent with complying with the latest requirements.
- d. A description of the design feature and its intended function
- e. Data for the product pertinent to the requirement:
 - (1) Service experience from such sources as the following
 - (a) Accident Reports
 - (b) Incident Reports
 - (c) Service Bulletins
 - (d) Airworthiness directives
 - (e) Repairs
 - (f) Modifications
 - (g) Flight hours/cycles for fleet leader and total fleet
 - (h) World Airline Accident Summary (WAAS) Data
 - (i) Service Difficulty Reports
 - (j) Reports from Accident Investigation Bureaux
 - (k) Warranty, repair and parts usage data
 - (2) Show that the data presented represents all relevant service experience for the product, including the results of any operator surveys, and is comprehensive enough to be representative

- (3) Show that the service experience is relevant to the issue.
 - (4) Identification and evaluation of each of the main areas of concern, with regard to:
 - (a) recurring and/or common failure modes
 - (b) cause
 - (c) probability, by qualitative reasoning
 - (d) measures already taken and their effects
 - (5) Relevant data pertaining to aircraft of similar design and construction may be included
 - (6) Evaluation of failure modes and consequences through analytical processes. The analytical processes should be supported by:
 - (a) A review of previous test results; and
 - (b) Additional detailed testing.
- f. A conclusion that draws together the data and the rationale
- g. These guidelines are not intended to be limiting, either in setting required minimum elements or in precluding alternative forms of submission. Each case may be different, based on the particulars of the system being examined and the requirement to be addressed.

3. EXAMPLE

The following example is for large aeroplanes and is illustrative of the typical process followed by an applicant. The process will be the same for all product types.

a. Transport Aeroplanes: § 25.1141(f) Auxiliary Power Unit (APU) Fuel Valve Position Indication

(NOTE: This example is taken from a FAA certification, so references are made to FAR sections and amendments.)

b. This example comes from a new generation model transport aeroplane where extensive changes were made to the main airframe components, engines and systems. The baseline aeroplane has an extensive service history. The purpose of the example is to show how the use of service experience is used to support a finding that compliance with the latest requirement would not contribute materially to the level of safety, and that application of the existing type-certification basis (or earlier amendment) would be appropriate. The example is for significant derivatives of transport aeroplanes with extensive service history. It is provided to illustrate the process, following the guidelines given in this Appendix, but does not include the level of detail that would normally be required.

- (1) The differences between the requirement in the existing type-certification basis and the requirement as amended, and the effect of the change in the requirement.

The existing type-certification basis of the aeroplane that is being changed is the initial release of part 25. Amendment 25-40 added the requirement §25.1141(f) that power-assisted valves must have a means to indicate to the flight crew when the valve is in the fully open or closed position, or is moving between these positions.

- (2) What aspect of the latest requirements the proposed changed product would not be met.

The proposed APU fuel valve position indication system does not provide the flight crew with fuel valve position or transition indication, and therefore does not comply with the requirements of §25.1141(f).

(3) Evidence that the proposed type-certification basis for the changed product, together with applicable service experience and other compliance measures provide an acceptable level of safety.

The APU fuel shut off valve and actuator are unchanged from those used on the current family of aeroplanes, and have been found to comply with the earlier amendment 25-11 of §25.1141(f). The existing fleet has achieved approximately xx flights during which service experience of the existing design has been found to be acceptable. If one assumes a complete APU cycle, i.e. start up and shutdown for each flight, the number of APU fuel shut off valve operations would be over 10^8 cycles, which demonstrates that the valve successfully meets its intended function and complies with the intent of the requirement. In addition, the system design for the changed product incorporates features, which increase the level of functionality and safety.

(4) A description of the design feature and its intended function.

The fuel shut off valve, actuator design, and operation is essentially unchanged, with the system design ensuring that the valve is monitored for proper cycling from closed to open at start initiation. If the valve is not in the appropriate position (i.e., closed) then the APU start is terminated, an indication is displayed on the flight deck and any further APU starts are prevented. Design improvements using the capability of the APU Electronic Control Unit (ECU) have been incorporated in this proposed product change. These design changes ensure that the fuel valve indication system will indicate failure of proper valve operation to the flight crew, albeit the system does not indicate valve position as required by §25.1141(f).

(5) Data for the product pertinent to the requirement.

An issue paper was co-ordinated which included data, or referenced reports, documenting relevant service experience that has been compiled from incident reports, fleet flight hour/cycle data, and maintenance records. The issue paper also discussed existing and proposed design details, failure modes, and analyses showing to what extent the proposed aeroplane complies with the latest amendment of §25.1141. Information is presented to support the applicant's argument that compliance with the latest amendment would not materially increase the level of safety. Comparative data pertaining to aircraft of similar design and construction are also presented.

(6) Conclusion drawing together the data and rationale.

The additional features incorporated in the APU fuel shut off valve will provide a significant increase in safety to an existing design with satisfactory service experience. The applicant proposes that compliance with the latest amendment would not materially increase the level of safety, and that compliance with §25.1141 at amendment 25-11 would provide an acceptable level of safety for the proposed product change.

Subpart E – Supplemental type-certificates**GM 21A.112B****Demonstration of capability for supplemental type-certificate cases**

See also AMC 21A.14(b) for the details of the alternative procedures.

The following examples of major changes to type design (ref: 21A.91) are classified in two groups. Group 1 contains cases where a design organisation approved under Part 21 Subpart J ("Subpart J DOA") should be required, and Group 2 cases where the alternative procedure may be accepted. They are typical examples but each STC case should be addressed on its merits and there would be exceptions in practice. This classification is valid for new STCs, not for evolution of STCs, and may depend upon the nature of the STC (complete design or installation).

Product	Discipline	Kind of STC	Group
CS-23 (products where J DOA is required for TC)			
Notes : * STC which leads to reassess the loads on large parts of primary structure should be in group 1. * 2/1 means that an assessment of consequences in terms of handling qualities, performance or complexity of showing of compliance may lead to classification in group 1.			
	Aircraft		
		Conversion to tail wheel configuration	1
		Auxiliary fuel tank installations	2/1
		Glass fibre wing tips	2/1
		Fairings: nacelle, landing gear	2
		Gap seals: aileron, flap, empennage, doors	2
		Vortex generators	2/1
		Spoiler installation	1
		Increase in MTOW	1
	Structures		
		Stretcher installation	2
		Change to seating configuration	2
		Windshield replacement (heated, single piece, etc)	2
		Light weight floor panels	2
		Ski installations	2/1
	Propulsion		

Product	Discipline	Kind of STC	Group
		Engine model change	1
		Fixed pitch propeller installation	2
		Constant speed propeller installation	2/1
		Installation of exhaust silencer	2
		Installation of Graphic engine monitor	2
		Installation of fuel flow meter	2
		Accessory replacement (alternator, magnetos, etc.)	2
		Inlet modifications: oil cooler; induction air	2
	Equipment		
		Avionics upgrades (EFIS, GPS, etc)	2/1
		Engine instrument replacements	2
		Carburettor ice detection system	2
		Autopilot system installation	1
		Wing tip landing light; recognition lights	2
		WX radar installation	2
		Aeromedical system installations	2
		De- and anti-ice system installations	1
		Emergency power supply installations	2
CS-25			
	Cabin Safety		
	<u>Note :</u> Basically all changes related to cabin configuration should be in Group 2.	Cabin layout (installation of seats (16G), galleys, single class or business / economy class, etc)	2
		Floor path marking	2
		Crew rest compartment	1
		Change of cargo compartment classification (from class D to class C)	1
	Structure		
	<u>Note :</u> STC which leads to reassess the loads on large parts of primary structure should be in Group 1.	Cargo door	1
		Change from Passenger to Freighter configuration	1
	Avionics		

Product	Discipline	Kind of STC	Group
Notes : For CS-25 products, the existence of ETSO is not taken into account for the classification ; Impact on aircraft performance, and influence of aircraft performance are criteria to assess the classification ; Subjective assessment of human factors is considered for determination of classification.		CVR	2
		VHF	2
		NAV (ADF, VOR, GPS, BRNAV)	2
		Autopilot, HUD, EFIS, FMS	1
		DFDR	2/1
		Meteo radar	2
		ILS Cat 3	1
		RVSM	1
		TCAS, EGPWS	1
		GPWS	2
	Powerplant		
		Auxiliary fuel tanks	1
		Thrust Reverser system	1
		Hushkit	1
		Fire detection	1
		Fuel gauging	1
		Change of Engine or Propeller	1
CS-27 or 29	All disciplines		
Note : 2/1 means that an assessment of consequences in terms of handling qualities and performance may lead to classification in Group 1.		Main rotor or tail rotor blades replacement	1
		Autopilot	1
		Engine type change	1
		GPS installation	2
		Jettisonable overhead raft installation	2
		Utility basket installation	2/1
		Nose or side mount camera installation	2/1
		Passenger access step installation	2/1
		Protection net & handle installation (parachuting)	2
		VIP cabin layout	2
		Navigation system installation	2
		Fuel boost pump automatic switch-on installation	2
		Decrease of maximum seating capacity	2
		Agricultural spray kit installation	2/1
		Long exhaust pipe installation	2
		Flotation gear installation	2/1
		Wipers installation	2
		Engine oil filter installation	2

Product	Discipline	Kind of STC	Group
		Skid gear covering installation	2/1
		Gutter installation (top pilot door)	2
		Cable cutter installation	2
		Auxiliary fuel tank fixed parts installation	2
		Cabin doors windows replacement	2
		Radio-altimeter aural warning installation	2
		Stand-by horizon autonomous power supply	2
		Fire attack system	2/1
		Hoisting system installation	2/1
		External loads hook installation	2
		Emergency flotation gear installation	2/1
		Heating/demisting (P2 supply)	2

Subpart F – Production without production organisation approval**GM No. 1 to 21A.121****Applicability - Individual product, part or appliance**

In this context, “demonstrating the conformity with the applicable design data of a product, part and appliance” means that conformity with the applicable design data has to be established and shown for each and every product, part, appliance, or material produced.

GM No. 2 to 21A.121**Applicability – Applicable design data**

Applicable design data is defined as all necessary drawings, specifications and other technical information provided by the applicant for, or holder of a design organisation approval, TC, STC, approval of repair or minor change design, or ETSO authorisation (or equivalent when Part 21 Section A Subpart F is used for production of products, parts or appliances, the design of which has been approved other than according to Part 21), and released in a controlled manner to the manufacturer producing under Part 21 Subpart F. This should be sufficient for the development of production data to enable manufacture in conformity with the design data.

Prior to issue of the TC, STC, approval of repair or minor change design or ETSO authorisation, or equivalent, design data is defined as ‘not approved’, but parts and appliances may be released with an EASA Form 1 as a certificate of conformity.

After issue of the TC, STC, approval of repair or minor change or ETSO authorisation, or equivalent, this design data is defined as ‘approved’ and items manufactured in conformity are eligible for release on an EASA Form 1 for airworthiness purposes.

AMC No. 1 to 21A.122**Eligibility – Link between design and production**

An “arrangement” is considered suitable if it is documented and satisfies the Competent Authority that co-ordination is satisfactory.

To achieve satisfactory co-ordination the documented arrangements must at least define the following aspects irrespective of whether the design organisation and the person producing or intending to produce under Part 21 Subpart F are separate legal entities or not:

- 1 The responsibilities of a design organisation which assure correct and timely transfer of up-to-date applicable design data (e.g., drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.);
- 2 The responsibilities and procedures of the manufacturer for receiving, managing and using the applicable design data provided by the design organisation.
- 3 The responsibilities and procedures of the manufacturer for developing, where applicable, its own manufacturing data in compliance with the applicable design data package.
- 4 The responsibilities of the manufacturer to assist the design organisation in dealing with continuing airworthiness matters and for required actions (e.g., traceability of parts in case of direct delivery to users, retrofitting of modifications, traceability of processes’ outputs and approved deviations for individual parts as applicable, technical information and assistance, etc.);
- 5 The scope of the arrangements covering Subpart F requirements , in particular: 21A.126(a)(4) and 21A.129(d) and (f) and any associated GM or AMC.

SECTION A/Subpart F**AMC & GM for PART 21**

- 6 The responsibilities of the manufacturer, in case of products prior to type certification to assist a design organisation in showing compliance with CS (access and suitability of production and test facilities for manufacturing and testing of prototype models and test specimen);
- 7 The procedures to deal adequately with production deviations and non conforming parts;
- 8 The means to achieve adequate configuration control of manufactured parts, to enable the manufacturer to make the final determination and identification for conformity or airworthiness release and eligibility status;
- 9 The identification of responsible persons/offices who controls the above.
- 10 The acknowledgment by the holder of the TC/STC/repair or change approval/ETSO authorisation that the approved design data provided, controlled and modified in accordance with the arrangement are recognised as approved.

In many cases the person producing or intending to produce under Part 21 Subpart F may receive the approved design data through an intermediate production organisation. This is acceptable provided an effective link between the design approval holder and the production organisation can be maintained to satisfy the intent of 21A.122.

When the design organisation and the manufacturer are two separate legal entities a Direct Delivery Authorisation should be available for direct delivery to end users in order to guarantee continued airworthiness control of the released parts and appliances.

Where there is no general agreement for Direct Delivery Authorisation, specific permissions may be granted (see AMC 21A.4).

AMC No. 2 to 21A.122**Eligibility – Link between design and production**

In accordance with AMC No.1 to 21A.122 the person producing or intending to produce under Part 21 Subpart F should demonstrate to the authority that it has entered into an arrangement with the design organisation. The arrangement must be documented irrespective of whether the two organisations are separate legal entities or not.

The documented arrangement must facilitate the person producing or intending to produce under Part 21 Subpart F to demonstrate compliance with the requirement of 21A.122 by means of written documents agreed.

In the case where the design organisation and the person producing or intending to produce under Part 21 Subpart F are part of the same legal entity these interfaces may be demonstrated by company procedures accepted by the Competent Authority.

In all other cases to define such a design/production interface the following sample format is offered:

ARRANGEMENT i.a.w. 21A.122			
The undersigned agree on the following commitments:		relevant interface procedures	
The design organisation [NAME] takes responsibility to <ul style="list-style-type: none"> assure correct and timely transfer of up-to-date applicable design data (e.g., drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.) to the person producing under Part 21 Subpart F [NAME] provide visible statement(s) of approved design data 			
The person producing under Part 21 Subpart F [NAME] takes responsibility to <ul style="list-style-type: none"> assist the design organisation [Name] in dealing with continuing airworthiness matter and for required actions assist the design organisation [Name] in case of products prior to type certification in showing compliance with airworthiness requirements develop, where applicable, its own manufacturing data in compliance with the airworthiness data package 			
The design organisation [Name] and the person producing under Part 21 Subpart F [Name] take joint responsibility to <ul style="list-style-type: none"> deal adequately with production deviations and non conforming parts in accordance with the applicable procedures of the design organisation and the manufacturer producing under Part 21 Subpart F. achieve adequate configuration control of manufactured parts, to enable the manufacturer producing under Part 21 Subpart F to make the final determination and identification for conformity or airworthiness release and eligibility status. 			
The scope of production covered by this arrangement is detailed in ... [DOCUMENT REFERENCE/ ATTACHED LIST]			
[When the design organisation is not the same legal entity as the manufacturer producing under Part 21 Subpart F] Transfer of approved design data The TC/STC/ETSO authorisation holder [NAME] acknowledges that the approved design data provided, controlled and modified in accordance with the arrangement are recognised as approved.			
[When the design organisation is not the same legal entity as the manufacturer producing under Part 21 Subpart F] Direct Delivery Authorisation This acknowledgment includes also [OR does not include] the general agreement for direct delivery to end users in order to guarantee continued airworthiness control of the released parts and appliances.			
for the [NAME of the design organisation/DOA holder]		for the [NAME of the person producing under Part 21 Subpart F]	
date	signature	date	signature
xx.xx.xxxx	([NAME in block letters])	xx.xx.xxxx	([NAME in block letters])

Instructions for completion:

Title: The title of the relevant document must clearly indicate that it serves the purpose of a design/production interface arrangement in accordance with 21A.122.

Commitment: The document must include the basic commitments between the design organisation and the manufacturer producing under Part 21 Subpart F as addressed in AMC 21A.4 and AMC No. 1 to 21A.122.

Relevant Procedures: Identify an entry point into the documentary system of the organisations with respect to the implementation of the arrangement (for example a contract, quality plan, handbooks, common applicable procedures, working plans etc.).

Scope of arrangement: The scope of arrangement must state by means of a list or reference to relevant documents those products, parts or appliances that are covered by the arrangement.

Transfer of approved design data: Identify the relevant procedures for the transfer of the applicable design data required by 21A.122 and AMC No. 1 to 21A.122 from the design organisation to the person producing under Part 21 Subpart F. The means by which the design organisation advises the person producing under Part 21 Subpart F whether such data is approved or not approved must also be identified (ref. 21A.4 / AMC 21A.4).

Direct Delivery Authorisation: Where the design organisation and the person producing under Part 21 Subpart F are separate legal entities the arrangement must clearly identify whether authorisation for direct delivery to end users is permitted or not.

Where any intermediate production/design organisation is involved in the chain between the original design organisation and the person producing under Part 21 Subpart F, evidence must be available that this intermediate organisation has received authority from the design organisation to grant Direct Delivery Authorisation.

Signature: AMC No. 1 to 21A.122 requests the identification of the responsible persons/offices who control the commitments laid down in the arrangement. Therefore the basic document must be signed mutually by the authorised representatives of the design organisation and the manufacturer producing under Part 21 Subpart F in this regard.

GM 21A.124(a)**Application – Application form**

EASA Form 60 (see AMC 21B.120(c)(1)) should be obtained from the Competent Authority and completed by the applicant.

An application may be accepted from:

- An individual applying on his or her own behalf, or
- In the case of an organisation, an individual with the authority to make agreements on behalf of the organisation.

The completed form should be forwarded to the Competent Authority.

GM 21A.124(b)(1)(i)**Applicability - Inappropriate approval under Subpart G**

The issue of a letter of agreement of production under Part 21 Subpart F may be agreed by the Competent Authority when:

SECTION A/Subpart F**AMC & GM for PART 21**

- 1 The applicant produces or intends to produce aeronautical products, parts, appliances and/or materials intended for airborne use as part of a type-certificated product (this excludes simulators, ground equipment and tools), and
- 2 The Competent Authority determines that Part 21 Section A Subpart G would be inappropriate, and consequently Part 21 Section A Subpart F applies. The main difference between Part 21 Section A Subparts G and F is that Subpart G requires the existence of a Quality System which provides the Competent Authority with the necessary confidence to grant to the manufacturer the privileges of certifying its own production. There are situations where a Quality System, including independent monitoring and continuous internal evaluation functions, is not justified and /or feasible. In making the determination that Subpart F may apply, the Competent Authority may take into account one or a combination of parameters such as the following:
 - no flow production (infrequent or low volume of production).
 - simple technology (enabling effective inspection phases during the manufacturing process).
 - very small organisation.

GM 21A.124(b)(1)(ii)**Certification or approval needed in advance of the issue of a POA**

In cases where Part 21 Section A Subpart G is applicable, but when some time is needed for the organisation to achieve compliance with Subpart G, i.e., to establish the necessary documented quality system, the Competent Authority may agree to use Part 21 Section A Subpart F for a limited period (transient phase).

In cases where Part 21 Section A Subpart G is applicable, such as to produce ETSO articles or material, a letter of agreement to produce under Part 21 Subpart F should not be given unless an application has been made for organisation approval under Subpart G, and reasonable progress is being made towards compliance with Subpart G. Long-term production under Part 21 Subpart F will not be permitted.

GM 21A.124(b)(2)**Application - Minimum information to include with the application**

At this early stage, provision of the complete manual is not necessary, but at least the following items should be covered:

- 1 Table of Contents of the Manual (including list of existing inspection system documents or procedures)
- 2 Description of items to be manufactured (including intended quantities /deliveries)
- 3 List of possible suppliers
- 4 General description of facilities
- 5 General description of production means
- 6 Human resources

GM No. 1 to 21A.125**Letter of agreement - Meaning of individual**

"Individual" means that each part number or type of item (i.e., product, part, appliance, or material) to be produced should be specifically referenced, either directly or through a referenced capability list, in the letter of agreement from the Competent Authority. The letter may also specify any limitation in the production rate.

GM No. 1 to 21A.125(b)**Letter of agreement - Contents of the Manual**

The manual referred in 21A.125(b) should include, at least the following information:

- 1 Declaration by the applicant of undertaking in respect of
 - 1.1 the requirements defined in Part 21 Section A Subpart F
 - 1.2 the procedures contained in the manual and in the documentation mentioned herein
 - 1.3 every legal provision laid down for the carrying on of the business activities (statutory declaration).
- 2 Declaration by the applicant certifying the conformity of the manual to the requirements defined in Part 21 Section A Subpart F
- 3 Jobs, power and responsibilities of the accountable personnel
- 4 Organisation chart, if required by the Competent Authority
- 5 Description of the resources, including human resources, with an indication of the personnel qualification criteria
- 6 Description of location and equipment
- 7 Description of the scope of work, the production processes and techniques, and reference to the "capability list"
- 8 Communications with the Competent Authority, and specifically those required by 21A.125(c)
- 9 Assistance and communication with the design approval holder, and the means of compliance with 21A.125 (c)
- 10 Amendments to the Manual
- 11 Description of the Inspection System (including test, see GM No. 2 to 21A.125(b), and 21A.127 and 21A.128), and the procedures to meet 21A.126 and associated GM
- 12 List of suppliers
- 13 Issuing of the Statement of Conformity and Competent Authority inspection for validation

If the information is listed in the Manual in a different order a cross reference to the above list should be made available in the Manual.

GM No. 2 to 21A.125(b)**Letter of agreement - Production Inspection System: Functional Tests**

All items produced should be subject to inspection to be carried out at suitable phases which permit an effective verification of conformity with the design data.

These inspections may provide for the execution of tests to measure performances as set out in the applicable design data.

Considerations of complexity of the item and/or its integration in the next level of production will largely determine the nature and time for these tests, for example:

- appliances - will require full functional testing to the specifications
- parts - will at least require basic testing to establish conformity, but due allowance may be made for further testing carried out at the next level of production
- material - will require verification of its stated properties.

GM 21A.125(c)**Letter of agreement - Assistance**

The Competent Authority should be provided with material which defines the means of providing assistance as required by 21A.125(c). Suitable descriptive material should be included in the Manual, as described in GM No. 1 to 21A.125(b).

GM No. 1 to 21A.125B(a)**Uncontrolled non-compliance with applicable design data**

An uncontrolled non-compliance with applicable design data is a non-compliance:

- that cannot be discovered through systematic analysis or
- that prevents identification of affected products, parts, appliances, or material

GM No. 2 to 21A.125B(a)**Examples for level one findings**

Examples for level 1 findings are non-compliances with any of the following paragraphs, that could affect the safety of the aircraft:

21A.126, 21A.127, 21A.128, 21A.129.

It should be anticipated that a non-compliance with these paragraphs is only considered a level one finding when objective evidence has been found that this finding is an uncontrolled non-compliance that could affect the safety of the aircraft.

GM 21A.126**Production Inspection System**

GM 21A.126 (a) and (b) has been developed for persons producing under Part 21 Section A Subpart F on the long term basis as defined in 21A.124(b)(1)(i).

SECTION A/Subpart F**AMC & GM for PART 21**

For those persons producing under Part 21 Section A Subpart F as a transient phase under 21A.124(b)(1)(ii), compliance with 21A.126 may also be demonstrated to the satisfaction of the Competent Authority by using the equivalent Part 21 Section A Subpart G AMC/GM.

GM 21A.126(a)(1)**Production Inspection System – Conformity of supplied parts, appliances and material**

1. The person producing under Subpart F is responsible for determining and applying acceptance standards for physical condition, configuration status and conformity, as appropriate, of raw materials, subcontracted works, and supplied products, parts, appliances or material, whether to be used in production or delivered to customers as spare parts. This responsibility also includes BFE (Buyer Furnished Equipment) items.
2. Control may be based upon use of the following techniques, as appropriate:
 - 2.1 first article inspection, including destruction if necessary, to verify that the article conforms to the applicable data for new production line or new supplier,
 - 2.2 incoming inspections and tests of supplied parts or appliances that can be satisfactorily inspected on receipt,
 - 2.3 identification of incoming documentation and data relevant to the showing of conformity to be included in the certification documents,
 - 2.4 any additional work, tests or inspection which may be needed for parts or appliances which are to be delivered as spare parts and which are not subject to the checks normally provided by subsequent production or inspection stages.
3. The person producing under Part 21 Subpart F may rely upon an EASA Form 1 issued in accordance with Part 21 if provided as evidence of conformity with applicable design data
4. For suppliers not holding a POA the inspection system of the person producing under Part 21 Subpart F should establish a system for control of incoming materials and bought or subcontracted items which provides for inspections and tests of such items by the person producing under Part 21 Subpart F at the supplier's facility, if the item cannot or will not be completely inspected upon receipt.

GM 21A.126(a)(2)**Production Inspection System - Identification of incoming materials and parts**

All parts and materials coming from external parties should be identified and inspected to ascertain that they have not been damaged during transport or unpacking, that the incoming parts and materials have the appropriate and correct accompanying documentation and that the configuration and condition of the parts or materials is as laid down in that documentation'.

Only on completion of these checks and of any incoming further verifications laid down in the procurement specification, may the part or material be accepted for warehousing and used in production.

This acceptance should be certified by an inspection statement.

A suitable recording system should allow reconstruction at any time of the history of every material or part.

The areas where the incoming checks are carried out and the materials or parts are stored pending completion of the checks should be physically segregated from other departments.

GM No. 1 to 21A.126(a)(3)**Production Inspection System - List of specifications**

It is the responsibility of:

- 1 The designer, to define all necessary processes, techniques and methods to be followed during manufacture (21A.31) and this information will be provided as part of the applicable design data.
- 2 The manufacturer, to ensure that all processes are carried out strictly in accordance with the specifications provided as part of the applicable design data.

GM No. 2 to 21A.126(a)(3)**Production Inspection System - Means of checking of the production processes**

The Production Inspection System should be provided with appropriate means of checking that production processes, whether performed by the person producing under Part 21 Subpart F or by subcontractors under its control, are carried out in accordance with applicable data, including:

- 1 A system for the control and authorised amendment of data provided for the production, inspection and test to ensure that it is complete and up-to-date at the point of use
- 2 Availability of personnel with suitable qualification, experience, and training for each required production, inspection, and test task. Special attention should be paid to tasks requiring specialised knowledge and skill, e.g., NDT/NDI, welding...
- 3 A working area where the working conditions and environment are controlled as appropriate in respect of: cleanliness, temperature, humidity, ventilation, lighting, space/access, protection against noise and pollution
- 4 Equipment and tools sufficient to enable all specified tasks to be accomplished in a safe and effective manner without detrimental effect on the items under production. Calibration control of equipment and tools which affect critical dimensions and values must show compliance with, and be traceable to, recognised national or international standards.

GM 21A.126(a)(4)**Production Inspection System – Applicable design/production data procedures**

- 1 When a person producing under Part 21 Subpart F is developing its own manufacturing data from the design data package delivered by a Design holder, procedures should demonstrate the correct transcription of the original design data.
- 2 Procedures should define the manner in which applicable design data is used to issue and update the production/inspection data, which determines the conformity of products, parts, appliances and materials. The procedure should also define the traceability of such data to each individual product, part, appliance or material for the purpose of stating the condition for safe operation and for issuing a Statement of Conformity.
- 3 During execution, all works should be accompanied by documentation giving either directly or by means of appropriate references, the description of the works as well as the identification of the personnel in charge of inspection and execution tasks for each of the different work phases.

GM 21A.126(b)(1)**Production Inspection System - Inspection of parts in process**

The purpose of the Production Inspection System is to check at suitable points during production and provide objective evidence that the correct specifications are used, and that processes are carried out strictly in accordance with the specification.

During the manufacturing process, each article should be inspected in accordance with a plan which identifies the nature of all inspections required and the production stages at which they occur. The plan should also identify any particular skills or qualification required of person(s) carrying out the inspections (e.g., NDT personnel). A copy of the plan should be included in, or referenced by, the manual required by 21A.125(b).

If the parts are such that, if damaged, they could compromise the safety of the aircraft, additional inspections for such damage should be performed at the completion of each production stage.

GM 21A.126(b)(2)**Production Inspection System – Suitable storage and protection**

1. Storage areas should be protected from dust, dirt, or debris, and adequate blanking and packaging of stored items should be practised.
2. All parts should be protected from extremes of temperatures and humidity and, where needed, temperature-controlled or full air-conditioned facilities should be provided.
3. Racking and handling equipment should be provided such as to allow storage, handling and movement of parts without damage.
4. Lighting should be such as to allow safe and effective access and handling, but should also cater for items which are sensitive to light e.g., rubber items.
5. Care should be taken to segregate and shield items which can emit fumes (e.g., wet batteries), substances or radiation (e.g., magnetic items) which are potentially damaging to other stored items.
6. Procedures should be in place to maintain and record stored parts identities and batch information.
7. Access to storage areas should be restricted to authorised personnel who are fully trained to understand and maintain the storage control arrangements and procedures.
8. Provisions should be made for segregated storage of non conforming items pending their disposition (see GM 21A.126(b)(4)).

GM 21A.126(b)(3)**Production Inspection System – Use of derived data instead of original design data**

Where derived data, e.g., worksheets, process sheets, fabrication/inspection instructions, etc., is used instead of original design drawings, documents identification and control procedures should be used to ensure that the documentation in use is always accurate and current.

GM 21A.126(b)(4)**Production Inspection System – Segregation of rejected material**

All materials and parts which have been identified at any stage in the manufacturing process as not conforming to the specific working and inspection instructions must be suitably identified by clearly marking or labelling, to indicate their non-conforming status.

All such non-conforming material or parts should be removed from the production area and held in a restricted access segregated area until an appropriate disposition is determined in accordance with 21A.126(b)(5).

GM 21A.126(b)(5)**Production Inspection System – Engineering and manufacturing review procedure**

1. The procedure should permit to record the deviation, to present it to the Design holder under the provisions of 21A.122, and to record the results of the review and actions taken consequently as regards the part/product.
2. Any unintentional deviation from the manufacturing/inspection data should be recorded and handled in accordance with Part 21 Section A Subpart D or E as changes to the approved design.

GM 21A.126(b)(6)**Production Inspection System – Recording and record keeping**

1. Records within a production environment satisfy two purposes. Firstly, they should , during the production process to ensure that products, parts, or appliances are in conformity with the controlling data throughout the manufacturing cycle. Secondly, certain records of milestone events are needed to subsequently provide objective evidence that all prescribed stages of the production process have been satisfactorily completed and that compliance with the applicable design data has been achieved.

Therefore, the person producing under Part 21 Subpart F should implement a system for the compilation and retention of records during all stages of manufacture, covering short-term and long-term records appropriate to the nature of the product and its production processes.

The management of such information should be subject to appropriate documented procedures in the Manual required by 21A.125(b).

All forms of recording media are acceptable (paper, film, magnetic ...) provided they can meet the required duration for archiving under the conditions provided.

2. The related procedures should:
 - 2.1 Identify records to be kept.
 - 2.2 Describe the organisation of and responsibility for the archiving system (location, compilation, format) and conditions for access to the information (e.g., by product, subject).
 - 2.3 Control access and provide effective protection from deterioration or accidental damage.
 - 2.4 Ensure continued readability of the records.
 - 2.5 Demonstrate to the Competent Authority proper functioning of the records system.
 - 2.6 Clearly identify the persons involved in conformity determination.
 - 2.7 Define an archiving period for each type of data taking into account importance in relation to conformity determination subject to the following:
 - a Data which supports conformity of a product, part, or appliance should be kept for not less than three years from the issue date of the related Statement of Conformity or Authorised Release Certificate.
 - b Data considered essential for continuing airworthiness should be kept throughout the operational life of the product, part or appliance.

- 2.8 Data related to supplied parts may be retained by the supplier if the supplier has a system agreed under Part 21 Section A Subpart F by the Competent Authority. The manufacturer should, in each case, define the archiving period and satisfy himself or herself and the Competent Authority that the recording media are acceptable.

GM 21A.127**Approved production ground and flight tests**

The production ground and flight tests for new aircraft will be specified by the aircraft design organisation.

GM No. 1 to 21A.128**Acceptable functional test - Engines**

The functional test required for a new engine will be specified by the engine design organisation and will normally include at least the following:

- 1 Break-in runs that include a determination of fuel and oil consumption and a determination of power characteristics at rated maximum continuous power or thrust and, if applicable, at rated takeoff power or thrust.
- 2 A period of operation at rated maximum continuous power or thrust. For engines having a rated takeoff power or - thrust, part of that period should be at rated takeoff power or - thrust.

The test equipment used for the test run should be capable of output determination of accuracy sufficient to assure that the engine output delivered complies with the specified rating and operation limitations.

GM No. 2 to 21A.128**Acceptable functional test –Variable pitch propellers**

The functional tests required for a new propeller will be specified by the propeller design organisation and should normally include a number of complete cycles of control throughout the propeller pitch and rotational speed ranges. In addition, for feathering and/or reversing propellers, several cycles of feathering operation and reversing operation from the lowest normal pitch to the maximum reverse pitch, should normally be required.

GM No. 3 to 21A.128**Acceptable functional test - Engines and Propellers**

After functional test, each engine or propeller should be inspected to determine that the engine or propeller is in condition for safe operation. Such inspection will be specified by the design organisation and should normally include internal inspection and examination. The degree of internal inspections will normally be determined on the basis of the positive results of previous inspections conducted on the first production engines, and on the basis of service experience.

GM 21A.129(a)**Availability for inspection by the Competent Authority**

Each product, part, appliance or material should be made available for inspection at any time at the request of the Competent Authority.

It is recommended that a pre-defined plan of inspection points be established and agreed with the Competent Authority to be used as a basis for such inspections.

The manufacturer should provide such documentation, tools, personnel, access equipment etc. as necessary to enable the Competent Authority to perform the inspections.

AMC No. 1 to 21A.129(c)**Obligations of the manufacturer – Conformity of prototype models and test specimens**

21A.33 requires determination of conformity of prototype models and test specimens to the applicable design data. For a complete aircraft a 'conformity document', that has to be validated by the Competent Authority, should be provided as part of the assistance to the design approval applicant. For products other than a complete aircraft, and for parts and appliances, an EASA Form 1 validated by the Competent Authority may be used as a conformity document as part of the assistance to the design approval applicant.

AMC No. 2 to 21A.129(c)**Obligations of the manufacturer – Conformity with Applicable Design Data**

Individual configurations are often based on the needs of the customer and improvements or changes which may be introduced by the type-certificate holder. There are also likely to be unintentional divergences (concessions or non-conformances) during the manufacturing process. All these changes are required to have been approved by the design approval applicant/holder, or when necessary by the Agency.

AMC No. 3 to 21A.129(c)**Obligations of the manufacturer – Condition for safe operation**

Before issue of the Statement of Conformity to the Competent Authority the manufacturer under this Subpart should make an investigation so as to be satisfied in respect to each of the items listed below. The documented results of this investigation should be kept on file by the manufacturer. Certain of these items may be required to be provided (or made available) to the operator or owner of the aircraft, and, for validation of the statement of conformity, to the Competent Authority.

- 1 Equipment or modifications which do not meet the requirements of the state of manufacture but have been accepted by the competent authority of the importing country.
- 2 Identification of products, parts or appliances which:
 - 2.1 Are not new
 - 2.2 Are furnished by the buyer or future operator (including those identified in 21A.801 and 805).
- 3 Technical records which identify the location and serial numbers of significant components including those identified in 21A.801 and 21A.805.
- 4 Log book and a modification record book for the aircraft as required by the Agency.
- 5 Log books for products identified in 21A.801 installed as part of the type design as required by the Agency.
- 6 A weight and balance report for the completed aircraft.
- 7 A record of missing items or defects which do not affect airworthiness these for example could be furnishing or BFE (Items may be recorded in a technical log or other suitable arrangement such that the operator and Agency are formally aware).
- 8 Product support information required by other associated implementing rules and CS or GM, such as a Maintenance Manual, a Parts Catalogue, or MMEL all of which are to reflect the actual build standard of the particular aircraft. Also an Electrical load analysis and a wiring diagram.

SECTION A/Subpart F**AMC & GM for PART 21**

- 9 Records which demonstrate completion of maintenance tasks appropriate to the test flight flying hours recorded by the aircraft. These records should show the relationship of the maintenance status of the particular aircraft to the manufacturers recommended maintenance task list and the Maintenance Review Board (MRB) document/report.
- 10 Details of the serviceability state of the aircraft in respect of, a) the fuel and oil contents, b) provision of operationally required emergency equipment such as life rafts, etc.
- 11 Details of the approved interior configuration if different from that approved as part of the type design.
- 12 An approved Flight Manual which conforms to the build standard and modification state of the particular aircraft should be available.
- 13 Show that inspections for foreign objects at all appropriate stages of manufacture have been satisfactorily performed.
- 14 The registration has been marked on the exterior of the aircraft as required by national legislation. Where required by national legislation fix a fireproof owners nameplate.
- 15 Where applicable, there should be a certificate for noise and, for the aircraft radio station.
- 17 The installed compass and or compass systems have been adjusted and compensated and a deviation card displayed in the aircraft.
- 18 Software criticality list.
- 19 A record of rigging and control surface movement measurements.
- 20 Details of installations which will be removed before starting commercial air transport operations (e.g., ferry kits for fuel, radio or navigation).
- 21 List of all applicable Service Bulletins and airworthiness directives that have been implemented.

AMC No. 1 to 21A.130(b)**Statement of Conformity for Complete Aircraft****1 PURPOSE AND SCOPE**

The description under this AMC refers only to the use of the aircraft Statement of Conformity issued under Part 21 Section A Subpart F. Statement of Conformity under Part 21 Subpart F for products other than complete aircraft, and for parts and appliances is described in AMC No. 2 to 21A.130(b).

Use of the aircraft Statement of Conformity issued by an approved production organisation is described in 21A.163(b) under Part 21 Section A Subpart G and the completion instructions are to be found in the Appendices to Part 21.

The purpose of the aircraft Statement of Conformity (EASA Form 52) issued under Part 21 Section A Subpart F is to present to the Competent Authority a complete aircraft. The Competent Authority only validates the Statement of Conformity if it finds, as described in 21A.130 and its associated GM, that the aircraft conforms with the type design and is in condition for safe operation.

2 GENERAL

The Statement of Conformity must comply with the format attached including block numbers and the location of each Block. The size of each Block may however be varied to suit the individual application, but not to the extent that would make the Statement of Conformity unrecognisable. If in doubt consult the Competent Authority.

SECTION A/Subpart F**AMC & GM for PART 21**

The Statement of Conformity must either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted.

Statements of Conformity must be issued in one or more of the official language(s) of the issuing Competent Authority with translations in English shown below, if required. Completion may be either machine/computer printed or hand-written using block letters to permit easy reading.

A copy of the Statement of Conformity and all referenced attachments are to be retained by the manufacturer. A copy of the validated Statement of Conformity is to be retained by the Competent Authority.

3 COMPLETION OF THE AIRCRAFT STATEMENT OF CONFORMITY BY THE ORIGINATOR

There must be an entry in all Blocks to make the document a valid Statement.

A Statement of Conformity must not be issued for validation by the Competent Authority, unless the design of the aircraft and its installed products are approved.

The information required in Blocks 9, 10, 11, 12, 13 and 14 may be by reference to separate identified documents held on file by the manufacturer, unless the Competent Authority agrees otherwise.

This Statement of Conformity is not intended to provide for the complete equipment fit required by the applicable operational rules. However, some of these individual items may be included in Block 10 or in the approved type design. Operators are therefore reminded of their responsibility to ensure compliance with the applicable operational rules for their own particular operation.

Block 1 Enter name of the State of manufacture.

Block 2 The Competent Authority under which authority the Statement of Conformity is issued.

Block 3 A unique serial number should be pre-printed in this Block for Statement control and traceability purposes. Except that in the case of a computer generated document the number need not be pre-printed where the computer is programmed to produce and print a unique number.

Block 4 The full name and location address of the manufacturer issuing the statement. This Block may be pre-printed. Logos, etc., are permitted if the logo can be contained within the Block.

Block 5 The aircraft type in full as defined in the type-certificate and its associated data sheet.

Block 6 The type-certificate reference numbers and issue for the subject aircraft.

Block 7 If the aircraft is registered then this mark will be the registration mark. If the aircraft is not registered then this will be such a mark that is accepted by the competent authority of the Member State and, if applicable, by the competent authority of a third country.

Block 8 The identification number assigned by the manufacturer for control and traceability and product support. This is sometimes referred to as a Manufacturers Serial No or Constructors No.

Block 9 The engine and propeller type(s) in full as defined in the relevant type-certificate and its associated data sheet. Their manufacturer identification No and associated location should also be shown.

Block 10 Approved design changes to the Aircraft Definition.

Block 11 A listing of all applicable airworthiness directives (or equivalent) and a declaration of compliance, together with a description of the method of compliance on the subject individual

SECTION A/Subpart F**AMC & GM for PART 21**

aircraft including products and installed parts, appliances and equipment. Any future compliance requirement time should be shown.

Block 12 Approved unintentional deviation to the approved type design sometimes referred to as concessions, divergences, or non-conformances.

Block 13 Only agreed exemptions, waivers or derogations may be included here..

Block 14 Remarks: Any statement, information, particular data or limitation which may affect the airworthiness of the aircraft. If there is no such information or data, state; 'NONE'.

Block 15 Enter 'Certificate of Airworthiness' or 'Restricted Certificate of Airworthiness' for the Certificate of Airworthiness requested.

Block 16 Additional Requirements such as those notified by an importing country should be noted in this Block.

Block 17 Validity of the Statement of Conformity is dependent on full completion of all Blocks on the form. A copy of the flight test report together with any recorded defects and rectification details should be kept on file by the manufacturer. The report should be signed as satisfactory by the appropriate certifying staff and a flight crew member, e.g., test pilot or flight test engineer. The flight tests performed are those required by 21A.127 and GM 21A.127, to ensure that the aircraft conforms to the applicable design data and is in condition for safe operation.

The listing of items provided (or made available) to satisfy the safe operation aspects of this statement should be kept on file by the manufacturer.

Block 18 The Statement of Conformity may be signed by the person authorised to do so by the manufacturer in accordance with 21A.130(a). A rubber stamp signature should not be used.

Block 19 The name of the person signing the certificate should be typed or printed in a legible form.

Block 20 The date the Statement of Conformity is signed must be given.

Block 21 For production under Part 21 Subpart F, state "N/A"
Additionally, for production under Part 21 Section A Subpart F, this Block must include validation by the Competent Authority. For this purpose, the validation statement below should be included in the Block 21 itself, and not referred in a separate document. The statement can be pre-printed, computer generated or stamped, and should be followed by the signature of the representative of the Competent Authority validating the certificate, the name and the position/identification of such representative of the Competent Authority, and the date of such validation by the Competent Authority.

VALIDATION STATEMENT:

"After due inspection the <identify the issuing Competent Authority > is satisfied that this document constitutes an accurate and valid Statement of Conformity in accordance with Part 21 Section A Subpart F."

AMC No. 2 to 21A.130(b)**Statement of Conformity for Products (other than complete aircraft), parts, appliances and materials - The Authorised Release Certificate (EASA Form 1)****A INTRODUCTION**

This GM relates only to the use of the EASA Form 1 for manufacturing purposes. Attention is drawn to Part 21, and Appendix I to Part 145 which covers the use of the EASA Form 1 for maintenance purposes.

1 PURPOSE AND SCOPE

Under Part 21 Subpart F, the primary purpose of the certificate is to release products (other than complete aircraft), parts, appliances (hereafter referred to as 'item(s)') and/or material as identified in Blocks 7 through 11 as applicable after manufacture, or to release maintenance work carried out on items under the approval of the Competent Authority.

The EASA Form 1 is prepared and signed by the manufacturer. For production under Part 21 Subpart F it is presented for validation by the Competent Authority.

The Certificate referenced EASA Form 1 is called the Authorised Release Certificate.

The Certificate is to be used for import purposes, as well as for domestic and intra-Community purposes, and serves as an official certificate for the delivery of items from the manufacturer to users. The Certificate is not a delivery or shipping note.

Under Subpart F the Certificate may only be issued by the Competent Authority.

Aircraft are not to be released using the Certificate.

A mixture of 'New' and 'Used' items is not permitted on the same Certificate.

A mixture of items certified in conformity with 'approved data' and to 'non-approved data' is not permitted on the same Certificate, and consequently only one box in Block 14 can be ticked.

A mixture of items released under Subpart G and under Subpart F of Part 21 is not permitted on the same Certificate.

2 GENERAL

By reference to Part 21, the Certificate must comply with the format attached including block numbers and the location of each Block. The size of each Block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognisable. The overall size of the Certificate may be significantly increased or decreased so long as the Certificate remains recognisable and legible. If in doubt consult the Competent Authority.

Please note that the User responsibility statements are normally placed on the reverse of this Certificate, but they may be added to the front of the Certificate by reducing the depth of the Form.

All printing must be clear and legible to permit easy reading.

The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted.

English and, where required, one or more of the official languages of the issuing Member State are acceptable.

The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters, and must permit easy reading. Abbreviations must be restricted to a minimum. The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement.

The original Certificate must accompany the items and correlation must be established between the Certificate and the item(s). A copy of the Certificate must be retained by the manufacturer of the item and the Competent Authority. Where the Certificate format and the data is entirely computer generated, subject to acceptance by the Competent Authority, it is permissible to retain the Certificate format and data on a secure database.

There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

The Certificate that accompanies the item may be attached to the item by being placed in an envelope for durability.

3 COMPLETION OF THE RELEASE CERTIFICATE BY THE ORIGINATOR

By reference to Part 21, except as otherwise stated, there must be an entry in all Blocks to make the document a valid certificate.

Block 1 The Member State of the Competent Authority issuing the letter of agreement under which the certificate is issued as referenced in Block 16. When the Competent Authority is the Agency, "EASA" should be stated. These names may be pre-printed.

Block 2 Pre-printed "Authorised Release Certificate/EASA Form 1".

Block 3 A unique number must be pre-printed in this Block for Certificate control and traceability purposes except that in the case of a computer generated document, the unique number need not be pre-printed where the computer is programmed to produce the number.

Block 4 The information in this Block needs to satisfy two objectives:

- 1) To relate the Certificate to the manufacturer, for the purposes of verifying authenticity and authority of the Certificate;
- 2) To provide a ready means of rapidly identifying the place of manufacture and release, to facilitate traceability and communication in the event of problems or queries.

Therefore, the name entered in the box is that of the manufacturer, who is responsible for making the final determination of conformity or airworthiness. The name must be entered in exactly the same form as appears in the letter of agreement.

The address(es) entered in Block 4 will assist in the identification of the manufacturer AND in identifying the place of release.

If the place of manufacture and release is one of the organisation addresses listed on the letter of agreement, then that is the only address needed in this Block.

If the place of manufacture and release is a location which is NOT listed in the letter of agreement then two addresses are required. The first address will be the address of the manufacturer (as listed in the letter of agreement) and a second address entered to identify the place of manufacture and release.

This Block may be pre-printed. Logo of the manufacturer, etc., is permitted if it can be contained within the Block.

Block 5 The purpose of this Block is to reference work order/contract/invoice or any other internal organisational process such that a fast traceability system can be established. The use of the Block for such traceability is strongly recommended in the absence of item Serial Numbers or batch numbers. When not used, state "N/A".

Block 6 The Block is provided for the convenience of the manufacturer issuing the Certificate to permit easy cross-reference to the 'Remarks' Block 13 by the use of line item numbers. Block 6 must be completed where there is more than one line item.

Where a number of items are to be released on the Certificate, it is permissible to use a separate listing cross-referring Certificate and list to each other.

Block 7 The name or description of the item must be given. Preference must be given to use of the Illustrated Parts Catalogue (IPC) designation. The description is to include reference to any applicable ETSO authorisation or EPA marking.

Block 8 State the Part Number. Preference must be given to use of the IPC number designation.

Block 9 Used to indicate the type-approved applications for which the released items are eligible for installation, based on the information provided by the design approval holder by virtue of the arrangement described in 21A.4 and 21A.122.

The following entries are permitted;

- a At least one specific or series aircraft, propeller, or engine model as identified by the design approval holder. In case of engine or propeller release, state the aircraft approved applications, or, if application is not specific, state "type-certificated engine/propeller". In case of ETSO article state either the type-approved applications or "ETSO article N/A". In case of items to be installed in an ETSO article, state either "ETSO article N/A" or the ETSO article part number.
- b 'None', to be used only when it is known that the items do not yet have a type-approved application, for example: pending type-certificate, for test only, pending approved data. If this category is used, then appropriate explanatory information must be provided in Block 13 and new items may only be released for Conformity purposes.
- c 'Various' if known by virtue of the arrangements under 21A.122 to be eligible for installation on multiple type approved products, according to a procedure approved by the Competent Authority in charge of the manufacturer under Part 21 Subpart F surveillance.

In the case of multiple type-approved application it is acceptable for this Block to contain cross reference to an attached document which lists such applications.

Any information in Block 9 does not constitute authority to fit the item to a particular aircraft, engine or propeller. The User/Installer must confirm via documents such as the Parts Catalogue, Service Bulletins, etc., that the item is eligible for the particular installation.

Any information in Block 9 does not necessarily mean that the items are only eligible for installation on the listed model(s). Nor does it guarantee that the items are eligible for installation on all entries in Block 9. Eligibility may be affected by modification or configuration changes.

Where a part is identified by the design holder in accordance with officially recognised Standards, then the part is considered a Standard Part and release with an EASA Form 1 is not necessary. However where a manufacturer under Part 21 Subpart F releases a Standard Part with an EASA Form 1 then he or she should be able to demonstrate that it is in control of the manufacture of that part.

Block 10 State the quantity of items being released.

Block 11 State the item Serial Number or Batch Number if applicable, if neither applicable, state 'N/A'.

Block 12 Enter one or a combination of appropriate standard words from the following table. The table lists, in quotes, the standard words permitted for use when releasing new items prior to entry into service, i.e., the items have not been previously used in operational service. It also details the circumstances and conditions under which they may be used. In all cases the certification rules relating to Block 14 apply, the appropriate box is to be marked, and Block 15 is to be signed.

TABLE OF STANDARD WORDS FOR NEW ITEMS

1 'MANUFACTURED'

- a. The production of a new item in conformity with the applicable design data.
- b Re-certification by the original manufacturer after rectification work on a item, previously released under 1(a) above, which has been found to be unserviceable prior to entry into service, e.g., defective, in need of inspection or test, or shelf life expired. Details of the original release and the rectification work are to be entered in Block 13; or Re-certification of new items from Conformity purpose to airworthiness purpose at the time of approval of the applicable design data, provided that the items conform to the approved design data. An explanation of the basis of release and details of the original release are to be entered in Block 13.

2 'INSPECTED'/'TESTED'

The examination of a previously released new item;

- a to establish conformity with the applicable design data, or
- b in accordance with a customer-specified standard or specification, details of which are to be entered in Block 13, or

- c to establish serviceability and condition for safe operation prior to re-release as a spare, where the item has been obtained with an EASA Form 1. An explanation of the basis of release and details of the original release are to be entered in Block 13.

3 'MODIFIED'

The alteration, by the original manufacturer, of a previously released item prior to entry into service. Details of the alteration and the original release are to be entered in Block 13.

The above statements must be supported by reference to the approved data/manual/specification. Such information shall be identified in either Block 12 or 13.

Block 13 It is necessary to state any information in this Block, either directly or by reference to supporting documentation, that identifies particular data or limitations relating to the item being released that are necessary for the User/Installer to make the final airworthiness determination of the item. The information must be clear, complete, and provided in a form and manner which is adequate for the purpose of making such a determination.

Each statement must be clearly identified as to which item it relates.

If there is no statement, state 'None'.

Examples of conditions which would necessitate statements in Block 13 are;

- When the certificate is used for Conformity purposes the following statement must be entered at the beginning of Block 13:

'ONLY FOR CONFORMITY, NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE-CERTIFICATED AIRCRAFT/ENGINE/PROPELLER'.

- When the design data is not approved by the Agency, then the competent authority of a third country responsible for the approval of the design data must be identified and the following statement must be entered together with a reference identifying the approval:

"Design data approved by <identify the responsible competent authority of a third country and the approval reference>".

- Re-certification of new items from Conformity purpose to airworthiness purpose at the time of approval of the applicable design data, provided that the items conform to the approved design data.

Provided that no change in design has occurred during the design data approval process, the manufacturer may state that the design data has been approved and that provided the specific component is still in the condition it was when it was shipped to the user/installer, the component is now eligible to be installed. The manufacturer must make this statement on a second EASA Form 1 where in addition to any other necessary remarks, appropriate explanatory information must be provided. The following wording must be used: 'RE-CERTIFICATION OF NEW PARTS FROM CONFORMITY TO AIRWORTHINESS: THIS DOCUMENT ONLY CERTIFIES THE APPROVAL OF THE DESIGN DATA TO WHICH THIS ITEM (THESE ITEMS) WERE MANUFACTURED, BUT DOES NOT COVER CONFORMITY/CONDITION AFTER RELEASE OF THE INITIAL EASA FORM 1 REF'.
EASA Form 1 (both for 'Conformity purposes' and for 'Airworthiness purposes')

must be generated by the same organisation, i.e., the original manufacturer or prime manufacturer, whichever raised the original EASA Form 1 for Conformity purposes.

- For complete engines and propellers the applicable type-certificate must be referenced.
- For complete engines and propellers, any additional export statement required by the importing country, as normally defined in the type-certificate data sheet.
- For complete engines, a statement of compliance with the applicable emissions requirements current at the date of manufacture of the engine
- For ETSO articles state the applicable ETSO authorisation number
- Usage restriction for repaired items
- Modification standard
- Alternative approved items supplied
- Concessions applicable
- Non-compliance with CS
- Details of repair work carried out or reference to a document where this is stated
- Compliance with or non-compliance with airworthiness directive's or Service Bulletins
- Information on life limited items
- Condition of items or reference to a document detailing this information
- Manufacturing date or cure date
- Shelf life data
- Shortages
- Time Since New (TSN), Time Since Overhaul (TSO), etc.
- Exceptions to the notified special requirements of the importing country
- Specially configured to meet the notified special requirements of the importing country
- Re-certification of previously released 'new' items

Additionally, for production under Subpart F, this Block must include the Statement of Conformity by the manufacturer under 21A.130. For this purpose, the appropriate Block 14 statement must be included in the Block 13 and not referred in a separated document. The Statement may be pre-printed, computer generated or stamped, and must be followed by the signature of the manufacturer authorised person under 21A.130(a), the name and the position/identification of such person and the date of the signature.

Block 14 This Block must only be used to indicate the status of new items.

The main purpose of the Certificate is to release items for airworthiness purposes, which means conformity with approved design data and in condition for safe operation.

This airworthiness certification is considered by the EU to be valid world-wide unless there are specific notified import conditions.

When using the EASA Form 1 issued for airworthiness purposes to satisfy such notified import conditions, compliance with these import conditions is certified according to bilateral agreement or other working arrangement. As the Part number is stated in Block 8 and compliance with any specific import conditions is entered in Block 13, 'approved' then means approved by the competent authority of the importing country.

The certificate may also be used as a Conformity Certificate when items conform to applicable design data which are not approved for a reason which is stated in Block 13 (e.g., pending type-certificate, for test only, pending approved data).

In this case the following additional statement must be entered at the beginning of Block 13 itself and not in a separate document:

'ONLY FOR CONFORMITY, NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE-CERTIFICATED AIRCRAFT/ENGINE/PROPELLER'.

Mixtures of items released for Airworthiness and for Conformity purposes are not permitted in the same certificate. Also refer to the notes for completion of Block 9.

Block 15 The hand-written normal signature of the Competent Authority representative validating the Block 13 manufacturer Statement of Conformity, under 21A.130(d).

Use of a stamp instead of a signature is not permitted, but the authorised person may add a stamp impression to his or her signature to aid recognition.

Block 16 State the full reference of the letter of agreement given by the Competent Authority to the manufacturer working under Part 21 Subpart F.

Block 17 The name of the person signing Block 15, printed, typed, or written in a legible form.

Block 18 The date on which Block 15 is signed, in the format day/month/year. The month must be stated in letters (sufficient letters must be used so there can be no ambiguity as to the month intended).

Block 19 Not used and strike out for release of new items.

Block 20 Not used and strike out for release of new items.

Block 21 Not used and strike out for release of new items.

Block 22 Not used and strike out for release of new items.

Block 23 Not used and strike out for release of new items.

AMC 21A.130(c)

Validation of the Statement of Conformity

It is the responsibility of the applicant to ensure that each and every product, part and appliance conforms to the applicable design data and is in condition for safe operation before issuing and signing the relevant Statement of Conformity. During manufacture, the applicant is expected to use such facilities, systems, processes and procedures as are described in the Manual and have been previously agreed with the Competent Authority.

The Competent Authority must then make such inspection and investigation of records and product, part or appliance as are necessary to determine that the agreed facilities, systems, processes and procedures have been used, and that the Statement of Conformity may be regarded as a valid document.

To enable timely inspection and investigation by the Competent Authority, the Statement of Conformity must be prepared and submitted to the Competent Authority immediately upon satisfactory completion of final production inspection and test.

AMC 21A.130(c)(1)**Initial transfer of ownership**

Upon transfer of ownership:

- a) For a complete aircraft, whether or not an application for a Certificate of Airworthiness is to be made, an EASA Form 52 must be completed and submitted to the Competent Authority for validation.
- b) For anything other than a complete aircraft an EASA Form 52 is inappropriate, and an EASA Form 1 must be completed and submitted to the Competent Authority for validation.

NOTE: If there is any significant delay between the last production task and presentation of the EASA Form 52 or EASA Form 1 to the Competent Authority, then additional evidence relating to the storage, preservation and maintenance of the item since its production must be presented to the Competent Authority.

Subpart G – Production organisation approval for products, parts and appliances**GM 21A.131****Scope – Applicable design data**

Applicable design data is defined as all necessary drawings, specifications and other technical information provided by the applicant for, or holder of a design organisation approval, TC, STC, approval of repair or minor change design, or ETSO authorisation (or equivalent when Part 21 Section A Subpart G is used for production of products, parts or appliances, the design of which has been approved other than according to Part 21) and released in a controlled manner to a production organisation approval holder. This should be sufficient for the development of production data to enable repeatable manufacture to take place in conformity with the design data.

Prior to issue of the TC, STC, approval of repair or minor change design or ETSO authorisation, or equivalent, design data is defined as 'not approved' but parts and appliances may be released with an EASA Form 1 as a certificate of conformity.

After issue of the TC, STC, approval of repair or minor change or ETSO authorisation, or equivalent, this design data is defined as 'approved' and items manufactured in conformity are eligible for release on an EASA Form 1 for airworthiness purposes.

GM 21A.133(a)**Eligibility – Approval appropriate for showing conformity**

'Appropriate' should be understood as follows:

- The applicant produces or intends to produce aeronautical products, parts, appliances and/or materials intended for airborne use as part of a type-certificated product (this excludes simulators, ground equipment and tools).
- The applicant will be required to show a need for an approval, normally based on one or more of the following criteria:
 - 1 Production of aircraft, engines or propellers (except if the Competent Authority considers a POA inappropriate)
 - 2 Production of ETSO articles and parts marked EPA
 - 3 Direct delivery to users such as owners or operators maintenance organisations with the need for exercising the privileges of issuing Authorised Release Certificates – EASA Form 1
 - 4 Participation in an international co-operation program where working under an approval is considered necessary by the Competent Authority
 - 5 Criticality and technology involved in the part, appliance, or material being manufactured. Approval in this case may be found by the Competent Authority as the best tool to exercise its duty in relation to airworthiness control
 - 6 Where an approval is otherwise determined by the Competent Authority as being required to satisfy the essential requirements of Annex I to the Basic Regulation.
- It is not the intent of the Competent Authority to issue approvals to manufacturing firms that perform only sub-contract work for main manufacturers of products and are consequently placed under their direct surveillance.

• Where standard parts, materials, processes or services are included in the applicable design data (see guidance on applicable design data in GM 21A.131) their standards should be controlled by the POA holder in a manner which is satisfactory for the final use of the item on the product, part or appliance. Accordingly, the manufacturer or provider of the following will not at present be considered for production organisation approval:

- consumable materials
- standard parts
- parts identified in the product support documentation as 'industry supply' or 'no hazard'
- non-destructive testing or inspection
- processes (heat treatment, surface finishing, shot peening, etc.

AMC No. 1 to 21A.133(b) and (c)

Eligibility – Link between design and production organisations

An arrangement is considered appropriate if it is documented and satisfies the Competent Authority that co-ordination is satisfactory.

To achieve satisfactory coordination the documented arrangements must at least define the following aspects irrespective of whether the two organisations are separate legal entities or not:

- The responsibilities of a design organisation which assure correct and timely transfer of up-to-date airworthiness data (e.g., drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.);
- The responsibilities and procedures of a POA holder/applicant for developing, where applicable, its own manufacturing data in compliance with the airworthiness data package;
- The responsibilities of a POA holder/applicant to assist the design organisation in dealing with continuing airworthiness matters and for required actions (e.g., traceability of parts in case of direct delivery to users, retrofitting of modifications, traceability of processes' outputs and approved deviations for individual parts as applicable, technical information and assistance, etc.);
- The scope of the arrangements must cover Part 21 Subpart G requirements and associated AMC and GM, in particular: 21A.145(b), 21A.165(c), (f) and (g);
- The responsibilities of a POA holder/applicant, in case of products prior to type certification to assist a design organisation in showing compliance with CS (access and suitability of production and test facilities for manufacturing and testing of prototype models and test specimen);
- The procedures to deal adequately with production deviations and non conforming parts;
- The procedures and associated responsibilities to achieve adequate configuration control of manufactured parts, to enable the production organisation to make the final determination and identification for conformity or airworthiness release and eligibility status;
- The identification of the responsible persons/offices who control the above;
- The acknowledgment by the holder of the TC/STC/repair or change approval/ETSO authorisation that the approved design data provided, controlled and modified in accordance with the arrangement are recognised as approved.

;

In many cases the production organisation may receive the approved design data through an intermediate production organisation. This is acceptable provided an effective link between the design approval holder and the production organisation can be maintained to satisfy the intent of 21A.133.

When the design and production organisations are two separate legal entities a Direct Delivery Authorisation must be available for direct delivery to end users in order to guarantee continued airworthiness control of the released parts and appliances.

Where there is no general agreement for Direct Delivery Authorisation, specific permissions may be granted (refer to AMC 21A.4).

AMC No. 2 to 21A.133(b) and (c)**Eligibility – Link between design and production organisations**

In accordance with AMC No.1 to 21A.133(b) and (c) the POA holder must demonstrate to the Competent Authority that it has entered into an arrangement with the design organisation. The arrangement must be documented irrespective of whether the two organisations are separate legal entities or not.

The documented arrangement must facilitate the POA holder to demonstrate compliance with the requirement of 21A.133(b) and (c) by means of written documents agreed.

In the case where the design organisation and POA holder are part of the same legal entity these interfaces may be demonstrated by company procedures accepted by the Competent Authority.

In all other cases to define such a design/production interface the following sample format is offered:

Arrangement Sample Form

ARRANGEMENT i.a.w. 21A.133(b) and (c)	
The undersigned agree on the following commitments:	relevant interface procedures
The design organisation [NAME] takes responsibility to <ul style="list-style-type: none"> • assure correct and timely transfer of up-to-date applicable design data (e.g., drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.) to the production organisation approval holder [NAME] • provide visible statement(s) of approved design data 	
The production organisation approval holder [NAME] takes responsibility to <ul style="list-style-type: none"> • assist the design organisation [Name] in dealing with continuing airworthiness matter and for required actions • assist the design organisation [Name] in case of products prior to type certification in showing compliance with airworthiness requirements • develop, where applicable, its own manufacturing data in compliance with the airworthiness data package 	
The design organisation [Name] and the POA holder [Name] take joint responsibility to <ul style="list-style-type: none"> • deal adequately with production deviations and non conforming parts in accordance with the applicable procedures of the design organisation and the production organisation approval holder • achieve adequate configuration control of manufactured parts, to enable the POA holder to make the final determination and identification for conformity or airworthiness release and eligibility status. 	
The scope of production covered by this arrangement is detailed in ... [DOCUMENT REFERENCE/ ATTACHED LIST]	
[When the design organisation is not the same legal entity as the production organisation approval holder] Transfer of approved design data The TC/STC/ETSO holder [NAME] acknowledges that the approved design data provided, controlled and modified in accordance with the arrangement are recognised as approved.	
[When the design organisation is not the same legal entity as the production organisation approval holder] Direct Delivery Authorisation This acknowledgment includes also [OR does not include] the general agreement for direct delivery to end users in order to guarantee continued airworthiness control of the released parts and appliances.	
for the [NAME of the design organisation/DOA holder] date xx.xx.xxxx ([NAME in block letters])	for the [NAME of the POA holder] date xx.xx.xxxx signature ([NAME in block letters])

Instructions for completion:

Title: The title of the relevant document must clearly indicate that it serves the purpose of a design/production interface arrangement in accordance with 21A.133(b) and (c).

Commitment: The document must include the basic commitments between the design organisation and the POA holder as addressed in AMC 21A.4 and AMC No. 1 to 21A.133(b) and (c).

Relevant Procedures: Identify an entry point into the documentary system of the organisations with respect to the implementation of the arrangement (for example a contract, quality plan, handbooks, common applicable procedures, working plans etc.).

Scope of arrangement: The scope of arrangement must state by means of a list or reference to relevant documents those products, parts or appliances that are covered by the arrangement.

Transfer of applicable design data: Identify the relevant procedures for the transfer of the applicable design data required by 21A.131 and AMC 21A.131 from the design organisation to the POA holder. The means by which the design organisation advises the POA holder whether such data is approved or not approved must also be identified (ref. 21A.4/AMC 21A.4).

Direct Delivery Authorisation: Where the design organisation and the POA holder are separate legal entities the arrangement must clearly identify whether authorisation for direct delivery to end users is permitted or not.

Where any intermediate production/design organisations are involved in the chain between the original design organisation and the POA holder evidence must be available that this intermediate organisation has received authority from the design organisation to grant Direct Delivery Authorisation.

Signature: AMC No. 1 to 21A.133(b) and (c) requests the identification of the responsible persons/offices who control the commitments laid down in the arrangement. Therefore the basic document must be signed mutually by the authorised representatives of the design organisation and the POA holder in this regard.

GM 21A.134**Application – Application form and manner**

EASA Form 50 (see AMC 21B.220(c)) should be obtained from the Competent Authority, and completed by the accountable manager of the organisation.

The completed form, an outline of the production organisation exposition, and details of the proposed terms of approval are to be forwarded to the Competent Authority.

GM No. 1 to 21A.139(a)**Quality System**

The quality system is an organisational structure with responsibilities, procedures, processes, and resources which implement a management function to determine and enforce quality principles.

The quality system should be documented in such a way that the documentation can be made easily available to personnel who need to use the material for performing their normal duties, in particular:

- procedures, instructions, data to cover the issues of 21A.139(b)(1) are available in a written form,
- distribution of relevant procedures to offices/persons is made in a controlled manner,

- procedures which identify persons responsible for the prescribed actions are established,
- the updating process is clearly described.

The manager responsible for ensuring that the quality system is implemented and maintained should be identified.

The Competent Authority will verify on the basis of the exposition and by appropriate investigations that the production organisation has established and can maintain their documented quality system.

GM No. 2 to 21A.139(a)**Quality System – Conformity of supplied parts or appliances**

The POA holder is responsible for determining and applying acceptance standards for physical condition, configuration status and conformity of supplied products, parts or appliances, whether to be used in production or delivered to customers as spare parts. This responsibility also includes BFE (Buyer Furnished Equipment) item.

To discharge this responsibility the quality system needs an organisational structure and procedures to adequately control external suppliers.

Control can be based upon use of the following techniques (as appropriate to the system or product orientation necessary to ensure conformity).

- qualification and auditing of supplier's quality system,
- evaluation of supplier capability in performing all manufacturing activities, inspections and tests necessary to establish conformity of parts or appliances to type design,
- first article inspection, including destruction if necessary, to verify that the article conforms to the applicable data for new production line or new supplier,
- incoming inspections and tests of supplied parts or appliances that can be satisfactorily inspected on receipt,
- identification of incoming documentation and data relevant to the showing of conformity to be included in the certification documents,
- a vendor rating system which gives confidence in the performance and reliability of this supplier,
- any additional work, tests or inspection which may be needed for parts or appliances which are to be delivered as spare parts and which are not subjected to the checks normally provided by subsequent production or inspection stages.

The POA holder may rely on inspection/tests performed by supplier if it can establish that:

- personnel responsible in charge of these tasks satisfy the competency standards of the POA quality system,
- quality measurements are clearly identified,
- the records or reports showing evidence of conformity are available for review and audit.

The control of suppliers holding a POA for the parts or appliances to be supplied can be reduced, to a level at which a satisfactory interface between the two quality systems can be demonstrated. Thus, for the purpose of showing conformity, a POA holder can rely upon documentation for parts or appliances released under a suppliers 21A.163 privileges.

A supplier who does not hold a POA is considered as a sub-contractor under the direct control of the POA quality system.

The POA holder retains direct responsibility for inspections/tests carried out either at its own facilities or at supplier's facilities.

GM 21A.139(b)(1)**Quality System – Elements of the quality system**

1. The control procedures covering the elements of 21A.139(b)(1) should document the standards to which the production organisation intends to work.

2. An organisation having a Quality system designed to meet a recognised Standard such as ISO 9002 (relevant to the scope of approval being requested) should expand it to include at least the following additional topics, as appropriate, in order to show compliance with the requirements of Part 21 Subpart G:

- Mandatory Occurrence Reporting and continued airworthiness as required by 21A.165(e)
- Control of work occasionally performed (outside the POA facility by POA personnel)
- Co-ordination with the applicant for, or holder of, an approved design as required by 21A.133(b) and (c) and 21A.165(g)
- Issue of certifications within the scope of approval for the privileges of 21A.163
- Incorporation of airworthiness data in production and inspection data as required in 21A.133(b) and (c) and 21A.145(b)
- When applicable, ground test and/or production flight test of products in accordance with procedures defined by the applicant for, or holder of, the design approval
- Procedures for traceability including a definition of clear criteria of which items need such traceability. Traceability is defined as a means of establishing the origin of an article by reference to historical records for the purpose of providing evidence of conformity
- Personnel training and qualification procedures especially for certifying staff as required in 21A.145(d).

3. An organisation having a quality system designed to meet a recognised aerospace quality standard will still need to ensure compliance with all the requirements of Subpart G of Part 21. In all cases, the Competent Authority will still need to be satisfied that compliance with Part 21 Subpart G is established.

GM No. 1 to 21A.139(b)(2)**Quality System – Independent quality assurance function**

The quality assurance function which is part of the organisation is required to be independent from the functions being monitored. This required independence relates to the lines of reporting, authority and access within the organisation and assumes an ability to work without technical reliance on the monitored functions.

GM No. 2 to 21A.139(b)(2)**Quality System – Adequacy of procedures and monitoring function**

Adequacy of procedures means that the quality system, through the use of the procedures as set forth, is capable of meeting the conformity objectives identified in 21A.139(a).

The quality assurance function to ensure the above should perform planned continuing and systematic evaluations or audits of factors that affect the conformity (and, where required, safe operation) of the products, parts, appliances and/or materials to the applicable design. This evaluation should include all elements of the quality system in order to show compliance with Part 21 Subpart G.

GM 21A.143**Exposition – Production organisation exposition**

The purpose of the POE is to set forth in a concise document format the organisational relationships, responsibilities, terms of reference, and associated authority, procedures, means and methods of the organisation.

The information to be provided is specified in 21A.143(a). Where this information is documented and integrated in manuals, procedures and instruction, the POE should provide a summary of the information and an appropriate cross reference.

The Competent Authority requires the POE to be an accurate definition and description of the production organisation. The document does not require approval in itself, but it will be considered as such by virtue of the approval of the organisation.

When changes to the organisation occur, the POE is required to be kept up to date per a procedure, laid down in the POE. Significant changes to the organisation (as defined in GM 21A.147(a)) should be approved by the Competent Authority prior to update of the POE.

When an organisation is approved against any other implementing rule containing a requirement for an exposition, a supplement covering the differences may suffice to meet the requirements of Part 21 Subpart G except that the supplement should have an index identifying where those parts missing from the supplement are covered. Those items then formally become part of the POE. In any combined documents the POE should be easily identifiable.

GM 21A.145(a)**Approval Requirements**

A facility is a working area where the working conditions and the environment are controlled as appropriate in respect of: cleanliness, temperature, humidity, ventilation, lighting, space/access, noise, air pollution.

Equipment and tools should be such as to enable all specified tasks to be accomplished in a repeatable manner without detrimental effect. Calibration control of equipment and tools which affect critical dimensions and values should show compliance with, and be traceable to, national or international standards.

Sufficient personnel means that the organisation has for each function according to the nature of the work and the production rate, a sufficient quantity of qualified personnel to accomplish all specified manufacturing tasks and to attest the conformity. Their number should be such that airworthiness consideration may be applied in all areas without undue pressure.

An evaluation of the competence of personnel is performed as part of the quality system. This should include, where appropriate, verification that specific qualification standards have been implemented, for example NDT, welding, etc. Training should be organised to establish and maintain the personal competence levels determined by the organisation to be necessary.

GM 21A.145(b)(2)**Approval Requirements – Airworthiness, noise, fuel venting and exhaust emissions /production data procedures**

1 When a POA holder/applicant is developing its own manufacturing data, such as computer based data, from the design data package delivered by a design organisation, procedures are required to demonstrate the right transcription of the original design data.

2 Procedures are required to define the manner in which airworthiness, noise, fuel venting and exhaust emissions data is used to issue and update the production/quality data, which determines the conformity of products, parts and appliances. The procedure must also define the traceability of such data to each individual product, part or appliance for the purpose of certifying condition for safe operation and issuing a Statement of Conformity or EASA Form 1.

GM 21A.145(c)(1)**Approval Requirements – Accountable manager**

Accountable manager means the manager who is responsible, and has corporate authority for ensuring that all production work is carried out to the required standard. This function may be carried out by the Chief Executive or by another person in the organisation, nominated by him or her to fulfil the function provided his or her position and authority in the organisation permits to discharge the attached responsibilities.

The manager is responsible for ensuring that all necessary resources are available and properly used in order to produce under the production approval in accordance with Part 21 Section A Subpart G.

The manager needs to have sufficient knowledge and authority to enable him or her to respond to the Competent Authority regarding major issues of the production approval and implement necessary improvements.

The manager needs to be able to demonstrate that he or she is fully aware of and supports the quality policy and maintains adequate links with the quality manager.

GM 21A.145(c)(2)**Approval Requirements – Responsible managers**

The person or persons nominated should represent the management structure of the organisation and be responsible for all functions as specified in Part 21 Section A Subpart G. It therefore follows that, depending on the size of the Part 21 Section A Subpart G organisation, the functions may be subdivided under individual managers (and in fact may be further subdivided) or combined in a variety of ways.

The Competent Authority requires the nominated managers to be identified and their credentials submitted on an EASA Form Four (see format in EASA administrative procedures) to the Competent Authority in order that they may be seen to be appropriate in terms of relevant knowledge and satisfactory experience related to the nature of the production activities as performed by the Part 21 Section A Subpart G organisation.

The responsibilities and the tasks of each individual manager are required to be clearly defined, in order to prevent uncertainties about the relations, within the organisation. In the case of organisation structures where staff-members are responsible to more than one person, as for instance in matrix and project organisations, responsibilities of the managers should be defined in such a way that all responsibilities are covered.

Where a Part 21 Section A Subpart G organisation chooses to appoint managers for all or any combination of the identified Part 21 functions because of the size of the undertaking, it is

necessary that these managers report ultimately to the accountable manager. In cases where a manager does not directly report to the accountable manager, he or she should have a formally established direct access to the accountable manager.

One such manager, normally known as the quality manager is responsible for monitoring the organisation's compliance with Part 21 Section A Subpart G and requesting remedial action as necessary by the other managers or the accountable manager as appropriate. He or she should have a direct access to the accountable manager.

AMC 21A.145(d)(1)**Approval Requirements – Certifying staff**

1 Certifying Staff are nominated by the production organisation to ensure that products, parts, appliances and/or materials qualify for Statements of Conformity or Release Certificates. Certifying Staff positions and numbers are to be appropriate to the complexity of the product and the production rate.

2 The qualification of certifying staff is based on their knowledge, background and experience and a specific training (or testing) established by the organisation to ensure that it is appropriate to the product, part, or appliance to be released.

3 Training must be given to develop a satisfactory level of knowledge of organisation procedures, aviation legislation, and associated implementing rules, CS and GM, relevant to the particular role.

4 For that purpose, in addition to general training policy, the organisation must define its own standards for training, including pre-qualification standards, for personnel to be identified as certifying staff.

5 Training policy is part of the Quality System and its appropriateness forms part of investigation by the Competent Authority within the organisation approval process and subsequent surveillance of persons proposed by managers.

6 The training must be updated in response to experience gained and changes in technology.

7 A feedback system to ascertain that the required standards are being maintained must be put in place to ensure the continuing compliance of personnel to authorisation requirements.

8 For release of products, parts or appliances, the responsibilities to issue statements of conformity/release certificates (EASA Form 1) are allocated to the certifying staff identified in 21A.145 (d)(2).

9 The Competent Authority holds the right to reject those personnel, appointed by the organisation, if found to have inappropriate experience or not to otherwise comply with its requirements.

AMC 21A.145(d)(2)**Approval Requirements – Record of certifying staff**

1 The following is the minimum information to be recorded in respect of each certifying person:

- a Name
- b Date of Birth
- c Basic Training and standard attained

- d Specific Training and standard attained
- e If appropriate – Continuation Training
- f Experience
- g Scope of the authorisation
- h Date of first issue of the authorisation
- i If appropriate – expiry date of the authorisation
- j Identification Number of the authorisation

2 The record may be kept in any format and must be controlled by an internal procedure of the organisation. This procedure forms part of the quality system.

3 Persons authorised to access the system must be maintained at a minimum to ensure that records cannot be altered in an unauthorised manner and that confidential records cannot become accessible to unauthorised persons.

4 The certifying person must be given reasonable access on request to his or her own records.

5 Under the provision of 21A.157 the Competent Authority has a right of access to the data held in such a system.

6 The organisation must keep the record for at least two years after the certifying person has ceased employment with the organisation or withdrawal of the authorisation, whichever is the sooner.

AMC 21A.145(d)(3)**Approval requirements – Evidence of authorisation**

1 The authorisation document must be in a style that makes its scope clear to the certifying staff and any authorised person who may require to examine the authorisation. Where codes are used to define scope, an interpretation document should be readily available.

2 Certifying staff are not required to carry the authorisation document at all times but should be able to make it available within a reasonable time of a request from an authorised person. Authorised persons include the Competent Authority.

GM 21A.147(a)**Changes to the approved production organisation – Significant changes**

1 Changes to be approved by the Competent Authority include:

- Significant changes to production capacity or methods.

- Changes in the organisation structure especially those parts of the organisation in charge of quality.
- A change of the accountable manager or of any other person nominated under 21A.145 (c)(2).
- Changes in the production or quality systems that may have an important impact on the conformity/airworthiness of each product, part or appliance.
- Changes in the placement or control of significant sub-contracted work or supplied parts.

2 To ensure that changes do not result in non-compliance with Part 21 Section A Subpart G it is in the interest of both the Competent Authority and the approval holder to establish a relationship and exchange information that will permit the necessary evaluation work to be conducted before the implementation of a change. This relationship should also permit agreement on the need for variation of the terms of approval (ref 21A.143(a)(9)).

3 Where a change of name or ownership results in the issue of a new approval the investigation will normally take account of the Competent Authority's knowledge and information from the preceding approval.

4 Changes of location are addressed in 21A.148 and changes of ownership in 21A.149, change of scope of approval in 21A.153.

AMC 21A.148**Changes of location – Management during change of location**

1 The relocation of any work, to an unapproved location, or a location with inappropriate scope of approval, constitutes a change of significance to the organisation and requires approval by the Competent Authority as prescribed in 21A.147. An unapproved relocation will invalidate the production organisation approval, and may necessitate re-application for any similar approval required at the new location. However, suitable transitional arrangements may be agreed with the Competent Authority, in advance of the relocation, which can allow continuation of the approval.

2 When an organisation expands its facility to include a new production location or moves parts of its production to a new location the production organisation approval may continue in force, but the approval does not include the new location until the Competent Authority has indicated its satisfaction with the arrangements.

3 For a change in location, taking an extended period of time, suitable transitional arrangements would require preparation of a co-ordination plan for the removal. The plan must, at least, identify the following:

- a A clearly identified person, or group of persons, responsible for co-ordinating the removal and acting as focal point for communication with all parties, including the Competent Authority.
- b The basis of the co-ordination plan, e.g., whether by product or area.
- c Planned timing of each phase of relocation.
- d Arrangements for maintaining the standards of the approval up to the point where the production area is closed down.

e Arrangements for verifying continued production quality upon resumption of work at the new location.

f Arrangements for check and/or re-calibration of inspection aids or production tools and jigs before resuming production.

g Procedures which ensure that goods are not released from the new location until their associated production and quality systems have been verified.

h Arrangements for keeping the Competent Authority informed of progress with the relocation.

4 From the co-ordination plan, the Competent Authority can determine the points at which it wishes to conduct investigation.

5 If an agreed co-ordination plan is in operation, the Competent Authority will normally allow the existing approval to remain in force and will, where appropriate, grant an additional approval to cover the new address for the duration of the move.

GM 21A.149 **Transferability**

Transfer of approval would normally only be agreed in cases where the ownership changes but the organisation itself remains effectively unchanged. For example:

An acceptable transfer situation could be a change of company name (supported by the appropriate certificate from the National Companies Registration Office or equivalent) but with no changes to site address, facilities, type of work, staff, accountable manager or person nominated under 21A.145.

Alternatively, in the event of receivership (bankruptcy, insolvency or other equivalent legal process) there may be good technical justification for continuation of the approval provided that the company continues to function in a satisfactory manner in accordance with their POE. It is likely that at a later stage the approval might be voluntarily surrendered or the organisation transferred to new owners in which case the former paragraphs apply. If it does not continue to operate satisfactorily then the Competent Authority could suspend or revoke the approval under 21B.245.

In order for the Competent Authority to agree to a transfer of approval, it will normally prescribe it as a condition in accordance with 21A.147(b) that the obligations and responsibilities of the former organisation should be transferred to the new organisation, otherwise transfer is not possible and application for a new approval will be required.

GM 21A.151 **Terms of approval – Scope and categories**

Terms of approval document(s) will be issued by the Competent Authority under 21A.135 to identify the scope of work, the products, and/or categories for which the holder is entitled to exercise the privileges defined in 21A.163.

The codes shown against each scope of work item are intended for use by the Competent Authority for purposes such as managing, administering and filing details of approvals. It may also assist in the production and publication of a list of approval holders.

The scope of work, the Products, Parts, or Appliances for which the POA holder is entitled to exercise the privileges defined in 21A.163 will be described by the Competent Authority as follows:

FOR PRODUCTS:

- 1 General area, similar to the titles of the corresponding certification codes.
- 2 Type of Product, in accordance with the type-certificate.

FOR PARTS AND APPLIANCES:

- 1 General area, showing the expertise, e.g., mechanical, metallic structure.
- 2 Generic type, e.g., wing, landing gear, tyres.

SCOPE OF WORK		PRODUCTS/CATEGORIES
A1	Large Aeroplanes	State types
A2	Small Aeroplanes	"
A3	Large Helicopters	"
A4	Small Helicopters	"
A5	Gyroplanes	"
A6	Sailplanes	"
A7	Motor Gliders	"
A8	Manned Balloons	"
A9	Airships	"
A10	Microlight Aircraft	"
A11	Very Light Aeroplanes	"
A12	Other	"
B1	Turbine Engines	"
B2	Piston Engines	"
B3	APU's	"
B4	Propellers	"
C1	Appliances:	State appliance generic types (e.g., Tyres, Altimeter, etc.) Examples include: Avionic, Com/Nav/Pulse Computer System, Aircraft/Engine/Avionic Instruments, Mechanical/Electrical/ Gyroscopic/Electronic Mechanical/Hydraulic/Pneumatic
C2	Parts:	State part generic types (e.g., Wing, Landing Gear, etc.) Examples include: Structural, Metallic/non-metallic Mechanical/Hydraulic/Pneumatic Electrical Electronic
C3	Materials	
D1	Maintenance	State aircraft types

AMC 21A.153**Changes to the terms of approval – Application for a change to the terms of approval**

EASA Form 51 (see AMC No 1 to 21B.240) must be obtained from the Competent Authority and completed in accordance with the procedures of the POE.

The information entered on the form is the minimum required by the Competent Authority to assess the need for change of the production organisation approval.

The completed form and an outline of the changed production organisation exposition, and details of the proposed change to POA terms of approval must be forwarded to the Competent Authority.

GM 21A.157**Investigations – Arrangements**

The arrangements made by the applicant for, or holder of an approval under Part 21 Section A Subpart G should allow the Competent Authority to make investigations that include the complete production organisation including partners, sub-contractors and suppliers, whether they are in the State of the applicant or not.

The investigation may include; audits, enquiries, questions, discussions and explanations, monitoring, witnessing, inspections, checks, flight and ground tests and inspection of completed products, parts or appliances produced under the POA.

In order to maintain its confidence in the standards achieved by a POA holder or applicant the Competent Authority may make an investigation of a sample product part or appliance and its associated records, reports and certifications.

The arrangements should enable the organisation to give positive assistance to the Competent Authority and co-operate in performing the investigation during both initial assessment and for the subsequent surveillance to maintain the POA.

Co-operation in performing investigation means that the Competent Authority has been given full and free access to the facilities and to any information relevant to show compliance to Part 21 Section A Subpart G requirements, and assistance (personnel support, records, reports, computer data, etc, as necessary).

Assistance to the Competent Authority includes all appropriate means associated with the facilities of the production organisation to allow the Competent Authority to perform these investigations, such as the availability of a meeting room, office and personnel support, documentation and data, and communication facilities, all properly and promptly available as necessary.

The Competent Authority seeks to have an open relationship with the organisation and suitable liaison personnel should be nominated to facilitate this, including suitable representative(s) to accompany Competent Authority staff during visits not only at the organisations own facilities but also at sub-contractors, partners or suppliers.

GM No. 1 to 21A.158(a)**Uncontrolled non-compliance with applicable design data**

An uncontrolled non-compliance with applicable design data is a non-compliance:

- that can not be discovered through systematic analysis; or
- that prevents identification of affected products, parts, appliances, or material.

GM No. 2 to 21A.158(a)**Examples of level one findings**

Examples of level one findings are non-compliances with any of the following paragraphs, that could affect the safety of the aircraft:

21A.139, 21A.145, 21A.147, 21A.148, 21A.151, 21A.163, 21A.165(b), (c), (d), (e), (f) and (g).

It should be anticipated that a non-compliance with these paragraphs is only considered a level one finding when objective evidence has been found that this finding is an uncontrolled non-compliance that could affect the safety of the aircraft.

In addition, the failure to arrange for investigations under 21A.157, in particular to obtain access to facilities, after denial of one written request should be classified as a level one finding.

GM 21A.159(a)(3)**Evidence of a lack of satisfactory control**

A positive finding by the Competent Authority of:

- 1 an uncontrolled non-compliance with type design data affecting the airworthiness of product part or appliance
- 2 an incident/accident identified as caused by POA holder
- 3 non-compliance with the POE and its associated procedures which could affect conformity of manufactured items to design data
- 4 insufficient competence of certifying staff
- 5 insufficient resources in respect of facilities, tools and equipment
- 6 insufficient means to ensure good production work standards
- 7 a lack of effective and timely response to prevent a recurrence of any of paragraph 1 to 6.

AMC 21A.163(c)**Computer generated signature****1 Submission to the Competent Authority**

Any POA holder intending to implement a computer generated signature procedure to issue EASA Form 1 must document it and submit it to the Competent Authority as part of the documents attached with its exposition and dealing with the issue of airworthiness certifications.

2 Characteristics of the computer generated signature system

The electronic system must :

- guarantee secure access for each certifying staff;
- provide for a "personal" signature;
- insure integrity and validity of the data that may be used coming from the computer system to issue the Form;
- be active only at the location where the part is being released with a EASA Form 1;

- not permit to sign a blank form;
- not permit modification after signature (if modification is necessary after issuance, i.e., re-certification of a part), a new form with a new number and reference to the initial certification should be made;
- insure integrity of the data certified by the signature of the Form and be able to show evidence of the authenticity of the EASA Form 1 (recording and record keeping).

POA holders/applicants are reminded that additional national and/or European requirements may need to be satisfied when operating computer generated signature systems.

3 Characteristics of the computer generated signature

The computer generated signature must take the form of a representation of the hand-written signature of the person signing (i.e. scanned signature). In addition to facilitate understanding and acceptance of the EASA Form 1 released with a computer generated signature the following statement should be printed in Block 13 of the Form: "This document has been issued according to an approved computer generated signature procedure".

AMC 21A.163(d)

Privileges – Maintenance

The applicant may apply for terms of approval, which cover maintenance of a new aircraft that it has manufactured, as necessary to keep it in an airworthy condition, but not beyond the point at which the applicable operational rules require maintenance to be performed by an approved maintenance organisation. If the production organisation intends to maintain the aircraft beyond that point, it would have to apply for and obtain an appropriate maintenance approval.

When the Competent Authority is satisfied that the procedures required by 21A.139 are satisfactory to control maintenance activities so as to ensure that the aircraft is airworthy, this capability will be stated in the terms of approval.

MAINTENANCE OF AIRCRAFT

Examples of such maintenance activities are:

- Preservation, periodic inspection visits, etc.
- Embodiment of a Service Bulletin.
- Application of airworthiness directives.
- Repairs.
- Maintenance tasks resulting from special flights.
- Maintenance tasks to maintain airworthiness during flight training, demo flights and other non-revenue flights.

Any maintenance activities must be recorded in the Aircraft Log Book. It must be signed by certifying staff for attesting the conformity of the work to the applicable airworthiness data.

In some cases the Aircraft Log Book is not available, or the production organisation prefers to use a separate form (for instance for a large work package or for delivery of the aircraft to the customer). In these cases, production organisations must use EASA Form 53 which must subsequently become part of the aircraft maintenance records.

Maintenance of components outside the POA capability

Such maintenance activity outside the capability of the Aircraft POA holder may still be accomplished under the production approval of the original release organisation. In such circumstances the engine(s), propeller(s), parts and appliances will require re-release in accordance with GM 21A.163(c) (EASA Form 1).

Records relevant to continued airworthiness or retirement lives, such as engine runs, flight hours, landings, etc., which affect part retirement of maintenance schedules must be specified on any re-release.

As an alternative the engine, propeller, part or appliance may be maintained by the holder of an approval in accordance with Part 145, classified and released as 'used'.

GM 21A.165(a)**Obligations of the holder – Basic working document**

Compliance with the production organisation exposition (POE) is a prerequisite for obtaining and retaining a production organisation approval.

The organisation should make the POE available to its personnel where necessary for the performance of their duties. A distribution list should therefore be established. Where the POE mainly refers to separate manuals or procedures, the distribution of the POE could be limited.

The organisation should ensure that personnel have access to and are familiar with that part of the content of the POE or the referenced documents, which covers their activities.

Monitoring of compliance with the POE is normally the responsibility of the quality assurance function.

GM No. 1 to 21A.165(c)**Obligations of the holder – Conformity of prototype models and test specimens**

21A.33 requires determination of conformity of prototype models and test specimens to the applicable design data. The EASA Form 1 may be used as a conformity certificate as part of the assistance a POA holder/applicant provides to a design approval holder/applicant.

GM No. 2 to 21A.165(c)**Obligations of holder – Conformity with type design**

Individual configurations are often based on the needs of the customer and improvements or changes which may be introduced by the type-certificate holder. There are also likely to be unintentional divergences (concessions or non-conformances) during the manufacturing process. All these changes should have been approved by the design approval holder, or when necessary by the Agency.

GM No. 3 to 21A.165(c)**Obligations of the holder – Condition for safe operation**

Before issue of the Statement of Conformity to the competent authority of the Member State of registry, the holder of a production organisation approval should make an investigation so as to

be satisfied in respect of each of the items listed below. The documented results of this investigation should be kept on file by the POA holder. Certain of these items may be required to be provided (or made available) to the operator or owner of the aircraft (and in some cases the competent authority of the Member State of registry):

- 1 Equipment or modifications which do not meet the requirements of the State of manufacture but have been accepted by the competent authority of the importing country.
- 2 Identification of products, parts or appliances which:
 - a Are not new.
 - b Are furnished by the buyer or future operator (including those identified in 21A.801 and 21A.805).
- 3 Technical records which identify the location and serial numbers of significant components including those identified in 21A.801 and 21A.805.
- 4 Log book and a modification record book for the aircraft as required by the Agency.
- 5 Log books for products identified in 21A.801 installed as part of the type design as required by the Agency.
- 6 A weight and balance report for the completed aircraft.
- 7 A record of missing items or defects which do not affect airworthiness these for example could be furnishing or BFE (Items may be recorded in a technical log or other suitable arrangement such that the operator and Agency are formally aware).
- 8 Product support information required by other implementing rules and associated CS or GM, such as a Maintenance Manual, a Parts Catalogue, or MMEL all of which are to reflect the actual build standard of the particular aircraft. Also an Electrical load analysis and a wiring diagram.
- 9 Records which demonstrate completion of maintenance tasks appropriate to the test flight flying hours recorded by the aircraft. These records should show the relationship of the maintenance status of the particular aircraft to the manufacturers recommended maintenance task list and the MRB document/report.
- 10 Details of the serviceability state of the aircraft in respect of a) the fuel and oil contents, b) provision of operationally required emergency equipment such as life rafts, etc.
- 11 Details of the approved interior configuration if different from that approved as part of the type design.
- 12 An approved Flight Manual which conforms to the build standard and modification state of the particular aircraft shall be available.

- 13 Show that inspections for foreign objects at all appropriate stages of manufacture have been satisfactorily performed.
- 14 The registration has been marked on the exterior of the aircraft as required by national legislation. Where required by national legislation fix a fireproof owners nameplate.
- 15 Where applicable there should be a certificate for noise and for the aircraft radio station.
- 17 The installed compass and or compass systems have been adjusted and compensated and a deviation card displayed in the aircraft.
- 18 Software criticality list.
- 19 A record of rigging and control surface movement measurements.
- 20 Details of installations which will be removed before starting commercial air transport operations (e.g., ferry kits for fuel, radio or navigation).
- 21 Where maintenance work has been performed under the privilege of 21A.163(d) issue a release to service that includes a statement that the aircraft is in a condition for safe operation.
- 22 List of all applicable Service Bulletins and airworthiness directives that have been implemented.

GM No. 4 to 21.165(c)
Airworthiness Release or Conformity Certificate

The EASA Form 1, when used as a release certificate as addressed in 21A.165(c)(2) and (3), may be issued in two ways:

- As an airworthiness release, only when by virtue of the arrangement described in 21A.133(b) and (c), it can be determined that the part conforms to the approved design data and is in condition for safe operation.
- As a conformity Certificate, only when by virtue of the arrangement described in 21A.133(b) and (c), it can be determined that the part conforms to applicable design data which is not (yet) approved, for a reason that is indicated in Block 13. Parts released with an EASA Form 1 as a conformity Certificate are not eligible for installation in a type-certificated aircraft.

The EASA Form 1 should only be used for Conformity release purposes when it is possible to indicate the reason that prevents its issue as for airworthiness release purposes.

GM 21A.165(d) and(h)**Obligations of the holder – Recording and archiving system**

Records within a production environment satisfy two purposes. Firstly, they are required, during the production process to ensure that products, parts, or appliances are in conformity with the controlling data throughout the manufacturing cycle. Secondly, certain records of milestone events are needed to subsequently provide objective evidence that all prescribed stages of the production process have been satisfactorily completed and that compliance with the applicable design data has been achieved.

Therefore, the approved production organisation should implement a system for the compilation and retention of records during all stages of manufacture, covering short-term and long-term records appropriate to the nature of the product and its production processes.

The management of such information should be subject to appropriate procedures in the Quality System required by 21A.139.

All forms of recording media are acceptable (paper, film, magnetic, ...) provided they can meet the required duration for archiving under the conditions provided.

The related organisation procedures should:

- Identify records to be kept.
- Describe the organisation of and responsibility for the archiving system (location, compilation, format) and conditions for access to the information (e.g., by product, subject).
- Control access and provide effective protection from deterioration or accidental damage.
- Ensure continued readability of the records.
- Demonstrate to the Competent Authority proper functioning of the records system.
- Clearly identify the persons involved in conformity determination.
- Define an archiving period for each type of data taking into account importance in relation to conformity determination subject to the following:
 - a Data which supports conformity of a product, part, or appliance should be kept for not less than three years from the issue date of the related Statement of Conformity or Authorised Release Certificate.
 - b Data considered essential for continuing airworthiness should be kept throughout the operational life of the product, part or appliance.
- Ensure that the recording and record-keeping system used by the partners, supplier and sub-contractors meet the objective of conformity of the product, part or appliance with the same level of confidence as for their own manufacture. They should define in each case who is to retain the record data (organisation or partner, supplier or sub-contractor). They should also define method for surveillance of the recording/record keeping system of the partners, suppliers or sub-contractors.

Subpart H – Airworthiness certificates

There are no AMC or GM items associated with this Subpart.

Subpart I – Noise certificates

There are no AMC or GM items associated with this Subpart.

Subpart J – Design organisation approval**GM No. 1 to 21A.239(a)**
Design assurance system**1** *Purpose*

This GM outlines some basic principles and objectives of 21A.239(a).

2 *Definitions*

2.1 The design assurance system is the organisational structure, responsibilities, procedures and resources to ensure the proper functioning of the design organisation.

2.2 The design assurance means all those planned and systematic actions necessary to provide adequate confidence that the organisation has the capability

- to design products or parts in accordance with the applicable CS and environmental protection requirements,
- to show and verify the compliance with these CS and environmental protection requirements, and
- to demonstrate to the Agency this compliance.

2.3 The “Type Investigation” means the tasks of the organisation in support of the type-certificate, supplemental type-certificate or other design approval processes necessary to show and verify and to maintain compliance with the applicable CS and environmental protection requirements.

3 *Design Assurance*

The complete process, starting with the CS and environmental protection requirements and product specifications and culminating with the issuing of a type-certificate, is shown in the diagram on Figure 1. This identifies the relationship between the design, the Type Investigation and design assurance processes.

Effective Design Assurance demands a continuing evaluation of factors that affect the adequacy of the design for intended applications, in particular that the product, or part, complies with applicable CS and environmental protection requirements and will continue to comply after any change.

Two main aspects should therefore be considered:

- 1 How the planned and systematic actions are defined and implemented, from the very beginning of design activities up to continued airworthiness activities;
- 2 How these actions are regularly evaluated and corrective actions implemented as necessary.

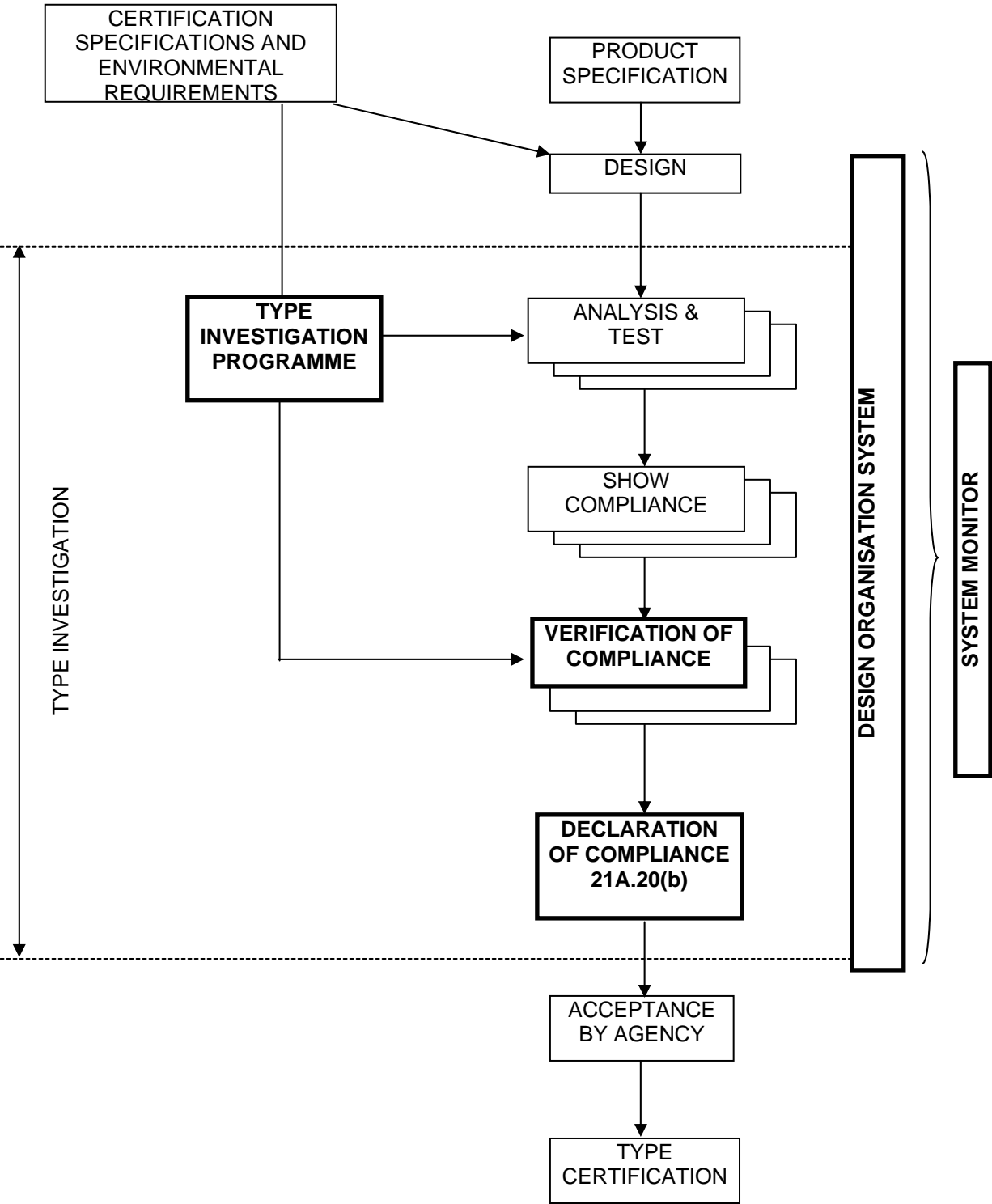


Figure 1 - RELATIONSHIPS BETWEEN DESIGN, DESIGN ASSURANCE AND TYPE INVESTIGATION

3.1 *Planned and Systematic Actions*

For design organisations carrying out Type Investigation of products, the planned and systematic actions should cover the following tasks and procedures should be defined accordingly:

3.1.1 *General*

- a. To issue or, where applicable, supplement or amend the handbook in accordance with 21A.243, in particular to indicate the initiation of design activities on a product.
- b. To assure that all instructions of the Handbook are adhered to.
- c. To conduct Type Investigation.
- d. To nominate staff as “compliance verification engineers” responsible to approve compliance documents as defined in paragraph 3.1.3.
- e. To nominate personnel belonging to the Office of Airworthiness responsible as defined in paragraph 3.1.4.
- f. In the case of an applicant for a supplemental type-certificate, to obtain the agreement of the type-certificate holder for the proposed supplemental type-certificate to the extent defined in 21A.115.
- g. To ensure full and complete liaison between the type design organisation and related organisations having responsibility for products manufactured to the type-certificate.
- h. To provide the assurance to the Agency that prototype models and test specimens adequately conform to the type design (see 21A.33(b)(1)).

3.1.2 *Chief Executive and Head of design organisation (or his or her Deputy)*

- a. The Chief Executive should provide the necessary resources for the proper functioning of the design organisation.
- b. The Head of the design organisation, or an authorised representative, should sign a declaration of compliance (see 21A.20(b) and 21A.97(a)(3)) with the applicable CS and environmental protection requirements after verification of satisfactory completion of the Type Investigation. In accordance with 21A.20(c) and 21A.97(a)(4), his or her signature on the declaration of compliance confirms that the procedures as specified in the handbook have been followed (see also GM 21A.A265(b)).
- c. The functions of Chief Executive and Head of the design organisation may be performed by the same person.

3.1.3 *Compliance Verification*

- a. Approval by signing of all compliance documents, including test programmes and data, necessary for the verification of compliance with the applicable CS and environmental protection requirements as defined in Type Investigation programme.
- b. Approval of the technical content (completeness, technical accuracy...), including any subsequent revisions, of the manuals approved by the Agency (Aircraft Flight Manual, the Airworthiness Limitations section of the Instructions for Continued Airworthiness and the Certification Maintenance Requirements (CMR) document, where applicable).

3.1.4 *Office of Airworthiness*

- a. Liaison between the design organisation and the Agency with respect to all aspects of Type Investigation.
- b. Ensuring that a handbook is prepared and updated as required in 21A.243.

- c. Co-operation with the Agency in developing procedures to be used for the type certification process.
- d. Issuing of guidelines for documenting compliance.
- e. Co-operation in issuing guidelines for the preparation of the manuals required by the applicable implementing rules, Service Bulletins, drawings, specifications, and standards.
- f. Ensuring procurement and distribution of applicable CS and environmental protection requirements and other specifications.
- g. Co-operating with the Agency in proposing the type-certification basis
- h. Interpretation of CS and environmental protection requirements and requesting decisions of the Agency in case of doubt.
- i. Advising of all departments of the design organisation in all questions regarding airworthiness, environmental protection approvals and certification.
- j. Preparation of the Type Investigation programme and co-ordination of all tasks related to Type Investigation in concurrence with the Agency.
- k. Regular reporting to the Agency about Type Investigation progress and announcement of scheduled tests in due time.
- l. Ensuring co-operation in preparing test programmes needed for demonstration of compliance.
- m. Establishing the compliance checklist and updating for changes.
- n. Checking that all compliance documents are prepared as necessary to show compliance with all CS and environmental protection requirements, as well as for completeness, and signing for release of the documents.
- o. Checking the required type design definition documents described in 21A.31 and ensuring that they are provided to the Agency for approval when required.
- p. Preparation, if necessary, of a draft for a type-certificate data sheet and/or type-certificate data sheet modification.
- q. Providing verification to the head of the design organisation that all activities required for Type Investigation have been properly completed.
- r. Approving the classification of changes in accordance with 21A.91 and granting the approval for minor changes in accordance with 21A.95(b).
- s. Monitoring of significant events on other aeronautical products as far as relevant to determine their effect on airworthiness of products being designed by the design organisation.
- t. Ensuring co-operation in preparing Service Bulletins and the Structural Repair Manual, and subsequent revisions, with special attention being given to the manner in which the contents affect airworthiness and environmental protection and granting the approval on behalf of the Agency.
- u. Ensuring the initiation of activities as a response to failure (accident/incident/in-service experience) evaluation and complaints from the operation and providing of information to the Agency in case of airworthiness impairment (continuing airworthiness).
- v. Advising the Agency with regard to the issue of airworthiness directives in general based on Service Bulletins.

w. Ensuring that the manuals approved by the Agency, including any subsequent revisions (the Aircraft Flight Manual, MMEL, the Airworthiness Limitations section of the Instructions for Continued Airworthiness and the Certification Maintenance Requirements (CMR) document, where applicable) are checked to determine that they meet the respective requirements, and that they are provided to the Agency for approval.

3.1.5 *Maintenance and Operating Instructions*

a. Ensuring the preparation and updating of all maintenance and operating instructions (including Services Bulletins) needed to maintain airworthiness (continuing airworthiness) in accordance with relevant CS. For that purpose, the applicant should:

- establish the list of all documents it is producing to comply with the Appendix referred to in CS 23.1529, CS 25.1529, CS 27.1529, CS 29.1529, CS-E 25 or CS-P 40 (NPA P-3);
- define procedures and organisation to produce and issue these documents, using where applicable and so elected 21A.263(c)(3) privilege.

b. In accordance with 21A.57, 21A.61, 21A.107, 21A.119, 21A.120 and 21A.449, ensuring that these documents are provided to all affected operators and all involved authorities.

3.2 Continued Effectiveness of the design assurance system. The organisation should establish the means by which the continuing evaluation (system monitoring) of the design assurance system will be performed in order to ensure that it remains effective.

GM No. 2 to 21A.239(a)

Design assurance system for minor changes to type design or minor repairs to products

1. Purpose

This GM outlines some basic principles and objectives in order to comply with 21A.239(a) for organisations designing only minor changes to type design or minor repairs to products.

2. Design assurance system

The design assurance system should include the following:

- ♦ an organisational structure to:
 - control the design
 - show compliance with applicable CS and environmental protection requirements
 - independently check showings of compliance
 - liaise with the Agency
 - continuously evaluate the design organisation
 - control sub-contractors
- ♦ procedures and responsibilities associated with the functions listed above, taking due account of Part 21 requirements applicable to design and approval of minor changes to type design or minor repairs to products.

AMC 21A.239(a)(3)**Design assurance system - Independent system monitoring**

The system monitoring function required by 21A.239(a)(3) may be undertaken by the existing quality assurance organisation when the design organisation is part of a larger organisation.

AMC 21A.239(b)**Design assurance system - Independent checking function of the showing of compliance**

1 The independent checking function of the showing of compliance should consist of the verification by a person not creating the compliance data. Such person may work in conjunction with the individuals who prepare compliance data.

2 The verification should be shown by signing compliance documents, including test programmes and data.

3 For a product, there is normally only one compliance verification engineer nominated for each relevant subject.

A procedure should cover the non-availability of nominated persons and their replacement when necessary.

4 For STC cases, when compliance statement and associated documentation are produced by the TC holder, and when these data are approved under the system of the authority of TC holder, then the STC applicant does not need to provide, within its own DOA, the independent checking function required in 21A.239(b) for these data.

GM 21A.239(c)**Design assurance system**

In meeting the requirements of 21A.239(c) the applicant for a design organisation approval under Subpart J may adopt the following policy:

1 The satisfactory integration of the Partner/Sub-contractor and applicant's design assurance systems should be demonstrated for the activities covered under the applicant's terms of approval.

2 In the event that a Partner/Sub-contractor holds a design organisation approval (DOA.), then in accordance with 21A.239(c), the applicant may take this into account in demonstrating the effectiveness of this integrated system.

3 When any Partner/Sub-contractor does not hold a DOA then the applicant will need to establish to its own satisfaction and the satisfaction of the Agency, the adequacy of that partner's/sub-contractor's design assurance system in accordance with 21A.243(b).

AMC No. 1 to 21A.243(a)**Data requirements**

The handbook should provide the following information for each product covered by the design organisation approval.

1 A description of the tasks which can be performed under the approval, according to the following classification:

a. General areas, like subsonic turbojet aeroplanes, turbopropeller aeroplanes, small aeroplanes, rotorcraft.

- b. Technologies handled by the organisation (composite, wood or metallic construction, electronic systems, etc.)
- c. A list of types and models for which the design approval has been granted and for which privileges may be exercised, supported by a brief description for each product.
- d. For repair design, classification and (if appropriate) approval activities it is necessary to specify the scope of activity in terms of structures, systems, engines, etc.

2 A general description of the organisation, its main departments, their functions and the names of those in charge; a description of the line management and of functional relationships between the various departments.

3 A description of assigned responsibilities and delegated authority of all parts of the organisation which, taken together, constitute the organisation's design assurance system together with a chart indicating the functional and hierarchical relationship of the design assurance system to Management and to other parts of the organisation; also the chains of responsibilities within the design assurance system, and the control of the work of all partners and sub-contractors.

4 A general description of the way in which the organisation performs all the design functions in relation to airworthiness and environmental protection approvals including:

- a. The procedures followed and forms used in the Type Investigation process to ensure that the design of, or the change to the design of, the product as applicable is identified and documented, and complies with the applicable CS and environmental protection requirements, including specific requirements for import by importing authorities
- b. The procedures for classifying design changes as "major" or "minor" and for the approval of minor changes.
- c. The procedures for classifying and approving unintentional deviations from the approved design data occurring in production (concessions or non-conformance's).
- d. The procedure for classifying and obtaining approval for repairs.

5 A general description of the way in which the organisation performs its functions in relation to the continuing airworthiness of the product it designs, including co-operation with the production organisation when dealing with any continuing airworthiness actions that are related to production of the product, part or appliance, as applicable.

6 A description of the human resources, facilities and equipment, which constitutes the means for design, and where appropriate, for ground and flight testing.

7 An outline of a system for controlling and informing the Staff of the organisation of current changes in engineering drawings, specifications and design assurance procedures.

8 A description of the recording system for:

- a. The type design, including relevant design information, drawings and test reports, including inspection records of test specimens.
- b. The means of compliance.
- c. The compliance documentation (compliance check list, reports...).

- 9 A description of the record keeping system to comply with 21A.55 and 21A.105.
- 10 A description of the means by which the organisation monitors and responds to problems affecting the airworthiness of its product during design, production and in service in particular to comply with 21A.3 (see also GM No. 1 to 21A.239, paragraphs 3.1.4(s) and (u)).
- 11 The names of the design organisation authorised signatories. Nominated persons with specific responsibilities such as mentioned in 21A.33 and 21A.35 should be listed.
- 12 (Reserved).
- 13 A clear definition of the tasks, competence and areas of responsibility of the Office of Airworthiness.
- 14 A description of the procedures for the establishment and the control of the maintenance and operating instructions (see 21A.57, 21A.61, 21A.107, 21A.119, 21A.120 and 21A.449).
- 15 A description of the means by which the continuing evaluation (system monitoring) of the design assurance system will be performed in order to ensure that it remains effective.

AMC No. 2 to 21A.243(a)**Data requirements - Model content of handbook for organisations designing minor changes to type design or minor repairs to products****Part 1. Organisation**

- 1.1 Objective of handbook and binding statement
- 1.2 Responsible person for administration of handbook
- 1.3 Amendment procedure
- 1.4 List of effective pages
- 1.5 Distribution list
- 1.6 Presentation of design organisation (including locations)
- 1.7 Scope of work (with identification of type and models of products)
- 1.8 Organisation charts
- 1.9 Human resources
- 1.10 Management staff
- 1.11 Certifying personnel (see GM No. 2 to 21A.243(d), paragraph 2)
- 1.12 Independent system monitoring

Part 2. Procedures

- 2.1 Management of changes to type design and design of repairs
 - configuration control
 - classification
 - approval of minor changes to type design and minor repairs
- 2.2 Control of design subcontractors
- 2.3 Collecting/Investigating of failures, malfunctions and defects
- 2.4 Co-ordination with production
- 2.5 Documentation control
 - in relations with the changes and repairs
 - in relation with failures/malfunctions and defects (i.e. Services - Bulletins)
- 2.6 Record keeping

GM No. 1 to 21A.243(d)**Statement of qualifications and experience****1 Purpose**

This GM provides guidelines on the following points:

- Who are the persons covered by 21A.243(d)?
- What is requested from the applicant for these persons?

2 Who are the persons?

Three different types of functions are named or implicitly identified in the requirements of Part 21 Subpart J or in associated AMC and GM, using qualified and experienced personnel:

- the Chief Executive [see GM No. 1 to 21A.239(a), para. 3.1.2, GM 21A.249, GM 21A.265(b)]
- the other management staff:
 - * the Head of the design organisation [see GM No. 1 to 21A.239(a), para.3.1.2, GM No. 1 21A.245, para.4.1, GM 21A.265(b)]
 - * the Chief of the Office of Airworthiness, or [see GM No. 1 to 21A.245, para. 4.2]
 - * the Chief of the independent monitoring function of the design assurance system [see 21A.239(a)(3) and AMC No. 1 to 21A.243(a), para.2]
- the personnel making decisions affecting airworthiness and environmental protection:
 - * compliance verification engineers [see GM No. 1 to 21A.239(a), para.3.1.3; AMC 21A.239(b)]
 - * personnel of the Office of Airworthiness making decisions affecting airworthiness and environmental protection, especially those linked with the 21A.263 privileges (signing documents for release, approving classification of changes and repairs, and granting the approval of minor changes and minor repairs, granting the approval of SBs, and documentary changes to the aircraft flight manual) [see GM No. 1 to 21A.239(a), para. 3.1.4]

3 Kind of statement**3.1 Chief Executive**

The Chief Executive should provide the necessary resources for the proper functioning of the design organisation.

A statement of the qualification and experience of the Chief Executive is normally not required.

3.2 Other management staff

The person or persons nominated should represent the management structure of the organisation and be responsible through the Head of design organisation to the Chief Executive for the execution of all functions as specified in Part 21, Subpart J. Depending on the size of the organisation, the functions may be subdivided under individual managers.

The nominated managers should be identified and their credentials furnished to the Agency.

Agency on EASA Form Four [EASA form expected] (see format in EASA administrative procedures) in order that they may be seen to be appropriate in terms of relevant knowledge and satisfactory experience related to the nature of the design activities as performed by the organisation.

The responsibilities and the tasks of each individual manager should be clearly defined, in order to prevent uncertainties about the relations, within the organisation. Responsibilities of the managers should be defined in a way that all responsibilities are covered.

3.3 Personnel making decisions affecting airworthiness and environmental protection

For these personnel, no individual statement is required. The applicant should show to the Agency that there is a system to select, train, maintain and identify them for all tasks where they are necessary.

The following guidelines for such a system are proposed:

- * These personnel should be identified in the handbook, or in a document linked to the handbook. This, and the corresponding procedures, should enable them to carry out the assigned tasks and to properly discharge associated responsibilities.

- * The needs, in terms of quantity of these personnel to sustain the design activities, should be identified by the organisation.

- * These personnel should be chosen on the basis of their knowledge, background and experience.

- * When necessary, complementary training should be established, to ensure sufficient background and knowledge in the scope of their authorization. The minimum standards for new personnel to qualify in the functions should be established. The training should lead to a satisfactory level of knowledge of the procedures relevant for the particular role.

- * Training policy forms part of the design assurance system and its appropriateness forms part of investigation by the Agency within the organisation approval process and subsequent surveillance of persons proposed by the organisation.

- * This training should be adapted in response to experience gained within the organisation

- * The organisation should maintain a record of these personnel which includes details of the scope of their authorisation. The personnel concerned should be provided with evidence of the scope of their authorisation.

- * The following minimum information should be kept on record:

- a) Name
- b) Date of birth
- c) Experience and training
- d) Position in organisation
- e) Scope of the authorisation
- f) Date of first issue of the authorisation
- g) If appropriate, date of expiry of the authorisation
- h) Identification number of the authorisation.

The record may be kept in any format and should be controlled.

- * Persons authorised to access the system should be maintained at a minimum to ensure that records cannot be altered in an unauthorised manner or that such confidential records do not become accessible to unauthorised persons.

- * Personnel should be given access to their own record.

* Under the provision of 21A.257 the Agency has a right of access to the data held in such a system.

* The organisation should keep the record for at least two years after a person has ceased employment with the organisation or withdrawal of the authorisation, whichever is the sooner.

GM No. 2 to 21A.243(d)**Data requirements - Statement of the qualification and experience- Organisations designing minor changes to type design or minor repairs to products**

For organisations designing minor changes to type design or minor repairs to products, the statement of the qualifications and experience required by 21A.243(d) should be addressed as follows :

1. The nominated managers should be identified and their credentials submitted to the Agency on EASA Form Four [EASA form expected] (see format in EASA administrative procedures) in order that they may be seen to be appropriate in terms of relevant knowledge and satisfactory experience related to the nature of the design activities as performed by the organisation.

2. The persons responsible to:

- classify changes to type design or repairs
- verify compliance [21A.239(b)]
- approve minor changes to type design and minor repairs [21A.263(c)(2)]
- issue information or instructions [21A.263(c)(3)]

should be selected by the organisation in accordance with a procedure and criteria agreed with the Agency.

GM No. 1 to 21A.245**Requirements for approval****See 21A.245**

1 *General.* The data submitted in accordance with 21A.243 should show that sufficient skilled personnel are available and suitable technical and organisational provisions have been made for carrying out the Type Investigation defined by GM No. 1 to 21A.239(a), paragraph 2.3.

2 *Personnel.* The applicant should show that the personnel available to comply with 21A.245(a) are, due to their special qualifications and number, able to provide assurance of the design or modification of a product, as well as the compilation and verification of all data needed to meet the applicable CS and environmental protection requirements while taking into account the present state of the art and new experience.

3 *Technical.* The applicant should have access to:

- a. Workshops and production facilities which are suitable for manufacturing prototype models and test specimens.
- b. Accommodation and test facilities which are suitable for carrying out tests and measurements needed to demonstrate compliance with the CS and environmental protection requirements. The test facilities may be subjected to additional technical conditions related to the nature of tests performed.

4 *Organisation.* The data submitted in accordance with 21A.243 should show that:

4.1 The Head of the design organisation for which an application for approval has been made, has the direct or functional responsibility for all departments of the organisation which are responsible for the design of the product. If the departments responsible for design are functionally linked, the Head of the design organisation still carries the ultimate responsibility for compliance of the organisation with Part 21Subpart J.

4.2 An Office of Airworthiness, or equivalent function, has been established and staffed on a permanent basis to act as the focal point for co-ordinating airworthiness and environmental protection matters (see GM No. 1 to 21A.239 (a) paragraph 3.1.4); it reports directly to the Head of the design organisation or is integrated into an independent quality assurance organisation reporting to the Head of the design organisation.

4.3 [Reserved]

4.4 Responsibilities for all tasks related to Type Investigations are assigned in such a way that gaps in authority are excluded.

4.5 The responsibility for a number of tasks as in paragraph 4.4 may be assigned to one person especially in the case of simple projects.

4.6 Co-ordination between technical departments and the persons in charge of the system monitoring required by 21A.239(a)(3) has been established :

- to ensure quick and efficient reporting and resolution of difficulties encountered using the handbook and associated procedures
- to maintain the design assurance system
- to optimise auditing activities.

GM No. 2 to 21A.245

Requirements for approval - Organisations designing minor changes to type design or minor repairs to products

The data submitted in accordance with 21A.243 should show that:

1 The manager responsible for design has the direct or functional responsibility for all departments of the organisation which are involved in the design of minor changes to type design or minor repairs to products.

2 Person(s) have been nominated to liaise with the Agency and to co-ordinate airworthiness and environmental protection matters. Their position in the organisation should allow direct report to the manager responsible for design.

3 Responsibilities for all tasks related to the design and approval of minor changes to type design or minor repairs to products are assigned to ensure that all areas are covered

4 The responsibility for a number of tasks as in paragraph 3 may be assigned to one person especially in the case of simple projects.

GM 21A.247

Significant changes in the design assurance system

In addition to a change in ownership (see 21A.249), the following changes to the design assurance system should be considered as “significant” to the showing of compliance or to the airworthiness or environmental protection of the products:

1 Organisation

- * Relocation to new premises (see also GM 21A.249)
- * Change in the industrial organisation (partnership, suppliers, design worksharing) unless it can be shown that the independent checking function of the showing of compliance is not affected
- * Change in the parts of the organisation that contribute directly to the airworthiness or environmental protection (independent checking function, office of airworthiness [or equivalent])
- * Change to the independent monitoring principles (see 21A.239(a)(3))

2 Responsibilities

- * Change of the management staff
 - the Head of the design organisation [GM No. 1 to 21A.239(a), para.3.1.2, GM No. 1 to 21A.245, para.4.1, GM 21A.265(b)]
 - the Chief of the Office of Airworthiness [GM No. 1 to 21A.245, para. 4.2]
 - the Chief of the independent monitoring function of the design assurance system [21A.239(a)(3) and AMC No. 1 to 21A.243(a), para.2]
- * New distribution of responsibilities affecting airworthiness or environmental protection.
- * For organisations designing minor changes to type design or minor repairs to products, change of the persons identified in GM No. 2 to 21A.243(d).

3 Procedures

Change to the principles of procedures related to :

- the type certification
- the classification of changes and repairs as " major " or " minor " [21A.263(c)(1)]
- the treatment of major changes and major repairs
- the approval of the design of minor changes and minor repairs [21A.263(c)(2)]
- the issue of information and instructions under the privilege of 21A.263(c)(3)
- the approval of documentary changes to the Aircraft Flight Manual [21A.263(c)(4)]
- the approval of the design of major repairs [21A.437 or 21A.263(c)(5)]
- continued airworthiness (see 21A.3)
- the configuration control, when airworthiness or environmental protection is affected
- the acceptability of design tasks undertaken by partners or subcontractors [21A.239(c)]

4 Resources

- * Substantial reduction in number and/or experience of staff (see 21A.245(a)).

GM 21A.249**Transferability**

1. Transfer of the approval would normally only be agreed in cases where the organisation itself remains substantially unchanged.
2. An acceptable transfer situation could be for example a change of company name (supported by the appropriate certificate from the National Companies Registration Office or equivalent) but with no changes to site address or Chief Executive. However, if the same legal entity were to relocate to new premises with a new Chief Executive and/or new departmental heads, then a substantial investigation by the Agency would be necessary such that the change would be classified as a reapproval.
3. In the event of receivership there may be good technical justification for continuation of the approval provided that the company continues to function in a satisfactory manner. It is likely that at a later stage the approval might be surrendered by the receiver or transferred to another legal entity in which case the former paragraphs apply.

GM No. 1 to 21A.251**Terms of approval**

- 1 The terms of approval are stated on the certificate of approval issued by the Agency. The certificate states the scope of work and the products , changes or repairs thereof, with the appropriate limitations for which the approval has been granted. For design organisation approval covering type certification or ETSO authorisation for APU, the list of product types covered by the design assurance system should be included.
- 2 Approval of a change in the terms of approval in accordance with 21A.253 will be confirmed by an appropriate amendment of the certificate of approval.
- 3 The certificate references the handbook of the approved design organisation, provided in accordance with 21A.243. This handbook defines the tasks which may be performed under the approval.
- 4 Scopes of work are, for example, "subsonic turbojet aeroplanes", "turbopropeller aeroplanes", "small aeroplanes", "rotorcraft"... Technologies are quoted in the scope of work when it is considered by the Agency as a limitation for the design organisation approval.
- 5 For repair design activities, the certificate states the scope of work with the appropriate limitations for which the approval has been granted.

GM No. 2 to 21A.251**Terms of approval - Organisations designing minor changes to type design or minor repairs to products**

Terms of approval issued for organisations designing minor changes to type design or minor repairs to products should contain:

1. Scope of work

This design organisation approval has been granted for:

- designing minor changes to type design or minor repairs to [aircraft, engine, propeller] in accordance with the applicable CS and environmental protection requirements,
- showing and verifying the compliance with these CS and environmental protection requirements.

2. Category of products

Any other indication if the Agency has found a limitation related to aircraft systems or technologies and reducing the scope as defined in paragraph 1.

3. Privileges

The holder of this approval is entitled to:

List of the privileges granted with the approval, pursuant to 21A.263(c)(1), (2) and (3).

**GM 21A.257(a)
Investigations**

Arrangements that allow the Agency to make investigations include the complete design organisation including partners, sub-contractors and suppliers, whether they are in the State of the applicant or not, assisting and co-operating with the Agency in performing inspections and audits conducted during initial assessment and subsequent surveillance.

Assistance to the Agency includes all appropriate means associated with the facilities of the design organisation to allow the Agency to perform these inspections and audits, such as a meeting room and office support.

**GM 21A.263(b)
DOA privilege related to compliance documents**

A compliance document is the end result of a certification process, where the showing of compliance is recorded. For each specific certification process, the Agency is involved in the process itself at an early stage, especially through the establishment of the certification programme. The inspections or tests under 21A.257(b) may be performed at various stages of the whole certification process, not necessarily when the compliance document is presented.

Therefore, according to the scheduled level of involvement, the Agency should agree with the DOA holder documents to be accepted without further Agency verification under the DOA privilege of 21A.263(b).

AMC No. 1 to 21A.263(c)(1)**Procedure for the classification of changes to type design and repairs as minor and major****1 INTENT**

This acceptable means of compliance provides means to develop a procedure for the classification of changes to type design and repairs.

Each DOA applicant must develop its own internal classification procedure following this AMC, in order to obtain the associated 21A.263(c)(1) privilege.

2 PROCEDURE FOR THE CLASSIFICATION OF CHANGES TO TYPE DESIGN AND REPAIRS**2.1 Content**

The procedure must address the following points:

- the identification of changes to type design or repairs
- classification

- justification of the classification
- authorised signatories
- supervision of changes to type design or repairs initiated by subcontractors

For changes to type design, criteria used for classification must be in compliance with 21A.91 and GM 21A.91.

For repairs, criteria used for classification must be in compliance with 21A.435 and GM 21A.435.

2.2 Identification of changes to type design or repairs

The procedure must indicate how the following are identified:

- major changes to type design or major repairs
- those minor changes to type design or minor repairs where additional work is necessary to show compliance with the CS and environmental protection requirements
- other minor changes to type design or minor repairs requiring no further showing of compliance.

2.3 Classification

The procedure must show how the effects on airworthiness and environmental protection are analysed, from the very beginning, by reference to the applicable requirements.

If no specific CS or environmental protection requirements are applicable to the change or repairs, the above review must be carried out at the level of the part or system where the change or repair is integrated and where specific CS or environmental protection requirements are applicable.

2.4 Justification of the classification

All decisions of classification of changes to type design or repairs as “major” or “minor” must be recorded and, for those which are not straightforward, also documented. These records must be easily accessible to the Agency for sample check.

2.5 Authorised signatories

All classifications of changes to type design or repairs must be accepted by an appropriate authorised signatory.

The procedure must indicate the authorised signatories for the various products listed in the terms of approval.

For those changes or repairs that are handled by subcontractors, as described under paragraph 2.6, it must be described how the DOA holder manages its classification responsibility.

2.6 Supervision of changes to type design or repairs initiated by subcontractors

The procedure must indicate, directly or by cross-reference to written procedures, how changes to type design or repairs may be initiated and classified by subcontractors and are controlled and supervised by the DOA holder.

AMC No. 2 to 21A.263(c)(1)**Privileges - Organisations designing minor changes to type design or minor repairs to products : classification procedure****1. Content**

The procedure must address the following points:

- configuration control rules, especially the identification of changes to type design or repairs
- classification, in compliance with 21A.91 and GM 21A.91 for changes and GM 21A.435 for repairs
- justification of the classification
- authorised signatories

2. Identification of changes to type design or repairs

The procedure must indicate how the following minor changes to type design or minor repairs are identified:

- those minor design changes to type design or minor repairs where additional substantiation data is necessary to show compliance with the CS or environmental protection requirements
- other minor design changes to type design or minor repairs requiring no further showing of compliance.

3. Classification

The procedure must show how the effects on airworthiness and environmental protection are analysed, from the very beginning, by reference to the applicable requirements.

If no specific requirements are applicable to the change or the repair, the above review must be done at the level of the part or system where the change or repair is integrated and where specific CS or environmental protection requirements are applicable.

For repair, see also GM 21A.435.

4. Justification of the classification

All decisions of classification of changes to type design or repairs as "minor " must be recorded and, for those which are not straightforward, also documented. These records must be easily accessible to the Agency for sample check.

It may be in the format of meeting notes or register.

5. Authorised signatories

All classifications of changes to type design or repairs must be accepted by an appropriate authorised signatory.

The procedure must indicate the authorised signatories for the various products listed in the terms of approval.

AMC No. 1 to 21A.263(c)(2)**Procedure for the approval of minor changes to type design or minor repairs****1 INTENT**

This acceptable means of compliance provides means to develop a procedure for the approval of minor changes to type design or minor repairs.

Each DOA applicant must develop its own internal procedures following this AMC, in order to obtain the associated privilege under 21A.263(c)(2).

2 PROCEDURE FOR THE APPROVAL OF MINOR CHANGES TO TYPE DESIGN OR MINOR REPAIRS**2.1 Content**

The procedure must address the following points:

- compliance documentation
- approval under the DOA privilege
- authorised signatories
- supervision of minor changes to type design or minor repairs handled by subcontractors.

2.2 Compliance documentation

For those minor changes to type design or minor repairs where additional work to show compliance with the applicable CS and environmental protection requirements is necessary, compliance documentation must be established and independently checked as required by 21A.239(b).

The procedure must describe how the compliance documentation is produced and checked.

2.3 Approval under the DOA privilege

2.3.1 For those minor changes to type design or minor repairs where additional work to show compliance with the applicable CS and environmental protection requirements is necessary, the procedure must define a document to formalise the approval under the DOA privilege.

This document must include at least :

- identification and brief description of the change or repair and reasons for change or repair
- applicable CS or environmental protection requirements and methods of compliance
- reference to the compliance documents
- effects, if any, on limitations and on the approved documentation

- evidence of the independent checking function of the showing of compliance
- evidence of the approval under the privilege of 21A.263(c)(2) by an authorised signatory
- date of the approval

For repairs, see AMC 21A.433(a).

2.3.2 For the other minor changes to type design or minor repairs, the procedure must define a means to identify the change or repair and reasons for the change or repair, and to formalise its approval by the appropriate engineering authority under an authorised signatory. This function may be delegated by the Office of Airworthiness but must be controlled by the Office of Airworthiness, either directly or through appropriate procedures of the DOA holder's design assurance system.

2.4 Authorised signatories

The persons authorised to sign for the approval under the privilege of 21A.263(c)(2) must be identified (name, signature and scope of authority) in appropriate documents that maybe linked to the handbook.

2.5 Supervision of minor changes to type design or minor repairs handled by subcontractors

For the minor changes to type design or minor repairs described in 2.3.2, that are handled by subcontractors, the procedure must indicate, directly or by cross-reference to written procedures how these minor changes to type design or minor repairs are approved at the subcontractor level and the arrangements made for supervision by the DOA holder.

AMC No. 2 to 21A.263(c)(2)

Privileges - Organisations designing minor changes to type design or minor repairs to products : procedure for the approval of minor changes to type design or minor repairs

1. Content

The procedure must address the following points :

- compliance documentation
- approval under the DOA privilege
- authorised signatories

2. Compliance documentation

For those minor changes to type design or minor repairs where additional work to show compliance with the applicable CS and environmental protection requirements is necessary, compliance documentation must be established and independently checked as required by 21A.239(b).

The procedure must describe how the compliance documentation is produced and checked.

3. Approval under the DOA privilege

3.1. For those minor changes to type design or minor repairs where additional work to show compliance with the applicable CS or environmental protection requirements is necessary, the procedure must define a document to formalise the approval under the DOA privilege.

This document must include at least :

- identification and brief description of the change or the repair and reason for change or repair
- applicable CS or environmental protection requirements and methods of compliance
- reference to the compliance documents
- effects, if any, on limitations and on the approved documentation
- evidence of the independent checking function of the showing of compliance
- evidence of the approval under the privilege of 21A.263(c)(2) by an authorised signatory
- date of the approval

For repairs, see also AMC 21A.433(a).

3.2. For the other minor changes to type design or minor repairs, the procedure must define a means to identify the change or repair and reasons for the change or repair, and to formalise its approval by the appropriate engineering authority under an authorised signatory. This function must be controlled through appropriate procedures of the DOA holder's design assurance system.

4. Authorised signatories

The persons authorised to sign for the approval under the privilege of 21A.263(c)(2) must be identified (name, signature and scope of authority) in appropriate documents that may be linked to the handbook.

GM 21A.263(c)(3)

Issue of information or instructions

1 INTENT

This GM provides guidelines to address the various aspects the DOA should cover in order to have a comprehensive procedure for the issue of information or instructions.

2 SCOPE

The information or instructions referred to in 21A.263(c)(3) are issued by a DOA holder to make available to the owners or operators of a product with all necessary data to implement a change on the product or a repair, or to inspect it. Some are also issued to provide maintenance organisations and other interested persons with all necessary maintenance data for the performance of maintenance, including implementation of a change on the product or a repair, or inspection, in accordance with 21A.61, 21A.107, 21A.120 or 21A.449 (Instructions for Continued Airworthiness).

This information or instructions may be issued in a format of a Service Bulletin as defined in ATA 100 system, or in Structural Repair Manuals, Maintenance Manuals, Engine and Propeller Manuals etc. The preparation of this data involves design, production and inspection. As the overall responsibility, through the privilege, is allocated to the DOA holder, the three aspects should be properly handled under the DOA to obtain the privilege "to issue information or instructions containing a statement that the technical content is approved", and a procedure should exist.

3 PROCEDURE

For the information and instructions issued under 21A.263(c)(3), the DOA holder should establish a procedure addressing the following points :

- preparation

- verification of technical consistency with corresponding approved change(s) , repair(s) or approved data, including effectivity, description, effects on airworthiness and environmental protection, especially when limitations are changed
- verification of the feasibility in practical applications
- authorised signatories.

The procedure should include the information or instructions prepared by subcontractors or vendors, and declared applicable to its products by the DOA holder.

4 STATEMENT

The statement provided in the information or instructions should also cover the information or instructions prepared by subcontractors or vendors and declared applicable to its products by the DOA holder.

The technical content is related to the design data and accomplishment instructions, and its approval means that:

- the design data has been appropriately approved ; and
- the instructions provide for practical and well defined installation/inspection methods, and, when accomplished, the product is in conformity with the approved design data.

Note : Information and instructions related to required actions under 21A.3B(b) (airworthiness directives) are submitted to the Agency to ensure compatibility with Airworthiness directive content (see 21A.265(e)), and contain a statement that they are, or will be, subject to an airworthiness directive issued by the Agency.

GM 21A.263(c)(4)

Procedure for the approval of documentary changes to the Aircraft Flight Manual

1 INTENT

This GM provides guidelines to develop a procedure for the approval of documentary changes to the Aircraft Flight Manual (AFM).

Each DOA applicant should develop its own internal procedure, based on these guidelines, in order to obtain the associated privilege under 21A.263(c)(4).

2 DEFINITION OF DOCUMENTARY CHANGES TO THE AFM

Examples of documentary changes to the AFM that may be approved under the DOA privilege:

A - FOR AFM ISSUED BY THE TYPE-CERTIFICATE HOLDER

Editorial changes or corrections to the AFM.

Changes to weight limitations that are within all previously EASA approved limitations (e.g., structural, noise, etc.)

The addition of compatible and previously EASA approved AFM Temporary changes, appendices or Supplements.

Conversions of previously FAA or EASA approved combinations of units of measurement added to the AFM in a previously approved manner.

The addition of aircraft serial numbers to an existing AFM where the aircraft configuration, as related to the AFM, is identical to aircraft already in that AFM.

The removal of reference to aircraft serial numbers no longer applicable to that AFM.

B - FOR AFM SUPPLEMENTS ISSUED BY STC HOLDERS

Editorial changes or corrections to the AFM Supplement.

Changes to weight limitations that are within all previously EASA approved limitations (e.g., structural, noise, etc.)

Conversions of previously FAA or EASA approved combinations of units of measurement added to the AFM Supplement in a previously approved manner.

The addition of aircraft serial numbers to an existing AFM Supplement where the aircraft configuration, as related to the AFM Supplement, is identical to aircraft already in that AFM Supplement.

The removal of reference to aircraft serial numbers no longer applicable to that AFM Supplement.

3 PROCEDURE FOR THE APPROVAL OF DOCUMENTARY CHANGES**3.1 Content**

The procedure should address the following points:

- preparation of all AFM changes,
- classification as documentary AFM change,
- verification by the airworthiness function, especially regarding the classification of the AFM change,
- approval of AFM changes,
- approval statement and authorised signatories,
- distribution.

3.2 Preparation

The procedure should indicate how AFM changes are prepared and how the co-ordination with people in charge of design changes is performed.

3.3 Classification

The procedure should indicate how AFM changes are classified as documentary changes, in accordance with the criteria of paragraph 2.

Changes to the AFM of an editorial nature should be non-technical and should normally only affect existing approved data.

3.4 Verification by Office of airworthiness function

The procedure should indicate how people in charge of Office of airworthiness function will :

- verify the classification as documentary changes
- review the content of the AFM changes.

3.5 Approval

Any change to the AFM should be approved, either by the Agency, or under the privilege of 21A.263(c)(4) for documentary AFM changes.

For documentary AFM changes, the procedure should indicate how the approval under the privilege will be formalised.

3.6 Approval statement and authorised signatories

Revisions of the AFM containing only documentary changes should be issued with the approval statement defined in 21A.263(c)(4).

When approval status is shown on each page, a simplified statement such as "Approved under the authority of DOA nr.[EASA].J.[xyz] " may be used.

The authorised signatories should be identified (name, signature), together with the scope of authorisation, in a document that can be linked to the DOA handbook.

3.7 Maintaining, updating and distribution

The procedure should indicate how the master copy of the AFM is maintained and updated, and how approved revisions are distributed, taking account of 21A.57 or 21A.119.

AMC 21A. 265(a)**Administration of the Handbook**

1 The handbook of the applicant must be in the language which will permit the best use of it by all personnel charged with the tasks performed for the purpose of the design organisation. The applicant may be requested to provide an English translation of the handbook and other supporting documents as necessary for the investigation.

2 The handbook must be produced in a concise form with sufficient information to meet 21A.243 relevant to the scope of approval sought by the applicant. The handbook must include the following:

- a. Organisation name, address, telephone, telex and facsimile numbers.
- b. Document title, and company document reference No (if any).
- c. Amendment or revision standard identification for the document.
- d. Amendment or revision record sheet.
- e. List of effective pages with revision/date/amendment identification for each page.
- f. Contents list or index.
- g. A distribution list for the Handbook.
- h. An introduction, or foreword, explaining the purpose of the document for the guidance of the organisation's own personnel. Brief general information concerning the history and development of the organisation and, if appropriate, relationships with other organisations which may form part of a group or consortium, must be included to provide background information for the Agency.
- i. The certificate of approval must be reproduced in the document.
- j. Identification of the department responsible for administration of the Handbook.

NOTE: In the case of an initial or revised approval it is recognised that certificate will be issued after Agency agreement to the handbook content in draft form. Arrangements for formal publication in a timely manner must be agreed before the certificate of approval is issued.

3 An updating system must be clearly laid down for carrying out required amendments and modifications to the handbook.

4 The handbook may be completely or partially integrated into the company organisation manual. In this case, identification of the information required by 21A.243 must be provided by giving appropriate cross references, and these documents must be made available, on request, to the Agency.

GM 21A.265(b)**Use of the Handbook**

1 The handbook should be signed by the Chief Executive and the Head of the design organisation and declared as a binding instruction for all personnel charged with the development and type investigation of products.

2 All procedures referenced in the handbook are considered as parts of the handbook and therefore as basic working documents.

Subpart K – Parts and appliances**GM No. 1 to 21A.303(c)
Standard Parts**

In this context a part is considered as a “standard part” where it is designated as such by the design approval holder responsible for the product, part or appliance, in which the part is intended to be used. In order to be considered a “standard part”, all design, manufacturing, inspection data and marking requirements necessary to demonstrate conformity of that part should be in the public domain and published or established as part of officially recognised Standards.

**GM No. 2 to 21A.303(c)
Officially recognised Standards**

In this context “officially recognised Standards” means those standards established or published by an official body whether having legal personality or not, which are widely recognised by the air transport sector as constituting good practice.

**GM 21A.307
Release of Parts and Appliances for Installation**

“Authorised release certificate certifying airworthiness for a new part or appliance” means certifying that the part or appliance conforms with the approved design data and is in condition for safe operation.

(Subpart L – Not applicable)

Subpart M - Repairs**GM 21A.431(a)****Scope**

Manuals and other instructions for continued airworthiness (such as the Manufacturers Structural Repair Manual, Maintenance Manuals and Engine Manuals provided by the holder of the type-certificate, supplemental type-certificate, design approval or ETSO authorisation as applicable) for operators, contain useful information for the development and approval of repairs.

When these data are explicitly identified as approved, they may be used by operators without further approval to cope with anticipated in-service problems arising from normal usage provided that they are used strictly for the purpose for which they have been developed.

Approved data is data which is approved either by the Agency, or by an appropriately approved design organisation.

NB: Flow Chart 1 addresses the procedures that should be followed for products where the State of design is a Member State

Flow Chart 2 addresses procedures that should be followed for products where the State of design is not a Member State.

When specific repair data is approved outside of the Community, conditions for acceptance may be defined in the bilateral arrangements between the Community and the competent authority of a third country. In the absence of such arrangement, the repair data shall follow the approval route as if it was designed and approved within the Community.

GM 21A.431(d)**Repairs to articles**

A repair to an article under 21A.611 has to be seen in the context of an ETSO authorisation, i.e., when an article as such is specifically approved under Subpart O, with dedicated rules that give specific rights and obligations to the designer of the article, irrespective of any product type design or change to the type design. For a repair to such an article, irrespective of installation on any aircraft, Subpart O, and 21A.611 in particular, should be followed.

When an airline or a maintenance organisation is designing a new repair (based on data not published in the TC holder or Original Equipment Manufacturer documentation) on an article installed on an aircraft, such a repair can be considered as a repair to the product in which the article is installed, not to the article taken in isolation. Therefore Subpart M can be used for the approval of this repair, that will be identified as "repair to product x affecting article y", but not "repair to article y".

AMC 21A.433 (a) and 21A.447**Repair design and Record Keeping**

1. Relevant substantiation data associated with a new major repair design and record keeping should include:

- a. damage identification and reporting source,
- b. major repair design approval sheet identifying applicable requirements and references of justifications,
- c. repair drawing and/or instructions and scheme identifier,
- d. correspondence with the TC, STC, design approval or ETSOA holder, if its advice on the design has been sought,

e. structural justification (static strength, fatigue, damage tolerance, flutter etc) or references to this data,

f. effect on the aircraft, engines and/or systems, (performance, flight handling, etc as appropriate)

g. effect on maintenance programme,

h. effect on Airworthiness limitations, the Flight Manual and the Operating Manual,

i. weight and moment change,

j. special test requirements.

2. Relevant minor repair documentation includes paragraphs 1(a) and (c). Other points of paragraph 1 may be included where necessary. If the repair is outside the approved data, justification for classification is required.

3. Special consideration should be given to repairs that impose subsequent limitations on the part, product or appliance, (e.g., engine turbine segments that may only be repaired a finite number of times, number of repaired turbine blades per set, oversizing of fastener holes, etc.).

4. Special consideration should also be given to Life Limited parts and Critical Parts, notably with the involvement of the type-certificate or STC holder, when deemed necessary under 21A.433 (b).

5. Repairs to engine critical parts would normally only be accepted with the involvement of the TC holder.

GM 21A.435(a)

Classification of repairs

1. Clarification of the terms Major/Minor

In line with the definitions given in 21A.91, a new repair is classified as 'major' if the result on the approved type design has an appreciable effect on structural performance, weight, balance, systems, operational characteristics or other characteristics affecting the airworthiness of the product, part or appliance. In particular, a repair is classified as major if it needs extensive static, fatigue and damage tolerance strength justification and/or testing in its own right, or if it needs methods, techniques or practices that are unusual (i.e., unusual material selection, heat treatment, material processes, jigging diagrams, etc.)

Repairs that require a re-assessment and re-evaluation of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements, are to be considered as major repairs.

Repairs whose effects are considered minor and require minimal or no assessment of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements, are to be considered "minor".

It is understood that not all the certification substantiation data will be available to those persons/organisations classifying repairs. A qualitative judgement of the effects of the repair will therefore be acceptable for the initial classification. The subsequent review of the design of the repair may lead to it being re-classified, owing to early judgements being no longer valid.

2. Airworthiness concerns for Major/Minor classification

The following should be considered for the significance of their effect when classifying repairs. Should the effect be considered to be significant then the repair should be classified 'Major'. The repair may be classified as 'Minor' where the effect is known to be without appreciable consequence.

i) Structural performance

Structural performance of the product includes static strength, fatigue, damage tolerance, flutter and stiffness characteristics. Repairs to any element of the structure should be assessed for their effect upon the structural performance.

ii) Weight and balance

The weight of the repair may have a greater effect upon smaller aircraft as opposed to larger aircraft. The effects to be considered are related to overall aircraft centre of gravity and aircraft load distribution. Control surfaces are particularly sensitive to the changes due to the effect upon the stiffness, mass distribution and surface profile which may have an affect upon flutter characteristics and controllability.

iii) Systems

Repairs to any elements of a system should be assessed for the effect intended on the operation of the complete system and for the effect on system redundancy. The consequence of a structural repair on an adjacent or remote system should also be considered as above, (for example: airframe repair in area of a static port).

iv) Operational characteristics

Changes may include:

- stall characteristics
- handling
- performance and drag
- vibration

v) Other characteristics

- changes to load path and load sharing
- change to noise and emissions
- fire protection / resistance

Note: Considerations for classifying repairs 'Major/Minor' should not be limited to those listed above.

3. Examples of 'Major' repairs

i) A repair that requires a permanent additional inspection to the approved maintenance programme, necessary to ensure the continued airworthiness of the product. Temporary repairs for which specific inspections are required prior to installation of a permanent repair do not

necessarily need to be classified as 'Major'. Also, inspections and changes to inspection frequencies not required as part of the approval to ensure continued airworthiness do not cause classification as 'Major' of the associated repair.

- ii) A repair to life limited or critical parts.
- iii) A repair that introduces a change to the Aircraft Flight Manual.

GM 21A.437**Issue of repair design approval**

- 1) Approval by DOA holder

Approval of repairs through the use of procedures agreed with the Agency, means an approval issued by the DOA holder without requiring Agency involvement. The Agency will monitor application of this procedure within the surveillance plan for the relevant organisation. When the organisation exercises this privilege, the repair release documentation should clearly show that the approval is under their DOA privilege.

- 2) Previously approved data for other applications

When it is intended to use previously approved data for other applications, it is expected that applicability and effectiveness would be checked with an appropriately approved design organisation. After damage identification, if a repair solution exists in the available approved data, and if the application of this solution to the identified damage remains justified by the previous approved repair design, (structural justifications still valid, possible airworthiness limitations unchanged), the solution can be considered approved and can be used again.

- 3) Temporary repairs.

These are repairs that are life limited, to be removed and replaced by a permanent repair after a limited service period. These repairs should be classified under 21A.435 and the service period defined at the approval of the repair.

- 4) Fatigue and damage tolerance.

When the repaired product is released into service before the fatigue and damage tolerance evaluation has been completed, the release should be for a limited service period, defined at the issue of the repair.

GM 21A.437(a)**Issue of repair design approval**

- 1) Products first type-certificated by the Agency or first type-certificated by a Member State (covering products type-certificated through JAA procedures or under national regulations and products certificated nationally without a type-certificate).

- i) Agency approval is required in cases of major repairs proposed by design organisation approval holders, not being the TC or STC holder, and in cases of minor repairs proposed by persons not holding a design organisation approval.

- ii) Agency approval may be required in cases of major repairs proposed by design organisation approval holders, being the TC or STC holder, if the major repair is:

- related to new interpretation of the airworthiness requirement as used for type certification.
- related to different means of compliance from that used for type certification.
- related to the application of airworthiness requirements different from that used for type certification.

NOTE: This should be established at the time of DOA approval.

2) Products first type-certificated by the competent authority of a third country.

Agency approval is always required for major repairs on products first type-certificated by the competent authority of a third country. Approval privileges extended to TC holders (noted in 21A.437(b)) are not extended to TC holders of products first type-certificated by the competent authority of a third country. Type-certificate holders of those types may need to be involved when an arrangement with the TC holder has been determined necessary under 21A.433(b).

For repairs approved outside of the Community conditions for acceptance may be defined in the bilateral arrangement between the Community and the competent authority of a third country. In the absence of such arrangement, the repair data shall follow the approval route as if it was designed and approved within the EU.

AMC 21A.437(b)

Issue of repair design approval

In order for the approved design organisation that is also the type-certificate holder to approve 'Major' repair design the following should be considered applicable:

- i) The type-certificate holder being approved under Part 21 Subpart J.
- ii) Procedures having been established that comply with Part 21 Subpart M as agreed with the Agency.
- iii) The type-certification basis for the product, part or appliance to be repaired having been identified together with all other relevant requirements.
- iv) All records and substantiation data including documents showing compliance with all relevant airworthiness requirements being held for reviews by the Agency.
- v) A summary list of all major repair approvals being provided to the Agency on a regular basis as agreed with the Agency.
- vi) Whether the repair design is affected by the presence of any supplemental type-certificate.

GM 21A.439

Production of repair parts

A maintenance body, (organisation or person), may manufacture parts for repair purposes when in accordance with Subpart F or when approved under Subpart G of Part 21. In addition, a maintenance organisation may manufacture parts for its own repair purposes when expressly authorised by the competent authority of the Member State in accordance with the applicable implementing rules.

GM 21A.441**Repair Embodiment**

Repairs should be accomplished by an organisation or person in accordance with the relevant implementing rules.

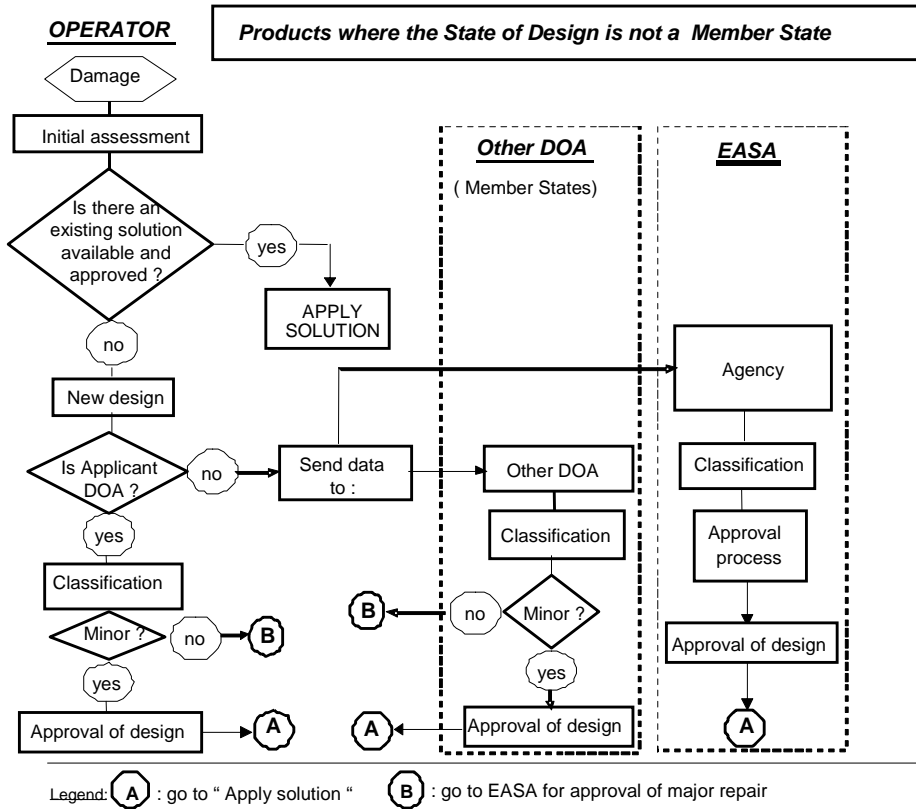
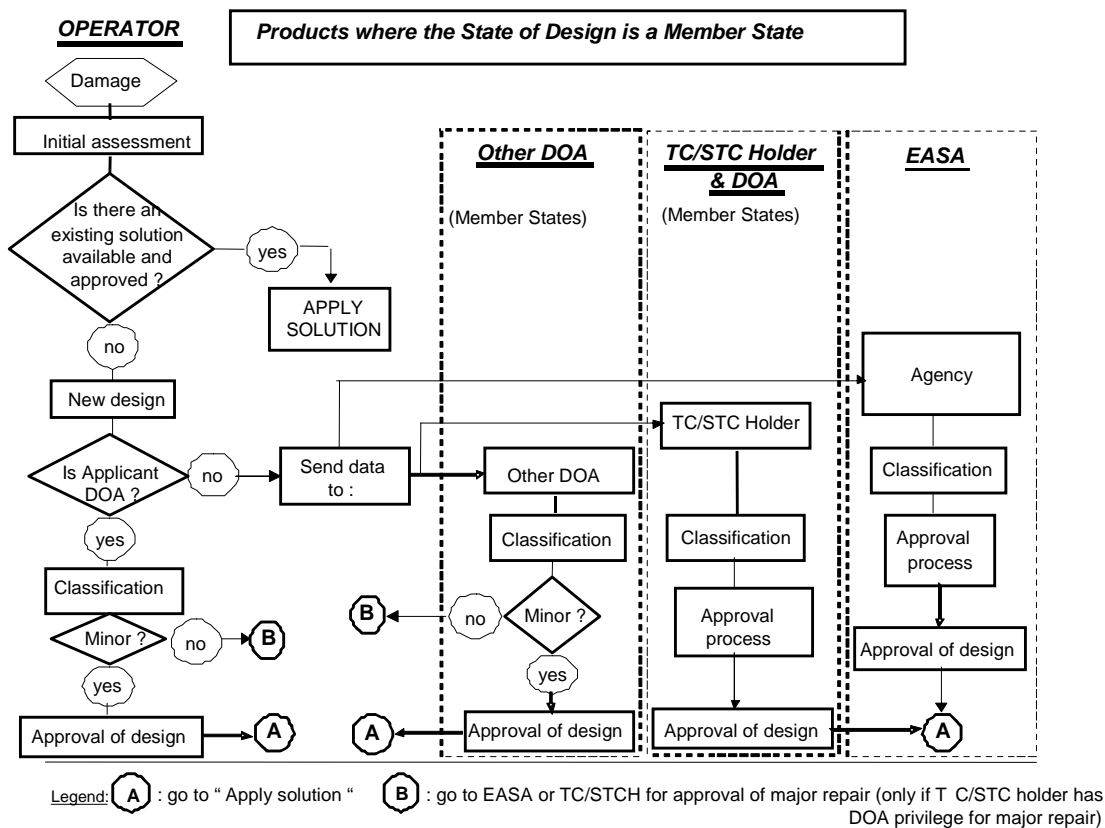
The holder of a production organisation approval under Subpart G of Part 21 may accomplish repairs to new aircraft, within its terms of approval, under the privilege of 21A.163(d).

GM 21A.443**Limitations**

Instructions and limitations associated with repairs should be specified and controlled by those procedures required by the applicable operations rules.

GM 21A.445**Unrepaired damage**

This is not intended to supersede the normal maintenance practices defined by the type-certificate holder, (e.g., blending out corrosion and re-protection, stop drilling cracks, etc.), but addresses specific cases not covered in the manufacturer's documentation.



(Subpart N – Not applicable)

Subpart O – European Technical Standard Order Authorisations**AMC 21A.602B(b)(2)****Procedures for ETSO authorisations****1 Scope**

- 1.1 A manual of procedures must set out specific design practices, resources and sequence of activities relevant for the specific projects, taking account of Part 21 requirements.
- 1.2 These procedures must be concise and limited to the information needed for quality and proper control of activities by the applicant/holder, and by the Agency.

2 Management of the ETSO authorisation process

- 2.1 For ETSO authorisation, a procedure following the principles of AMC 21A.14(b), paragraph 2.1, 2.2 and 2.3, with the necessary adaptation related to Part 21 Section A Subpart O context, must be established.

3 Management of design changes

- 3.1 A procedure following the principles of AMC 21A.14(b), paragraphs 3.2 and 3.3, with the necessary adaptation to take into account 21A.611, must be established for the classification and approval of design changes on articles under ETSO authorisation
- 3.2 Repairs and production deviations from the approved design data

A procedure following the principles of paragraph 3.1 must be established for the classification and approval of repairs and unintentional deviations from the approved design data occurring in production (concessions or non-conformance's). For repairs, the procedure must be established in accordance with Part 21 Section A Subpart M and associated AMC or GM. For deviations, the procedure must be established in accordance with 21A.610.

4 Obligations addressed in 21A.609

The applicant should establish the necessary procedures to show to the Agency how it will fulfil the obligations under 21A.609.

For issue of information and instructions, a procedure following the principles of AMC 21A.14(b), paragraph 4 must be established.

5 Control of design subcontractors

The applicant must establish the necessary procedures to show to the Agency how it will control design subcontractors.

AMC 21A.608**Declaration of Design and Performance**

STANDARD FORM

DDP No.

ISSUE No.

- 1 Name and address of manufacturer.
- 2 Description and identification of article including:
 - Type No
 - Modification Standard
 - Master drawing record
 - Weight and overall dimensions
- 3 Specification reference, i.e., ETSO No. and Manufacturer's design specification.
- 4 The rated performance of the article directly or by reference to other documents.
- 5 Particulars of approvals held for the equipment.
- 6 Reference to qualification test report.
- 7 Service and Instruction Manual reference number.
- 8 Statement of compliance with appropriate ETSO and any deviations therefrom.
- 9 A statement of the level of compliance with the ETSO in respect of the ability of the article to withstand various ambient conditions or to exhibit various properties.

The following are examples of information to be given under this heading depending on the nature of the article and the requirements of the ETSO.

- a. Working and ultimate pressure or loads.
- b. Limitations of voltage and frequency.
- c. Time rating (e.g., continuous, intermittent) or duty cycle.
- d. Limits of accuracy of measuring instruments.
- e. Whether the equipment is "flameproof" (explosion-proof).
- f. Whether the equipment is "fire-resistant".
- g. The compass safe distance.
- h. Level of radio interference.
- j. Radio and audio frequency susceptibility.
- k. Degree of vibration which the equipment will withstand.
- l. Degree of acceleration and shock which the equipment will withstand.
- m. Degree of waterproofness or sealing of equipment.
- n. Ability to withstand sand and dust.
- o. Ability to resist salt spray and aircraft fluids.

- p. Fungus resistance.
- q. Temperature and altitude category.
- r. Humidity category.
- s. Any other known limitations which may limit the application in the aircraft e.g., restrictions in mounting attitude.

(NOTE: The “categories” referred to are those listed in the current issue of EUROCAE ED-14/RTCA document DO-160).

10 A statement of criticality of software.

(NOTE: Software levels are those defined in the current issue of EUROCAE ED-12B/RTCA document DO-178B.)

11 The declaration in this document is made under the authority of

.....(name of manufacturer)

(Manufacturer’s name) cannot accept responsibility for equipment used outside the limiting conditions stated above without their agreement.

Date:Signed.....(Manufacturer’s authorised representative)

(Subpart P – Not applicable)

Subpart Q – Identification of products, parts and appliances

There are no AMC or GM items associated with this Subpart.

SECTION B**Subpart A – General****GM 21B.20****Responsibility for implementation**

Each certificate or approval in accordance with Part 21 Section A Subparts F, G, H and I will normally be issued and controlled by the competent authority of the Member State in whose country the applicant or holder is located. Therefore, to ensure consistency between the competent authorities of the Member States in issuing certificates and approvals, implementation of Part 21 should be based on the following three principles:

- The establishment and maintenance of an effective organisation and corresponding processes by all competent authorities.
- The operation of all competent authorities in accordance with Part 21 and its certification specifications (CS).
- A standardisation process established and operated by the Agency to access the standard achieved, and to provide timely advice and guidance to the competent authorities of the Member States.

As a result the responsibility for implementation comprises of the two main objectives:

- to ensure that certificates and approvals are only granted to applicants that comply with the requirements of Part 21; and
- to ensure sufficient visibility of the processes to give the Agency and the other Member States the necessary confidence in the certificates or approvals granted.

GM 21B.25(a)**Organisation**

The competent authority designated by each Member State should have an organisation in such a way that

- there is specific and effective management authority in the conduct of all relevant activities
- the functions and processes described in Part 21 and its CS and GM may be properly implemented
- the competent authority of the Member State policy, organisation and operating procedures for the implementation of Part 21 are properly documented and applied
- all competent authority of the Member State personnel involved in the related activities are provided with training where necessary
- specific and effective provision is made for the communication and interface as necessary with the Agency and the competent authorities of the Member States
- all functions related to the implementation of Part 21 are adequately described and shown (Standardisation)

A general policy in respect of Part 21 activities should be developed, sponsored and implemented by the manager at the highest appropriate level, for example the top of the functional area of the competent authority of the Member State that is responsible for the related matters.

Appropriate steps should be taken to ensure that the policy is known and understood by all staff involved, and all necessary steps should be taken to implement and maintain the policy.

Whilst satisfying also additional national regulatory responsibilities, the general policy should in particular take into account:

- the provisions of the Basic Regulation
- the provisions of Part 21 and its CS and GM
- the needs of industry
- the needs of the Agency and of the competent authorities of the Member States.

The policy should define specific objectives for key elements of the organisation and processes for implementation of related Part 21 activities, including the corresponding control procedures and the measurement of the achieved standard.

GM 21B.25(b)

Resources

The organisation for related Part 21 activities should be clearly defined within the general organisation of the competent authority of the Member State, with the hierarchical and functional links, and the names of the senior staff. Although final responsibility should be placed at the top of the functional area that is responsible for the related Part 21 activities as a whole, all subordinate levels of management should be suitably resourced and empowered to fulfil their delegated tasks.

The definition of an organisation for the implementation of related Part 21 activities should include the specification of

- a manager responsible for the specific Part 21 activity acting as internal and external focal point. The responsibility is best placed with the manager who is in control of the day-to-day functions concerning the specific Part 21 activity, although he may delegate specific tasks to other individuals;
- individual or group responsibilities, duties and associated reporting lines;
- the resources, human and material;
- the documented procedures to be operated in respect of the relevant Part 21 activities.

The various tasks and responsibilities of the personnel involved in the related Part 21 activities should be clearly identified. The authority attached to the responsibilities should be enough to ensure that the activities will be performed correctly.

These responsibilities include among others:

- the management of the organisation
- the management of investigation teams
- the team leadership/membership
- the investigation and surveillance activities
- the administrative management of certificates and approvals including record keeping
- the external and internal interface activities including feedback to the Agency

- the control and distribution of documentation

The definition of the organisation should include means to ensure continued effectivity of the organisation. The means should provide for a regular assessment of the organisation and its related activities as well as a feedback system for the follow up of necessary corrective actions (e.g., through the implementation of a quality system, internal audit system, etc.).

GM 21B.25(c)**Qualification and training**

The competent authority of the Member State should ensure appropriate and adequate training of its personnel to meet the standard that is considered by the Agency necessary to perform the work. Arrangements should be made for initial and continuation training as required.

It is understood that the basic competence of the competent authority of the Member State staff is a matter of recruitment and normal management functions in selection of staff for particular duties. Moreover, it is understood that the competent authority of the Member State provides training in the basic skills as required for those duties.

However, to avoid differences in understanding and interpretation, it is considered important that all personnel involved in Part 21 activities should be provided with further training specifically related to the relevant Part 21 activity up to the common Agency standard.

The competent authority of the Member State should provide training through its own training organisation with qualified trainers or through another qualified training source (e.g., training provided by other competent authorities, the Agency or qualified entities).

AMC 21B.30(a)**Documented procedures**

The various elements of the organisation for the related Part 21 activities must be documented in order to establish a reference source for the establishment and maintenance of this organisation. The documented procedures must be established in a way that it will facilitate its use. They must be clearly identified, kept up-to-date and made readily available to all the personnel involved in the relevant activities.

The documented procedures must cover, as a minimum, the following aspects:

- policy and objectives,
- organisation structure,
- responsibilities and attached authority,
- procedures and processes,
- internal and external interfaces,
- internal control procedures,
- training of personnel,
- cross references to associated documents,
- assistance from other competent authorities or the Agency (where required).

Except for smaller competent authorities, it is likely that the information is held in more than one document or series of documents, and suitable cross-reference information must be provided. For example, organisational structure and job descriptions are not usually in the same documentation as the detailed working procedures. In such cases it is recommended that the documented procedures include an index of cross-references to all such other related information, and the related documentation must be readily available when required.

AMC 21B.35(a)
Changes

Standardisation is based on the assessment of the organisation and procedures of the competent authorities of the Member States and their implementation and suitability by the Agency. Consequently, a significant change in the competent authority of the Member State organisation and documented procedures validated by the Agency needs a reassessment to maintain the confidence in the standardisation process.

Examples of significant changes include changes in the organisation hierarchy, decision making levels, number and qualification of personnel, etc.

The competent authority of the Member State must notify any of these changes to the Agency and must be prepared to provide any further explanation/information requested by the Agency. The Agency may decide to review the documented organisation and procedures of the competent authority of the Member State and request any clarification or changes. This might also apply when a change in the regulations takes place and the Agency decides that a specific assessment/monitoring of the competent authorities related to that change is necessary.

GM 21B.40
Principles for the resolution of disputes

It is essential for the efficient accomplishment of the competent authority of the Member State activities related to Part 21 that all decisions regarding the resolution of disputes are taken at as low a level as possible. In addition the documented procedures for the resolution of disputes should clearly identify the chain of escalation.

GM No. 1 to 21B.45
Co-ordination with other related activities

The purpose of co-ordination with other related activities is to

- harmonize the effects of various approval and certification teams especially when dealing with one organisation / applicant to prevent conflicts of conclusions
- ensure efficient flow of information between the various approval and certification teams to facilitate the execution of their duties
- optimise the use of the Agency and the competent authorities resources to minimise disruption and cost.

Therefore, for a given organisation / applicant the responsible person(s) of the Agency or competent authorities of the Member State should arrange for exchange of information with, and provide necessary assistance, as appropriate, to the relevant competent authority of the Member State or Agency teams or staff - e.g.:

- the appropriate certification teams;

- the design organisation approval team;
- the production organisation approval team;
- the maintenance organisation approval team; or
- other approval or certification teams as appropriate.

GM No. 2 to 21B.45**Co-ordination**

An exchange of information should especially take place in accordance with Article 10 of the Basic Regulation:

- an immediate reaction of a competent authority of the Member State to a safety problem
- granting of exemptions by the competent authority of the Member State from the substantive requirements of the Basic Regulation and its implementing rules (for a period of more than two months or when the exemptions become repetitive)
- granting of approvals on an equivalent level of protection by the competent authority of the Member State by derogation from the Part 21 requirements

GM No. 3 to 21B.45**Reporting - Information relevant to registers established by the Agency**

When so requested by the Agency, the competent authority of the Member State should notify any certificate or approval issued, changed or revoked including details of the scope of that certificate or approval to the Agency for inclusion in a central register managed by the Agency.

GM No. 1 to 21B.50**Standardisation findings by the Agency**

The competent authority of the Member State should respond in a positive manner to any findings identified during the standardisation activities by the Agency and should make any recommended changes in its interpretation of Part 21, its procedures or its organisation.

For standardisation purposes, the competent authority of the Member State should be prepared to accept participation of representatives of the Agency during activities related to Part 21.

GM No. 2 to 21B.50**Standardisation - Means established by the Agency**

The Agency may implement administrative and procedural means to ensure a uniform approach for the implementation of Part 21 throughout the Member States. This may require the individual Member States to adjust their procedures and processes (e.g. a standardised numbering system for approvals) accordingly.

GM 21B.55**Record keeping for design approvals transferred to the Agency**

Record keeping related to design approvals, for which the responsibility is transferred to the Agency, will remain initially with the competent authority of the Member State that has granted the approvals, at the disposal of the Agency. This GM specifies the administrative documents to be kept for the

various kinds of design approvals. It does not repeat the requirements put on holders of design approvals to keep records (ref. 21A.55, 21A.105, 21A.118A(a)(1), 21A.447, 21A.605)

1 Type-certificate

- a) Copy of the type-certificate
- b) Copy of the type-certificate data sheet
- c) Environmental protection approval data
- d) Documents defining the type-certification basis including information to justify special conditions, equivalent safety findings and exemptions (Certification Review Items or equivalent)
- e) List of approved modifications,
- f) List of competent authorities approved publications (Flight Manual, Repair Manual, Airworthiness Limitations, Certification Maintenance Requirements)
- g) Airworthiness directives
- h) Master Minimum Equipment List
- i) Maintenance Review Board Report

2 Supplemental type certificate

- a) Copy of supplemental type certificate
- b) Environmental protection approval data
- c) Documents defining the certification basis including information to justify special conditions, equivalent safety findings and exemptions (Certification Review Items or equivalent)
- d) List of competent authorities approved documents
- e) Airworthiness directives

3 JTSA Authorisation

- a) Copy of JTSA authorisation letter,
- b) Copy of Declaration of Design and Performance
- c) Statement of compliance with applicable standards
- d) Airworthiness directives

4 Other part or appliance approvals

- a) Copy of approval letter,
- b) Copy of Declaration of Design and Performance or equivalent
- c) Statement of compliance with applicable standards
- d) Airworthiness Directives

5 Changes from non TC or STC holders

- a) Modification approval sheet, or equivalent document
- b) Documents required by 21A.105, or equivalent national requirement

Note: not applicable to minor design changes approved under a DOA privilege, for which record keeping is under the DOA holder responsibility.

6 Repair design approvals

- a) Repair approval sheet
- b) Documents listed in 21A.447, or equivalent national requirement

Note: not applicable to repair design approved under a DOA privilege, for which record keeping is under the DOA holder responsibility.

Subpart B – Type-certificates and restricted type-certificates

Administrative procedures established by the Agency apply.

(Subpart C – Not applicable)

Subpart D – Changes to type-certificates and restricted type-certificates

Administrative procedures established by the Agency apply.

Subpart E – Supplemental type-certificates

Administrative procedures established by the Agency apply.

Subpart F - Production without production organisation approval**AMC 21B.120(a)****Investigation team - Qualification criteria for the investigation team members**

The Competent Authority must ensure that the team leader and team members have received appropriate training in the relevant Subpart of Part 21 and in the related Competent Authority documentation before performing investigations. They must also have knowledge and experience at the appropriate level in aviation production and inspection activities relative to the particular application for a letter of agreement.

AMC 21B.120(c)(1)**Evaluation of applications****1. General**

When applying Part 21 Section A Subpart F and Section B Subpart F the Competent Authority must consider that these Subparts are only an alternative way for production to Part 21 Section A Subpart G and Section B Subpart G. To meet the ICAO airworthiness obligations and to issue a Certificate of Airworthiness for an individual aircraft in a practical and efficient way, the Competent Authority must use a system of approval of production organisations (POA) under Part-21 Section A Subpart G and Section B Subpart G, providing to the Competent Authority the necessary confidence in technical standards. The consistent standards of these approvals will also support the standardisation efforts by the Agency. Nevertheless it is recognised that it is not always practical, economical and/or advisable to use the POA.

Considering ICAO airworthiness obligations as well, Part 21 Section A Subpart F and Section B Subpart F is provided for such a case on the basis of the following principles:

- Subpart F must be considered as an alternative option for particular cases
- Its adoption must be done on an individual basis, as consequence of an assessment by the Competent Authority (see 21A.121, 21A.133(a) and their associated CS and GM).

2. Application

The Competent Authority must receive an application for a letter of agreement on an EASA Form 60 (see below) completed by the applicant. The eligibility of the application should be verified in relation to the Competent Authority procedures, based on 21A.121 and its associated CS and GM. The applicant should be advised accordingly about the acceptance or rejection of the application.

3. Location of the applicant

The location of the applicant seeking acceptance for production under Part 21 Section A Subpart F determines which Competent Authority is responsible for issuing the letter of agreement.

EASA Form 60 Application for agreement of production under Part 21 Subpart F	
<i>Competent authority of</i> a Member State of the European Union or EASA	
1. Registered name and address of the applicant:	
2. Trade name (if different):	
3. Location(s) of manufacturing activities:	
4. Description of the manufacturing activities under application	
a) Identification (TC, P/N , ... as appropriate):	
b) Termination (No. of units, Termination date, ...):	
5. Evidence supporting the application, as per 21A.124(b):	
6. Links/arrangements with design approval holder(s)/design organisation(s) where different from Block 1. :	
7. Human resources:	
8. Name of the person signing the application:	
<div style="border-bottom: 1px solid black; width: 200px; margin: 0 auto;"></div> <div style="text-align: center;">Date</div>	<div style="border-bottom: 1px solid black; width: 200px; margin: 0 auto;"></div> <div style="text-align: center;">Signature</div>

EASA Form 60

Block 1: The name of the applicant must be entered. For legal entities the name must be as stated in the register of the National Companies Registration Office. In this case a copy of the entry in the register of the National Companies Registration Office must be provided to the Competent Authority.

Block 2: State the trade name by which the applicant is known to the public if different from the information given in Block 1. The use of a logo may be indicated in this Block.

Block 3: State all locations of manufacturing activities that are covered by the application. Only those locations must be stated that are directly under the control of the applicant stated in Block 1.

Block 4: This Block must include further details of the manufacturing activities under the approval for the addresses indicated in Block 3. The Block "Identification" must indicate the products, parts, appliances or material intended to be produced, while the Block "Termination" must address any information on the limitation of the activity, e.g., by stating the intended number of units to be manufactured or the expected date of completion of the manufacturing activities.

Block 5: This Block must state evidence supporting the determination of applicability as stated in 21A.121. In addition an outline of the manual required by 21A.125(b) must be provided with the application.

Block 6: The information entered here is essential for the evaluation of eligibility of the application. Therefore special attention must be given concerning the completion of this Block either directly or by reference to supporting documentation in relation to the requirements of 21A.122 and AMC 21A.122.

Block 7: The information to be entered here must reflect the number of staff, or in case of an initial approval the intended number of staff, for the manufacturing activities under this application and therefore must include also any associated administrative staff.

Block 8: State the name of the person authorised to sign the application.

GM 21B.120(c)(3)

Investigation preparation and planning

Following acceptance of an application and before commencing an investigation the Competent Authority should:

- identify the site locations needing investigation
- liaise with the competent authority of another Member State where there is seen to be a need to visit a production facility in that State for one of the following reasons:
 - where a manufacturer has contracted part of the production to another organisation holding a production organisation approval and a need arises to ensure the contract has the same meaning for all parties to the contract, and the local competent authority of the Member State agrees
 - to inspect a product (or part or appliance) under production where the subcontractor is not holding a POA
- co-ordinate with the competent authority of a third country and/or the Agency where there is seen to be a need to visit a production facility in that country for one of the following reasons:
 - where a manufacturer has contracted part of the production to another organisation holding a production organisation approval issued by the Agency or accepted through an recognition agreement in accordance with Article 9 of the Basic Regulation and a need arises to ensure the contract has the same meaning for all parties to the contract, and the Agency and/or the competent authority agrees
 - to inspect a product (or part or appliance) under production where the subcontractor is not holding a POA

GM 21B.120(c)(5) and (6)

Auditing and investigation findings

During its investigation process, the Competent Authority may make findings which should then be recorded. These may be non-conformities to the requirements, the manual as supplied by the manufacturer describing its inspection procedures or non-conformities related to the items under inspection. The manner in which the findings will be handled by the Competent Authority before and during the validity of the letter of agreement, should be detailed in its procedures.

AMC 21B.130**Issue of the letter of agreement**

Unless otherwise agreed by the Competent Authority no production before the issue of the letter of agreement may be accepted under Part 21 Section A Subpart F.

GM 21B.130(b)**Issue of the letter of agreement**

The agreement should include or reference a pre-defined plan of inspection points established as part of the production inspection system and agreed with the Competent Authority to be used as a basis for the inspections described in 21A.129 and 21B.120(c)(5) and its associated CS and GM. The plan should clearly identify inspection point, places, inspection subjects (materials, process, tooling documentation, human resources, etc.), as well as the focal points and the method of communication between the manufacturer and the Competent Authority.

The Competent Authority should detail a method how it will assure itself that the manufacturer is working in accordance with the manual and the agreed inspection procedures during the validity period of the agreement. For renewal of this validity period the procedure as defined in 21B.140 should be used.

Any conditions under which the agreement will expire (such as termination date and/or number of units to produce), should be clearly stated in the letter of agreement.

AMC 21B.140**Amendment of a letter of agreement**

The Competent Authority must be satisfied that any change affecting a letter of agreement comply with the requirements of Section A Subpart F before implementation can start. A plan for the change should be agreed with the applicant in accordance with AMC 21B.130. If the change affects the content of the letter of agreement, a new application should be filed and an amended/revised letter of agreement should be obtained subsequently.

GM 21B.143(a)**Objective evidence**

Objective evidence is a fact which is, or can be documented, based on observations, measurements or tests that can be verified. Objective evidence generally comes from the following:

- documents or manuals
- examination of equipment/products
- information from interview questions and observations of production activities

GM 21B.150(d)**Record keeping - Traceability of release certificates**

The recordkeeping for those EASA Forms 52 and One that have been validated by the Competent Authority should allow verification of such validation by concerned parties including the recipients of the release certificates.

Subpart G- Production organisation approval**GM 21B.220(a)**
Investigation team**1. Type of Team**

Where the applicant is located in an Member State, the Competent Authority should appoint a production organisation approval team (POAT) leader and members appropriate to the nature and scope of the applicant's organisation.

Where the facilities of the applicant are located in more than one Member State, the Competent Authority of the country of manufacture should liaise with the other involved competent authorities to agree and appoint a POAT leader and members appropriate to the nature and scope of the applicant's organisation.

2. Team leader selection

The team leader should satisfy all of the criteria for a team member and will be selected by considering the following additional criteria:

- the capability to lead and manage a team
- the capability to prepare reports and be diplomatic
- experience in approval team investigations (not necessarily only Part 21A Subpart G)
- a knowledge of production and quality systems for aircraft and related products and parts

3. Team member selection

The team leader should agree with the Competent Authority on the size of the POA team and the specialisations to be covered taking into account the scope of work and the characteristics of the applicant. Team members should be selected by considering the following criteria:

- training, which is mandatory, for Part 21 Section A, Subpart G and Section B, Subpart G
- education and experience, to cover appropriate aviation knowledge, audit practices and approval procedures
- the ability to verify that an applicant's organisation conforms to its own POA procedures, and that its key personnel are competent.

AMC 21B. 220(c)
Procedures for investigation - Evaluation of applications

The Competent Authority must receive an application for POA on an EASA Form 50 (see below) completed by the applicant. The eligibility and appropriateness of the application must be evaluated in accordance with 21A.133 at that time and the applicant must be advised about acceptance or rejection of its application in writing accordingly.

EASA Form 50 Application for Part 21 production organisation approval	
<i>Competent authority of</i> a Member State of the European Union or EASA	
1. Registered name and address of the organisation:	
2. Trade name (if different):	
3. Locations for which the approval is applied for:	
4. Brief summary of proposed activities at the item 3 addresses	
a) General:	
b) Scope of approval:	
c) Nature of privileges:	
5. Description of organisation:	
6. Links/arrangements with design approval holder(s)/design organisation(s) where different from 1. :	
7. Approximate number of staff engaged or intended to be engaged in the activities:	
8. Position and name of the accountable manager:	
<div style="border-bottom: 1px solid black; width: 200px; margin: 0 auto;"></div> Date	<div style="border-bottom: 1px solid black; width: 200px; margin: 0 auto;"></div> Signature of the accountable manager

EASA Form 50

Block 1: The name of the organisation must be entered as stated in the register of the National Companies Registration Office. For the initial application a copy of the entry in the register of the National Companies Registration Office must be provided to the Competent Authority.

Block 2: State the trade name by which the organisation is known to the public if different from the information given in Block 1. The use of a logo may be indicated in this Block.

Block 3: State all locations for which the approval is applied for. Only those locations must be stated that are directly under the control of the legal entity stated in Block 1.

Block 4: This Block must include further details of the activities under the approval for the addresses indicated in Block 4. The Block "General" must include overall information, while the Block "Scope of approval" must address the scope of work and products/categories following the principles laid down in the GM 21A.151. The Block "nature of privileges" must indicate the requested privileges as defined in 21A.163(b)-(d). For an application for renewal state "N/A".

Block 5: This Block must state a summary of the organisation with reference to the outline of the production organisation exposition, including the organisational structure, functions and responsibilities. The nomination of the responsible managers in accordance with 21A.145(c)(2) must be included as far as possible, accompanied by the corresponding EASA Forms 4. For an application for renewal state "N/A".

Block 6: The information entered here is essential for the evaluation of eligibility of the application. Therefore special attention must be given concerning the completion of this Block either directly or by reference to supporting documentation in relation to the requirements of 21A.133(b) and (c) and the AMC to 21A.133(b) and (c).

Block 7: The information to be entered here must reflect the number of staff, or in case of an initial approval the intended number of staff, for the complete activities to be covered by the approval and therefore must include also any associated administrative staff.

Block 8: State the position and name of the accountable manager.

GM No. 1 to 21B.220(c)

Procedures for investigation - Investigation preparation and planning

Following the acceptance of the application and before commencing an investigation, the Competent Authority should, for the preparation and planning of the investigation:

- identify the site locations needing investigation taking into account the scope of any other POA issued by a Member State, which are valid in the circumstances
- liaise with the Agency for the appointment of any necessary observer(s) for standardisation purposes
- establish any necessary liaison arrangement with other competent authorities
- agree the size and composition of the POAT and any specialist tasks likely to be covered and to select suitable team members from all involved competent authorities
- seek any necessary advice and guidance from the Agency
- liaise with the competent authority of the other Member State where there is seen to be a need to visit a production approval holder facility in that Member State for one of the following reasons:
 - where a manufacturer has subcontracted production to another organisation and therefore a need arises to ensure that contract has the same meaning for all parties to the contract, and the competent authority of the Member State agrees
 - to inspect a product, part, appliance, or material under production for its own, Member States or non-EU register.

GM No. 2 to 21B.220(c)**Procedures for investigation – General****1. Purpose of the Procedures**

The purpose is to investigate the applicant production organisation for compliance with Part 21 Subpart G in relation to the requested terms of approval. When appropriate, this procedure should also be used to investigate significant changes or applications for variation of scope of approval.

The following procedure assumes that the application has been accepted and that an investigation team has been selected.

2. Initiation

The POA Team Leader initiates the procedure by:

- 2.1 arranging a meeting with the POAT members to review the information provided in accordance with 21A.134 and to take account of any knowledge that the POAT members have regarding the production standards of the applicant
- 2.2. obtaining information from other teams of a competent authority of the Member State or the Agency on the functioning applicant organisation. (see GM No. 1 to 21B.45)
- 2.3 arranging a meeting with the applicant in order to:
 - enable the applicant to make a general presentation of its organisation and products, parts or appliances
 - enable the POAT to describe the proposed investigation process
 - enable the POAT to confirm to the applicant the identity of those managers nominated in accordance with Part 21 Subpart G who need to complete an EASA Form 4 (see format in EASA administrative procedures). The applicant should provide a completed copy of EASA Form 4 for each of the key management staff identified by Part 21 Subpart G. The EASA Form 4 is a confidential document and will be treated as such.

3. Preparation

The POAT:

- 3.1 studies the information gathered in the initiation phase
- 3.2 establishes an investigation plan which:
 - takes account of the location of the POA applicants facility as identified per GM 21B.220(c)(3)
 - defines areas of coverage and worksharing between POAT members taking account of their individual expertise
 - defines areas where more detailed investigation is considered necessary
 - establishes the need for external advice to POAT members where expertise may be lacking within the team
 - includes completion of a comprehensive plan for the investigation in order to present it to the applicant
 - recognises the need to:
 - review the documentation and procedures
 - verify compliance and implementation
 - audit a sample of products, parts, and appliances

- 3.3 co-ordinates with the appropriate Part 21 Section A Subpart J design organisation approval Teams sufficiently for both parties to have confidence in the applicants co-ordination links with the holder of the approval of the design (as required by 21A.133)
- 3.4 establishes liaison with the applicant to plan mutually suitable dates and times for visits at each location needing investigation, and also to agree the investigation plan and approximate time scales with the applicant

4. Investigation

The POAT:

- 4.1 makes a check of the POE for compliance with Part 21 Subpart G
- 4.2 audits the organisation, its organisational structure, and its procedures for compliance with Part 21 Subpart G, using EASA Form 56 as a guide during the investigation, and as a checklist at the end of it
- 4.3. generates compliance checklists for investigations of working processes and procedures on site as required
- 4.4 accepts or rejects each EASA Form 4 completed by the key nominated personnel in accordance with 21A.145(c)(2)
- 4.5 checks that the production organisation exposition (POE) standard reflects the organisation, its procedures, practices and 21A.143. Having checked and agreed a POE issue or subsequent amendment, the Competent Authority should have a clear procedure to indicate its acceptance or rejection
- 4.6 makes sample audits at working level to verify that:-
- work is performed in accordance with the system described in the POE
 - products, parts, appliances or material produced by the organisation are in conformity with the applicable design data (see GM 21B.235(b)(4)).
 - facilities, working conditions, equipment and tools are in accordance with the POE and appropriate for the work being performed
 - competence and numbers of personnel is appropriate for the work being performed
 - co-ordination between production and design is satisfactory
- 4.7 at an advanced stage of the investigation, conducts an interim team review of audit results and matters arising, in order to determine any additional areas requiring investigation

Each investigation team should be accompanied during the process by company representatives who are knowledgeable of the applicants organisation and procedures. This will ensure that the organisation is aware of audit progress and problems as they arise. Access to information will also be facilitated.

The POATL should co-ordinate the work of POAT members for an efficient investigation process, which will provide a consistent and effective investigation and reporting standards.

5. Conclusions

5.1 The POATL holds a team meeting to review findings and observations so as to produce a final agreed report of findings.

5.2 The POATL, on completion of the investigation, holds a meeting to verbally presents the report to the applicant.

The POATL should be the chairman of this meeting, but individual team members may present their own findings and observations.

5.3 The meeting should agree the findings, corrective action time scales, and preliminary arrangements for any follow up that may be necessary.

5.4 Some items may as a result of this meeting be withdrawn by the POATL but if the investigation has been correctly performed, at this stage there should be no disagreement over the facts presented.

5.5 Inevitably there will be occasions when the POAT member carrying out the audit may find situations in the applicant or POA holder where it is unsure about compliance. In this case, the organisation is informed about possible non-compliance at the time and advised that the situation will be reviewed within the Competent Authority before a decision is made. The organisation should be informed of the decision without undue delay. Only if the decision results in a confirmation of non-compliance this is recorded in Part 4 of EASA Form 56.

5.6 The POATL will transmit the final signed report on EASA Form 56 together with notes of the final meeting with the applicant to the Competent Authority where the applicant is located. The report will include recommendations and significant findings, together with appropriate conclusions and corrective actions. In particular, it should indicate if the POE is acceptable, or changes are required.

5.7 Completion of EASA Form 56 includes the need to record in Part 4 comments, criticisms, etc., and this must reflect any problems found during the visit and must be the same as the comments, criticisms made to the organisation during the debrief. Under no circumstances should additional comments, criticisms, etc., be included in Part 4 of the report unless the applicant or POA holder has previously been made aware of such comments.

Many applicants may need to take corrective action and amend the proposed exposition before the Competent Authority is able to conclude its investigation. Such corrective actions should be summarised in Part 4 of the EASA Form 56 and a copy always given to the applicant, so that there is a common understanding of the actions necessary before approval can be granted.

The intention of the EASA Form 56 Part 4 is to provide a summary report of findings and outstanding items during initial investigation and major changes. The competent authority will need to operate a supporting audit system to manage corrective action monitoring, closure etc. While the EASA Form 56 Part 4 format may be used for monitoring purposes, it is not adequate on its own to manage such system.

5.8 If the findings made during the investigation mean that approval recommendation will not or cannot be issued, then it is essential that such findings are confirmed in writing to the organisations within two weeks of the visit. The reason for confirmation in writing is that many organisations take a considerable time to establish compliance. As a result, it is too easy to establish a position of confusion where the organisation claims it was not aware of the findings that prevented issue of an approval.

6. Management Involvement

The accountable manager will be seen at least once during the investigation process and preferably twice, because he or she is ultimately responsible for ensuring compliance with the requirements for initial grant and subsequent maintenance of the production organisation approval. Twice is the

preferred number of visits to the accountable manager, with one being conducted at the beginning of the audit to explain the investigation process and the second, at the end, to debrief on the results of the investigation.

Competent authority of

a Member State of the

EUROPEAN UNION or EASA**RECOMMENDATION REPORT IN SUPPORT OF Part 21 SUBPART G APPROVAL ISSUE /
CONTINUATION / VARIATION****PART ONE OF FIVE PARTS: BASIC DETAILS OF THE ASSESSMENT****Name of the organisation:****Approval reference:** _____**Address(es) of the facilities surveyed:****Main Part 21 Subpart G activities at facilities surveyed:****Date(s) of survey:****Names and positions of the organisation's senior management attended during survey:****Names of the Competent Authority staff:****Office:****EASA Form 56 completion date:**

Note: If it is determined that recommendation for issue/continuation/variation of approval cannot be made because of non-compliance with Part 21 Subpart G, the reasons for non-compliance need to be identified in PART 4 of the report. A copy of PART 1 and PART 4, or at least the information included in these parts, must be given to the organisation to ensure that the organisation, in failing to obtain Part 21 Subpart G approval, even if only temporarily, has the same information as is on the files of the Competent Authority.

Competent authority of

a Member State of the

EUROPEAN UNION or EASA**RECOMMENDATION REPORT IN SUPPORT OF Part 21 SUBPART G ISSUE / CONTINUATION / VARIATION****PART TWO OF FIVE PARTS: Part 21 SUBPART G COMPLIANCE****Name of organisation:****Approval of organisation:****Approval reference:** _____**Survey reference:**

Note A: This form has been compiled according those paragraphs of Part 21 Subpart G which are relevant to an organisation trying to demonstrate compliance.

Note B: The right hand part of each box must be completed with one of three indicators:

1. a tick (✓) which means compliance;
2. NR which means the requirement is Not Relevant to the activity at the address surveyed; (the reason for NR should be stated in Part 4 of the report, unless the reason is obvious)
3. a number relating to a comment which must be recorded in Part 4 of the report.

The left hand part of each box is optional for use by the Competent Authority.

21A.133 Eligibility

Any natural or legal person ("organisation") shall be eligible as an applicant for an approval under this Subpart. The applicant shall:

- (a) justify that, for a defined scope of work, an approval under this Subpart is appropriate for the purpose of showing conformity with a specific design; and

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- (b) hold or have applied for an approval of that specific design; or

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- (c) have ensured, through an appropriate arrangement with the applicant for, or holder of, an approval of that specific design, satisfactory co-ordination between production and design.

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21A.134 Application

Each application for a production organisation approval shall be made to the Competent Authority in a form and manner established by that authority, and shall include an outline of the information required by 21A.143 and the terms of approval requested to be issued under 21A.151.

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PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****21A.139 Quality System**

- (a) The production organisation shall demonstrate that it has established and is able to maintain a quality system. The quality system shall be documented. This quality system shall be such as to enable the organisation to ensure that each product, part or appliance produced by the organisation or by its partners, or supplied from or subcontracted to outside parties, conforms to the applicable design data and is in condition for safe operation, and thus exercise the privileges set forth in 21A.163.
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+-----+
- (b) The quality system shall contain:
(1) As applicable within the scope of approval, control procedures for:
- (i) +-----+
+-----+ Document issue, approval, or change.
- (ii) +-----+
+-----+ Vendor and subcontractor assessment audit and control.
- (iii) +-----+
+-----+ Verification that incoming products, parts, materials, and equipment, including items supplied new or used by buyers of products, are as specified in the applicable design data.
- (iv) +-----+
+-----+ Identification and traceability.
- (v) +-----+
+-----+ Manufacturing processes.
- (vi) +-----+
+-----+ Inspection and testing, including production flight tests.
- (vii) +-----+
+-----+ Calibration of tools, jigs, and test equipment.
- (viii) +-----+
+-----+ Non conforming item control.
- (ix) +-----+
+-----+ Airworthiness co-ordination with the applicant or holder of a design approval.
- (x) +-----+
+-----+ Records completion and retention.
- (xi) +-----+
+-----+ Personnel competence and qualification.
- (xii) +-----+
+-----+ Issue of airworthiness release documents.
- (xiii) +-----+
+-----+ Handling, storage and packing.
- (xiv) +-----+
+-----+ Internal quality audits and resulting corrective actions.
- (xv) +-----+
+-----+ Work within the terms of approval performed at any location other than the approved facilities.
- (xvi) +-----+
+-----+ Work carried out after completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation.
+-----+
+-----+ The control procedures need to include specific provisions for any critical parts.
- (b) The quality system shall contain (cont'd) –
(2) An independent quality assurance function to monitor compliance with, and adequacy of, the documented procedures of the quality system. This monitoring shall include a feedback system to the person or group of persons specified in 21A.145(c)(2) and ultimately to the manager specified in 21A.145 (c)(1) to ensure, as necessary, corrective action.
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PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****21A.143 Exposition**

- (a) The organisation shall submit to the Competent Authority a production organisation exposition providing the following information:
(see Part 3 of this Form)

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- (b) The production organisation exposition shall be amended as necessary to remain an up-to-date description of the organisation, and copies of any amendments shall be supplied to the Competent Authority.

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21A.145 Approval requirements

The production organisation shall demonstrate, on the basis of the information submitted in accordance with 21A.143 that:

- (a) with regard to general approval requirements, facilities, working conditions, equipment and tools, processes and associated materials, number and competence of staff, and general organisation are adequate to discharge obligations under 21A.165.

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- (b) with regard to all necessary airworthiness, noise, fuel venting and exhaust emissions data:
(1) The production organisation is in receipt of such data from the Agency, and from the holder of, or applicant for, the type-certificate, restricted type-certificate or design approval to determine conformity with the applicable design data.

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(2) The production organisation has established a procedure to ensure that airworthiness, noise, fuel venting and exhaust emissions data are correctly incorporated in its production data.

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(3) Such data are kept up to date and made available to all personnel who need access to such data to perform their duties.

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- (c) with regard to management and staff:

(1) A manager has been nominated by the production organisation, and is accountable to the Competent Authority. His or her responsibility within the organisation shall consist of ensuring that all production is performed to the required standards and that the production organisation is continuously in compliance with the data and procedures identified in the exposition referred to in 21A.143.

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(2) A person or a group of persons have been nominated by the production organisation to ensure that the organisation is in compliance with the requirements of this Part, and are identified, together with the extent of their authority. Such person(s) shall act under the direct authority of the senior manager referred to in subparagraph (1). The persons nominated shall be able to show the appropriate knowledge, background and experience to discharge their responsibilities.

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(3) Staff at all levels have been given appropriate authority to be able to discharge their allocated responsibilities and that there is full and effective co-ordination within the production organisation in respect of airworthiness, noise, fuel venting and exhaust emission data matters.

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PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****21A.145 Approval requirements (cont'd)**

- (d) with regard to certifying staff, authorised by the production organisation to sign the documents issued under 21A.163 under the scope or terms of approval:

(1) The knowledge, background (including other functions in the organisation), and experience of the certifying staff are appropriate to discharge their allocated responsibilities.

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(2) The production organisation maintains a record of all certifying staff which shall include details of the scope of their authorisation.

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(3) Certifying staff are provided with evidence of the scope of their authorisation.

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21A.147 Changes to the approved production organisation

- (a) After the issue of a production organisation approval, each change to the approved production organisation that is significant to the showing of conformity or to the airworthiness and characteristics of noise, fuel venting and exhaust emissions of the product, part or appliance, particularly changes to the quality system, shall be approved by the Competent Authority. An application for approval shall be submitted in writing to the Competent Authority and the organisation shall demonstrate to the Competent Authority before implementation of the change, that it will continue to comply with this Subpart.

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- (b) The Competent Authority shall establish the conditions under which a Subpart G approved production organisation may operate during such changes unless the Competent Authority determines that the approval should be suspended.

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21A.148 Changes of location

A change of the location of the manufacturing facilities of the approved production organisation shall be deemed of significance and therefore shall comply with 21A.147.

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21A.149 Transferability

Except as a result of a change in ownership, which is deemed significant for the purposes of 21A.147, a production organisation approval is not transferable.

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21A.151 Terms of approval

The terms of approval shall identify the scope of work, the products or the categories of parts and appliances, or both, for which the holder is entitled to exercise the privileges under 21A.163.

Those terms shall be issued as part of a production organisation approval.

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21A.153 Changes to the terms of approval

Each change to the terms of approval shall be approved by the Competent Authority. An application for a change to the terms of approval shall be made in a form and manner established by the Competent Authority. The applicant shall comply with the applicable requirements of this Subpart.

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PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****21A.157 Investigations**

A production organisation shall make arrangements that allow the Competent Authority to make any investigations, including investigations of partners and subcontractors, necessary to determine compliance and continued compliance with the applicable requirements of this Subpart.

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21A.163 Privileges

Pursuant to the terms of approval issued under 21A.135, the holder of a production organisation approval may:

- (a) Perform production activities under this Part.

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- (b) In the case of complete aircraft and upon presentation of a Statement of Conformity (EASA Form 52) under 21A.174, obtain an aircraft certificate of airworthiness and a noise certificate without further showing.

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- (c) In the case of other products, parts or appliances issue authorised release certificates (EASA Form 1) under 21A.307 without further showing.

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- (d) Maintain a new aircraft that it has produced and issue a certificate of release to service (EASA Form 53) in respect of that maintenance.

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21A.165 Obligations of the holder

The holder of a production organisation approval shall:

- (a) Ensure that the production organisation exposition furnished in accordance with 21A.143 and the documents to which it refers, are used as basic working documents within the organisation.

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- (b) Maintain the production organisation in conformity with the data and procedures approved for the production organisation approval.

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- (c) (1) Determine that each completed aircraft conforms to the type design and is in condition for safe operation prior to submitting Statements of Conformity to the Competent Authority, or

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(2) Determine that other products, parts or appliances are complete and conform to the approved design data and are in condition for safe operation before issuing EASA Form 1 to certify airworthiness, and additionally in case of engines, determine according to data provided by the engine type-certificate holder that each completed engine is in compliance with the applicable emissions requirements as defined in 21A.18(b), current at the date of manufacture of the engine, to certify emissions compliance, or

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(3) Determine that other products, parts or appliances conform to the applicable data before issuing EASA Form 1 as a conformity certificate;

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- (d) Record all details of work carried out.

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PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****21A.165 Obligations of holder (cont'd)**

- (e) Establish and maintain an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of occurrence reports in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include evaluation of relevant information relating to occurrences and the promulgation of related information.

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- (f) (1) Report to the holder of the type-certificate or design approval, all cases where products, parts or appliances have been released by the production organisation and subsequently identified to have possible deviations from the applicable design data, and investigate with the holder of the type-certificate or design approval in order to identify those deviations which could lead to an unsafe condition.

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(2) Report to the Agency and the competent authority of the Member State, or both, the deviations which could lead to an unsafe condition identified according to subparagraph (1). Such reports shall be made in a form and manner established by the Agency under 21A.3(b)(2) or accepted by the competent authority of the Member State.

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(3) Where the holder of the production organisation approval is acting as a supplier to another production organisation, report also to that other organisation all cases where it has released products, parts or appliances to that organisation and subsequently identified them to have possible deviations from the applicable design data.

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- (g) Provide assistance to the holder of the type-certificate or design approval in dealing with any continuing airworthiness actions that are related to the products parts or appliances that have been produced.

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- (h) Establish an archiving system incorporating requirements imposed on its partners, suppliers and subcontractors, ensuring conservation of the data used to justify conformity of the products, parts or appliances. Such data shall be held at the disposal of the Competent Authority and be retained in order to provide the information necessary to ensure the continuing airworthiness of the products, parts or appliances.

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+-----+

- (i) Where, under its terms of approval, the holder issues a certificate of release to service, determine that each completed aircraft has been subjected to necessary maintenance and is in condition for safe operation, prior to issuing the certificate.

+-----+
+-----+

Competent authority of

a Member State of the

EUROPEAN UNION or EASA**RECOMMENDATION REPORT IN SUPPORT OF Part 21 SUBPART G ISSUE / CONTINUATION / VARIATION****PART THREE OF FIVE PARTS: Part 21 SUBPART G EXPOSITION COMPLIANCE****Name of organisation:****Approval of organisation:****Approval reference:** _____ **Survey reference:**Note A: Each box must be completed with one of three indicators:

1. a tick (✓) which means compliance;
2. NR which means the requirement is NOT RELEVANT to the activity at the address surveyed; (The reason for NR should be stated in Part 4 of the report unless the reason is obvious.);
3. a number relating to a comment which must be recorded in Part 4 of the report.

Note B: The exposition may be compiled in any subject order as long as all applicable subjects are covered.Note C: If the organisation holds another Part approval requiring an exposition or handbook it is acceptable to use this index as a supplement to the existing exposition or handbook and to cross-refer each subject to the position in the existing exposition or handbook.**Production organisation exposition****Revision Status:**

(Content as required by 21A.143(a))

- (1) ☐ A statement signed by the accountable manager confirming that the production organisation exposition and any associated manuals which define the approved organisation's compliance with this Subpart will be complied with at all times.
- (2) ☐ The title(s) and names of the persons nominated in accordance with 21A.145(c)(2).
- (3) ☐ The duties and responsibilities of the person(s) as required by 21A.145(c)(2) including matters on which they may deal directly with the Competent Authority on behalf of the organisation.
- (4) ☐ An organisational chart showing associated chains of responsibility of the managers/persons as required by 21A.145(c)(1) and (c)(2).
- (5) ☐ A list of certifying staff as referred to in 21A.145(d)
[Note : a separate document may be referenced]
- (6) ☐ A general description of man-power resources.

PART THREE OF FIVE (CONTINUED):**SURVEY REFERENCE:**

- (7) A general description of the facilities located at each address specified in the production organisation's certificate of approval.
- (8) A general description of the production organisation's scope of work relevant to the terms of approval.
- (9) The procedure for the notification of organisational changes to the Authority.
- (10) The amendment procedure for the production organisation exposition.
- (11) A description of the quality system and the procedures as required by 21A.139(b)(1).
- (12) A list of those outside parties referred to in 21A.139 (a).
[Note : a separate document may be referenced]

Competent authority of

Sheet 1 of ____

a Member State of the

EUROPEAN UNION or EASA**RECOMMENDATION REPORT IN SUPPORT OF Part 21 SUBPART G APPROVAL ISSUE /
CONTINUATION / VARIATION****PART FOUR OF FIVE PARTS: FINDINGS ON Part 21 SUBPART G
COMPLIANCE STATUS****Name of organisation:****Approval reference:** _____**Survey reference:**Note A: Each finding must be identified by number and the number must cross-refer to the same number in a box in Part 2 or 3 of the Part 21 Subpart G survey report.Note B: As stated in Part 1 any comments recorded in this Part 4 should be copied to the organisation surveyed together with Part 1.Note C: In case of a partial clearance of a finding with some outstanding action remaining, this action has to be identified.

NO:	FINDING	LEVEL	OUTSTANDING ACTION	CLEARANCE	
				DATE	REP.REF.

NAME & SIGNATURE OF SURVEYOR:**Date:**

PART FOUR OF FIVE (CONTINUED):

Sheet ____ of ____

SURVEY REFERENCE:

NO:	FINDING	LEVEL	OUTSTANDING ACTION	CLEARANCE	
				DATE	REP.REF.

NAME & SIGNATURE OF SURVEYOR:	Date:
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Competent authority of

a Member State of the

EUROPEAN UNION or EASA**RECOMMENDATION REPORT IN SUPPORT OF Part 21 SUBPART G APPROVAL ISSUE / CONTINUATION / VARIATION****PART FIVE OF FIVE PARTS: Part 21 SUBPART G APPROVAL RECOMMENDATION****Name of organisation:****Approval reference:** _____**Survey reference:****Recommendation for issue / variation of approval:****The following Part 21 Subpart G Terms of approval are recommended for the above organisation at the address(es) specified in Part 1 of this report:****Or****Recommendation for continuation of existing approval:****It is recommended that the Part 21 Subpart G Terms of approval identified in EASA Form 55 referenced _____ be continued.**☐ **Reporting performed according to procedure for authority surveillance of suppliers of a POA holder located in other Member States, if applicable (Strict confidentiality to be observed)****Name of Competent Authority surveyor making recommendation:****Signature of the Competent Authority surveyor:****Competent Authority office:****Date:**

GM No. 3 to 21B.220(c)**Procedures for investigation - POA applications received from organisations with facilities/partners/suppliers/subcontractors located in a third country**

The obligations of the applicant are totally independent from the surveillance exercised by the Competent Authority. It is not acceptable that the applicant relies on surveillance activities of the Competent Authority to simplify its tasks.

Facilities located in a third country

When any part of the production facilities of an applicant for POA is located outside the Member States, then the location will be treated in all aspects as part of the applicant's POA organisation.

Therefore the investigating Competent Authority will:

- include the facilities outside the Member States fully in their investigation and surveillance activities for the applicant for, or holder of, the POA
- include the facilities outside the Member States in the terms of approval of the EASA Form 55 (see Part 21 Appendix) when issuing the POA

Partners/suppliers/subcontractors located in a third country

The Competent Authority should define on the basis of Part 21, its associated CS and GM, a clear procedure on supplier control. This procedure should include the control of partners/suppliers/subcontractors of the applicant for, or holder of, a POA that are located outside the Member States.

In respect of the applicant for, or holder, of the POA, the Competent Authority should:

- a) investigate, for the initial approval and consequent continued surveillance, the production organisation, and its partners/suppliers/subcontractors at the necessary level to ensure the organisation can comply with the requirements of Part 21.
- b) in accordance with the Competent Authority procedure, assess and accept the documented procedure for supplier control as part of the POA holder's quality system, and changes to that procedure prior to implementation.
- c) in accordance with Competent Authority procedure, assess the necessary level of surveillance to be exercised by the production organisation on partners / suppliers / subcontractors and check the audit plan of the production organisation against this level.

The level of co-operation between the Competent Authority and the competent authority of the third country where a partner/supplier/subcontractor of the production organisation is located may influence the authorities' activities concerning this partner/supplier/subcontractor. Co-operation with the competent authority of the third country should be based on the capability and goodwill of that authority, and a complete interchange of necessary information.

- a) The involvement of this competent authority of the third country in the surveillance of the partner/supplier/subcontractor will be based on the following principles:
 - 1) When a recognition agreement under Article 9 of the Basic Regulation covering production subjects has been concluded:
 - The competent authority in accordance with GM No. 2 to 21A.139(a) may decide that direct surveillance of the POA holder activities at the foreign location may not be necessary.
 - In any other case, provisions of the recognition agreement on the subject apply (technical assistance, ...).

- 2) If a recognition agreement has not been concluded, or it does not cover production subjects, it may be necessary that the competent authority of the Member State, the Agency, and the competent authority of a third country enter into a specific working arrangement addressing the following matters:
- acceptance by the competent authority of the third country of conducting manufacturing surveillance of the relevant production activities on behalf of the Competent Authority, under the respective quality standards defined by the Competent Authority.
 - tasks to be performed
 - practical methods

These arrangements are between authorities and do not relieve the applicant of its obligations.

- b) In all cases, even though surveillance tasks are delegated to the competent authority of the third country, the Competent Authority remains the responsible authority and may consequently exercise direct surveillance if necessary.
- c) In case that it is not possible to delegate surveillance tasks to the competent authority of the third country, the Competent Authority will have to establish a direct surveillance program in accordance with its procedure concerning supplier control as part of the overall surveillance of the POA holder.

GM No. 4 to 21B.220(c)

Procedures for investigation – Competent Authority surveillance of suppliers of a POA holder located in other Member States

1. The aviation legislation identifies specific State obligations in relation to complete products:

State of manufacture, as used in ICAO Annex 8, normally identifies the country where the final assembly and the final determination of airworthiness is made. However, sub assemblies and parts may be produced by POA holders in other countries and the EASA Form 1 - Authorised Release Certificate will identify those countries as the location for production.

Among Member States the obligations of the State of manufacture may be discharged through the use of the Part 21 POA system.

According to Part 21 Subpart G, each POA holder must have established and documented in its POE a system for its own control of suppliers/supplies. Surveillance of this system is part of the responsibility of the Competent Authority of the POA holder wherever the suppliers are located.

This surveillance may be exercised through the POA holder and/or at supplier level especially in the cases where the supplier would be eligible for its own POA.

The purpose of this procedure is to ensure the completeness of the responsibilities chain so that no separate technical agreement between these national authorities is necessary and when necessary to establish a means of communication between the involved competent authorities of the Member States.

2. Principle to organise Competent Authority supplier surveillance between Member States:

In order to avoid duplication and to take the best advantage of the Basic Regulation that establishes under Article 8 mutual recognition of certificates issued by production organisations approved in accordance with IR-21 Section A Subpart G by an Member State, the principle for the Competent Authority surveillance of the suppliers of a POA holder located in other Member States is for the responsible Competent Authority to delegate

surveillance activity to the other competent authority of the supplier.

This applies between Member States and for suppliers holding a Part 21 POA.

Delegation of surveillance tasks does not imply a delegation of the overall responsibility, therefore the competent authority of the contractor always retains the right of direct supervision at the supplier location especially when serious quality problems are encountered. In such a case, co-ordination will be organised between both competent authorities.

This delegation of surveillance is to be considered automatic as soon as the supplier holds a Part 21 POA provided that the intended supply is included in the approved scope of work. Evidence of that approval will normally be found through the release of the supplied parts with an EASA Form 1. In addition, the competent authority of the supplier should immediately inform the competent authority of the contractor in case of a serious quality problem.

In the cases where the competent authority of the contractor considers that it is necessary to establish closer ties with the competent authority of the supplier (i.e., critical or significant parts) exchange of information between the competent authorities should be organised as follows:

2.1 Tasks of the competent authority of the POA contractor.

The competent authority of the contractor should inform in writing the competent authority of the subcontractor with the following:

- Identification (and location) of the contractor
- Identification (and location) of the subcontractor
- Identification of the subcontracting (parts, contract N°, etc.)
- Reference to the quality requirements attached to the contract
- Name and address of the competent authority office/person in charge of the POA
- Whether Direct Delivery Authorisation (DDA) applies
- Any specific action item/requirement from the competent authority
- Request for a bi-annual reporting (both ways).

EASA Form 58 is provided for convenience of the competent authority for this purpose.

The competent authority of the contractor should require that the contract/order from the contractor to the subcontractor should indicate that it is placed under the surveillance of its competent authority on behalf of the competent authority of the contractor and should address the subject to the payment of the possible surveillance fees.

2.2 Tasks of the competent authority of the supplier (subcontractor).

On receipt of the information from the competent authority of the contractor, the competent authority of the subcontractor should:

- Verify that the scope of work of the POA of the supplier covers the intended supply (or envisage to extend it in liaison with the supplier).
- Verify that the specific quality requirements for the parts have been introduced in the quality system of the supplier.

SECTION B/Subpart G**AMC & GM for PART 21**

- Confirm to the competent authority of the contractor that the procurement is included in the POA of the supplier and that their surveillance will cover this activity.
- Indicate the name and address of the competent authorities office/person in charge of the POA.

If the supplier has no POA under Part 21, or does not want to extend it, and/or if its competent authority cannot conduct surveillance on behalf of the other competent authority, the competent authority of the supplier will inform the competent authority of the contractor in order for it to decide on appropriate actions.

2.3 Exchange of information between the competent authorities.

This information should normally take two forms:

1. Immediate exchange of information between both competent authorities in case of serious quality problems.
2. a bi-annual exchange of information at a given date in order to guarantee proper on going control of the subcontract by both competent authorities.

This information should cover in a concise form:

- for the competent authority of the contractor:
 - a resume of the quality problems encountered by the contractor, on receipt inspection, on installation on aircraft or on in service aircraft.
 - a status of the reference documents
- for the competent authority of the subcontractor:
 - a resume of at least the following subjects;
 - changes in organisation and qualification of the subcontractor.(in case of impact on the procurement),
 - quality problems encountered during manufacture,
 - corrective actions following problems encountered earlier on the procurement,
 - findings from national authorities surveillance that may have an impact on the procurement,
 - quality problems related to the contractor procurement (materials, documentation, procedures, processes).

Exchange of information between national authorities according to this procedure is strictly confidential and should not be disclosed to other parties.

It is recommended to plan at least every 5 years a meeting between Industry and the two national authorities to review each major subcontract to verify proper management by the various parties involved.

3. Miscellaneous.

- a) Release documentation.

SECTION B/Subpart G**AMC & GM for PART 21**

Release of parts by the POA subcontractor to the contractor will be accompanied by an «Authorised Release Certificate EASA Form 1» issued for «Airworthiness» or for «Conformity» as appropriate.

- b) Sub-subcontracting.
If the sub-contractor wants itself to subcontract, it is up to the competent authority of the subcontractor to verify that this is done in accordance with the conditions of the contract, to organise as necessary the related authority surveillance and to inform the competent authority of the contractor.
- c) Language.
Except if agreed otherwise it is recommended to use the English language for exchange of information between the competent authorities.

Competent authority of a Member State of the European Union REQUEST FOR REPORTING ON SUB-CONTRACTOR SURVEILLANCE	
Document reference number:	<REQUEST REF. NO.>
As competent authority which issued a POA to -	<CONTRACTOR COMPANY>
with approval reference -	<CONTRACTOR POA REF. NO..>
the <competent authority> has determined that there is a need for direct authority supplier surveillance of -	<SUB-CONTRACTOR COMPANY>
with approval reference -	<SUB-CONTRACTOR POA REF.NO.>
which is situated in -	<COUNTRY OF SUB-CONTRACTOR COMPANY>
As part of the surveillance as required for the Part 21 Section A Subpart G approved production organisation, according to GM No. 4 to 21.220(c) the competent authority of the subcontractor is requested to perform authority surveillance on the specific sub assemblies and parts as details and requirements are defined below:	
Identification of subcontracting (parts, contract No., ...)	
Reference to the quality requirements attached to the contract between contractor and subcontractor:	
Name and address of the requesting competent authority office/person in charge of the POA:	
Direct Delivery Authorisation (DDA) applies:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Specific action item/requirement from the competent authority of the contractor.	
Request and details required for a bi-annual reporting (both ways) according to GM No. 4 to 21B.220(c) (Strict confidentiality to be observed):	
Name and signature of competent authority person making the request:	
competent authority office:	Date:
EASA Form 58A – Request for reporting on subcontractor surveillance, Page x of x	

Competent authority of a Member State of the European Union REPORT ON SUB-CONTRACTOR SURVEILLANCE	
Document reference number:	<REPORT REF. NO.>
Reporting request reference number:	< REQUEST REF. NO >
As responsible competent authority the <competent authority> issued a POA to and is performing direct authority surveillance of -	<SUB-CONTRACTOR COMPANY>
with approval reference -	<SUB-CONTRACTOR POA REF. NO..>
which is a subcontracted supplier of -	<CONTRACTOR COMPANY>
with approval reference -	<CONTRACTOR POA REF.NO.>
which is situated in -	<COUNTRY OF CONTRACTOR COMPANY>
According to GM No. 4 to 21.220(c) and on request of the competent authority of the contractor company the <competent authority> reports on the results of its authority surveillance on the specific parts and appliances defined below:	
Identification of subcontracting (parts, contract No., ...)	
Identification of attachments to this report (if needed):	
Date and identification of previous report :	
Resume of surveillance results:	
Changes in organisation and qualification of the subcontractor. (in case of impact on the procurement).	
Quality problems encountered during manufacture.	
Corrective actions following problems encountered earlier on the procurement.	
Findings from competent authority surveillance that may have an impact on the procurement.	
Quality problems related with the contractor procurement (materials, documentation, procedures, processes).	
Note: Exchange of information between national authorities according to this procedure is strictly confidential and should not be disclosed to other parties.	
Name and signature of competent authority person reporting:	
competent authority office:	Date:
EASA Form 58B – Report on subcontractor surveillance, Page x of x	

GM 21B.225(a)
Objective evidence

Objective evidence is a fact which is, or can be documented, based on observations, measurements or tests that can be verified. Objective evidence generally comes from the following:

- documents or manuals
- examination of equipment/products
- information from interview questions and observations of POA activities

AMC 21B.225(a)
Notification of findings

In case of a level one finding confirmation must be obtained in a timely manner that the accountable manager received the letter containing details of the level one finding and the approval suspension details.

A level two finding requires timely and effective handling by the Competent Authority to ensure completion of the corrective action. This includes intermediate communication, including reminding letters as necessary, with the POA holder to verify that the corrective action plan is followed.

AMC No. 1 to 21B.230
Issue of the certificate

The Competent Authority must base its decision to issue or amend a POA on the recommendation report (EASA Form 56, see GM No.2 to 21B.220(c)) of the POAT submitted by the POA team leader. The EASA Form 56 includes a proposal by the POAT for the scope and terms of approval defining the products, parts and appliances for which the approval is to be granted, with appropriate limitations.

When the Competent Authority issues the approval a final controlled copy of an acceptable exposition for the organisation must have been supplied to the Competent Authority.

In some cases it may be accepted that some findings are not fully closed because corrective actions are still in progress. The Competent Authority may decide according to the following principles:

- 1) Findings must be equivalent to level two, which do not need to be rectified as a matter of urgency within less than three months, and must normally not exceed three in number.
- 2) Corrective action plan, including timescales, must have been accepted and must not require an additional and specific follow-up audit by the Competent Authority.

A record must be kept by the Competent Authority and must be brought to the attention of the Agency on request for standardisation purposes.

AMC No. 2 to 21B.230
Approval reference number

The approval reference number must be a unique number allowing to trace any release issued by a POA holder to the respective authority approval. It also must be issued in a standardised manner between the EU Members States to easily allow identification of a production organisation approval in accordance with Part 21. Therefore the format of the approval reference number must comply with the Agency administrative procedures.

Guide to the conduct of monitoring production standards.

1. 21B.235(a)(4) identifies a need for a sample investigation of products, parts or appliances, their associated conformity determinations and certifications made by a POA holder. For this to be performed effectively and efficiently, the Competent Authority should integrate a sampling plan as part of the planning of the investigation and continued surveillance activities appropriate to the scope and size of the relevant applicant.
2. The sampling plan could, for example, investigate:
 - a modification (or change)
 - the installation, testing, or operation of a major part or system
 - the accuracy and generation of the Flight Test report data
 - the accuracy and generation of the Weighing report data
 - an engine test bed run
 - records traceability
 - the accuracy and generation of the Statement of Conformity data and the associated safe operation determination
 - the accuracy and generation of EASA Form 1 data.

The sampling plan should be flexible so as to:

- accommodate changes in production rate
- make use of results from other samples
- make use of results from other POA Investigations
- provide the maximum national authorities confidence

To be effective this product sample requires that the individual investigator(s):

- have a good practical knowledge of the product, part or appliance
- have a good practical knowledge of the manufacturing processes
- have an up to date knowledge of the manufacturers production programme
- use an appropriate and up to date sample plan and compliance check lists
- have a suitable recording system for the results
- have a properly operating feedback system to their national authorities organisation for POA and the manufacturer
- maintain an effective working relationship with the manufacturer and his staff
- be able to communicate effectively.

GM 21B.235(b)**Maintenance of the POA - Work allocation within the Competent Authority**

After issue of the approval the Competent Authority should appoint a suitable member of its technical staff as the POATL to be in charge of the approval for the purpose of continued surveillance.

Where the POA holder facilities are located in more than one Member State the Competent Authority of the State of manufacture will liaise with the competent authorities of the various partners/members to ensure appropriate continued surveillance.

GM 21B.235(b) and (c)**Continued surveillance**

Continued surveillance consists of:

- planned continued surveillance, in which the total surveillance actions are split into several audits, which are carried out at planned intervals during the validity period of the production organisation approval. Within the continued surveillance one aspect may be audited once or several times depending upon its importance.
- unplanned POA reviews, which are specific additional investigation of a POA holder related to surveillance findings or external needs. The Competent Authority is responsible for deciding when a review is necessary taking into account changes in the scope of work, changes in personnel, reports on the organisation performance submitted by other EASA or national authorities teams, reports on the in service product.

AMC 21B.235(c)**Continuation of POA**

At the end of the 24 months continued surveillance cycle the POATL responsible for the POA must complete an EASA Form 56 (see GM No.2 to 21B.220(c)) as a summary report for the continued surveillance including the recommendation for continuation of the POA as applicable. At this stage there is no limitation to the number of level two findings that may be open, provided they are within the time limits of the respective corrective action plans.

AMC No. 1 to 21B.240**Application for significant changes or variation of scope and terms of the POA**

The Competent Authority must receive an application for significant changes or variation of scope and terms of the POA on an EASA Form 51 (see below) completed by the applicant.

EASA Form 51 Application for significant changes or variation of scope and terms of Part 21 POA	
<i>Competent authority of</i> a Member State of the European Union	
1. Name and address of the POA holder:	
2. Approval reference number:	
3. Locations for which changes in the terms of approval are requested:	
4. Brief summary of proposed changes to the activities at the item 3 addresses	
a) General:	
b) Scope of approval:	
c) Nature of privileges:	
5. Description of organisational changes:	
6. Position and name of the accountable manager or nominee:	
<div style="border-bottom: 1px solid black; width: 200px; margin: 0 auto;"></div> <div style="text-align: center;">Date</div>	<div style="border-bottom: 1px solid black; width: 300px; margin: 0 auto;"></div> <div style="text-align: center;">Signature of the accountable manager (or nominee)</div>

EASA Form 51

Block 1: The name must be entered as written on the current approval certificate. Where a change in the name is to be announced state the old name and address here, while using Block 5 for the information about the new name and address. The change of name and/or address must be supported by evidence, e.g. by a copy of the entry in the register of commerce.

Block 2: State the current approval reference number.

Block 3: State the locations for which changes in the terms of approval are requested or state "N/A" if no change is to be anticipated here.

Block 4: This Block must include further details for the variation of the scope of approval for the addresses indicated in Block 3. The Block "General" must include overall information for the change (including changes e.g. in workforce, facilities etc.), while the Block "Scope of approval" must address the change in the scope of work and products/categories following the principles laid down in the GM 21A.151. The Block "nature of privileges" must indicate a change in the privileges as defined in 21A.163(b)-(d). State "N/A" if no change is anticipated here.

Block 5: This Block must state the changes to the organisation as defined in the current production organisation exposition, including changes the organisational structure, functions and responsibilities. This Block must therefore also be used to indicate a change in the accountable manager in accordance with 21A.145(c)(1) or a change in the nomination of the responsible managers in accordance with 21A.145(c)(2). A change in the nomination of responsible managers must be accompanied by the corresponding EASA Forms 4. State "N/A" if no change is anticipated here.

SECTION B/Subpart G**AMC & GM for PART 21**

Block 6: State the position and name of the accountable manager here. Where there is a change in the nomination of the accountable manager, the information must refer to the nominee for this position. State "N/A" if no change is anticipated here.

In case of an application for a change of the accountable manager the EASA Form 51 must be signed by the new nominee for this position. In all other cases the EASA Form 51 must be signed by the accountable manager.

GM 21B.245**Continued validity****1 GENERAL**

Decisions on restriction, surrender, suspension or revocation of POA will always be actioned in such a way as to comply with any applicable national laws or regulations relating to appeal rights and the conduct of appeals, unless the decision has been taken by the Agency. In such case, the Agency appeal procedures will apply.

2 RESTRICTION is temporary withdrawal of some of the privileges of a POA under 21A.163.

3 SURRENDER is a permanent cancellation of a production organisation approval by the Competent Authority upon formal written request by the accountable manager of the organisation concerned. The organisation effectively relinquishes its rights and privileges granted under the approval and, after cancellation, may not make certifications invoking the approval and must remove all references to the approval from its company documentation.

4 SUSPENSION is temporary withdrawal of all the privileges of a production organisation approval under 21A.163. The approval remains valid but no certifications invoking the approval may be made while the suspension is in force. Approval privileges may be re-instated when the circumstances causing the suspension are corrected and the organisation once again can demonstrate full compliance with the Requirements.

5 REVOCATION is a permanent and enforced cancellation of the whole of an approval by the Competent Authority. All rights and privileges of the organisation under the approval are withdrawn and, after revocation, the organisation may not make any certifications or other statements invoking the approval and must remove all references to the approval from its company documentation.

AMC 21B.245**Corrective action plan**

It is expected that any established POA holder will move quickly to re-establish compliance with Part 21 and not risk the possibility of approval suspension. Therefore, the corrective action period granted by the Competent Authority must be appropriate to the nature of the finding but in any case initially must not be more than 6 months. In certain circumstances and subject to the nature of the finding the Competent Authority can vary the 6 months period subject to a satisfactory corrective action plan agreed by the Competent Authority.

Failure to comply within time scale agreed by the Competent Authority means that provisional suspension of the POA in whole or in part must proceed.

Subpart H - Airworthiness Certificates**GM 21B.320(b)(6)**
Investigation**1 Determination of necessary conditions, restrictions and/or limitations on the airworthiness certificate issued by a Member State**

The competent authority of the Member State of registry may issue under its own legislation a document to list and identify all necessary conditions, restrictions and limitations that result from the investigation by the Agency and/or from the legislation of the competent authority of the Member State of registry. This document could take the form of an addendum to the approved Flight Manual or Operating instruction or comparable document and should be referenced in Block 5 (limitations/remarks) of the appropriate Certificate of Airworthiness.

GM 21B.325(a)
Airworthiness Certificates**1 Completion of the certificate of airworthiness by a Member State**

Block 5: Insert restrictions developed in accordance with Part 21, including any reference to limitations as indicated in GM 21B.320(b)(6).

2 Completion of the restricted certificate of airworthiness by a Member State

Block 5: Insert restrictions developed in accordance with Part 21, including any reference to limitations as indicated in GM 21B.320(b)(6).

3 Completion of the permit to fly by a Member State

Block 4: Insert purpose of flight in accordance with Article 5(4)(e)(ii) first indent of the Basic Regulation.

Block 5: Insert restrictions in accordance with Article 5(4)(e)(ii) second and third indent of the Basic Regulation.

GM 21B.325(b)
Completion of the Airworthiness Review Certificate by a Member State

In accordance with the applicable continuing airworthiness requirements a certificate of airworthiness is valid only if a valid airworthiness review certificate is attached to it. For new aircraft, the Competent Authority will issue the airworthiness review certificate when issuing the certificate of airworthiness.

Subpart I - Noise certificates**GM 21B.425(a)**
Noise Certificates**1 Completion of the noise certificate by a Member State****1.1 Form (see Appendix to Part 21)**

It is intended that the Form of the EASA noise certificate should be consistent with the ICAO, CAEP agreed format. It follows that the EASA Form of noise certificate suggested in the Appendix to Part 21 may be changed subject to ICAO, CAEP recommendations. Completion instructions are accordingly subject to change as appropriate.

1.2 Completion instructions

- Block 4: Engine designation should contain type and model including any de-rate that may be appropriate.
- Block 5: Propeller information should be entered if applicable in which case it shall contain type and model designation.
- Blocks 6: State maximum take-off mass and unit, (e.g., 170,500 kg) at which compliance with the applicable noise certification standards has been demonstrated.
- Block 8: State maximum landing mass and unit at which compliance with the applicable noise certification standards has been demonstrated, if applicable.
- Block 7: Should contain height above the runway at which thrust/power is reduced, following full thrust/power take-off, and unit e.g. 950 ft., or "N/A".
- Block 9: Should contain details of noise relevant equipment or modifications that may be necessary to identify the acoustical configuration of the aircraft, such as silencers, STCs incorporated for the purposes of compliance, tailrotor, acoustic liner etc. (as appropriate).
- Block 10: Should contain the Chapter of ICAO Annex 16, Volume I and section specifying maximum noise levels (e.g., Chapter 10, Section 10.4b)
- Blocks 11, 12, 13 & 14 Should state noise level and unit, e.g., 98,5 EPNdB, or "N/A".

Subpart J – Design organisation approval

Administrative procedures established by the Agency apply.

Subpart K – Parts and appliances

Administrative procedures established by the Agency apply.

(Subpart L – Not applicable)

Subpart M – Repairs

Administrative procedures established by the Agency apply.

(Subpart N – Not applicable)

Subpart O – European Technical Standard Order authorisations

Administrative procedures established by the Agency apply.

(Subpart P – Not applicable)

Subpart Q – Identification of products, parts and appliances

Administrative procedures established by the Agency apply.



Postal Address: P.O. Box 3000
2130 KA Hoofddorp
Visiting Address: Saturnusstraat 8-10
The Netherlands
Tel.: 31 (0)23 - 5679700
Fax: 31 (0)23 - 5621714

Our reference number: 07/03-3

1 November 2004

Your reference number:

JAR-21: CERTIFICATION PROCEDURES FOR AIRCRAFT AND RELATED PRODUCTS AND PARTS

Please find attached a copy of Amendment 6 to JAR-21, effective 1 November 2004.

Following the establishment of the European Aviation Safety Agency in September 2003 and the adoption of EASA Implementing Rules (IR), Certification Specifications (CS), and Acceptable Means of Compliance and Guidance Material (AMC) the Joint Aviation Authorities Committee made the decision that in future the JAA would publish amendments to the airworthiness JARs by incorporation of reference to EASA Implementing Rules, AMC and CS. Such publications would have a JAA cover with reference to the relevant EASA document, as well as any differences to it agreed by the JAA.

The appended JAR-21 is published following this decision, and replace the current JAR-21 Amendment 5.

Inge R Steenberg
Assistant to Regulation Director

Book Supplement

Joint Aviation Requirements

JAR-21

**Certification Procedures
For Aircraft and Related
Products and Parts**

Joint Aviation Authorities

Joint Aviation Requirements

JAR-21

Certification Procedures For Aircraft and Related Products and Parts

Amendment 6
1 November 2004

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The members of the Joint Aviation Authorities Committee are representatives of the Civil Aviation Authorities of the countries and of the European Aviation Safety Agency (EASA) that have signed the 'Arrangements Concerning the Development and the Acceptance of Joint Aviation Requirements'. A list of these members is kept by European Civil Aviation Conference, 3 bis Villa Emile Bergerat, 92522 NEUILLY SUR SEINE Cedex, France.*

Further printed copies of the Joint Aviation Authorities Documents can be purchased from Global Engineering Documents, whose world wide offices are listed on the JAA website (www.jaa.nl) and Global website (www.global.ihs.com).

For electronic versions of Joint Aviation Authorities Documents please refer to the website of Information Handling Services (IHS) on www.ihsaviation.com, where you will find information on how to order.

Enquiries regarding the contents should be addressed to Central JAA, Saturnusstraat 8–10, PO Box 3000, 2130 KA HOOFFDORP, Netherlands (Fax No. (31) 23 5621714).

* These members are:

[Albania, Armenia, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, European Aviation Safety Agency, Finland, Former Yugoslav Republic of Macedonia (FYROM), France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine & United Kingdom.]

JAR-21 Section 1 consists of:

- a) The Section A of the Annex to the Regulation (EC) No 1702/2003 dated 24 September 2003 (also called Part 21), except articles 21A.16A and 21A.18(c).

JAR-21 Section 2 consists of:

- a) The Appendix of the Annex to the Regulation (EC) No 1702/2003 dated 24 September 2003, (also called Part 21).
- b) The Annex to the EASA Executive Director Decision 2003/01/RM dated 17 October 2003, (also called AMC and GM related to Part 21).

Note 1: For all references to “Agency” and “Competent Authority” please read “Joint Aviation Authorities” or “the authority” as appropriate.”

Note 2: Forms proposed in the Appendix of the Annex to the Regulation (EC) No 1702/2003 dated 24 September 2003 should be adapted to the national legislation.

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List of DOA

Austria

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
AIR AMBULANCE TECHNOLOGY GmbH	MOT.JA.02	06.06.2003	06.06.2006	Design of ambulance equipment and cabin interiors
BOMBARDIER-ROTAX	MOT.JA.03	23.04.2003	23.04.2006	Piston engines
DIAMOND Aircraft Industries GmbH	MOT.JA.01	15.09.2000	10.09.2006	Small Aeroplanes

Total Country : 3

France

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
AEROCONSEIL	F.JA.09	18.01.2002	17.01.2005	Design changes related to avionics and cabin layout
AIRBUS	F.JA.02	25.11.1996	25.11.2005	Large Aeroplanes
AIRBUS TRANSPORT INTERNATIONAL s.n.c.	F.JA.07	19.02.2001	18.02.2004	Supplemental Type Certificates on A300-600ST(Beluga)
ATR GIE Avions de Transport Régional	F.JA.12	18.12.2002	18.12.2005	Post Type Certification activities for ATR 42 and 72
DASSAULT AVIATION	F.JA.03	10.06.1997	10.06.2006	Large Aeroplanes
E A D AEROSPACE	F.JA.13	28.05.2003	27.05.2006	Design changes to large and small aeroplanes and structural repairs to those changes
EADS SOCATA	F.JA.04	06.04.1998	06.04.2004	Small Aeroplanes
EADS SOGERMA	F.JA.10	02.09.2002	01.09.2005	Changes and structural repairs to Large Aeroplanes
EUROCOPTER	F.JA.01	12.09.1996	12.09.2005	Rotorcraft
REIMS AVIATION INDUSTRIES S.A.S.	F.JA.11	14.10.2002	13.10.2005	Changes to type design and repairs for F406
SMA (Societe Motorisations Aeronautiques)	F.JA.08	19.02.2001	18.02.2004	Engine
TURBOMECA	F.JA.05	30.11.1998	30.11.2004	Engines

Total Country : 12

Germany

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
AERODATA AG	LBA.JA.015	26.09.2003		Design changes to aircraft (Installation of navigation systems)
AERO-DIENST GmbH & Co. KG	LBA.JA.012	26.09.2003		Design changes to aircraft (Installation of navigation systems)
AIRBUS DEUTSCHLAND GmbH	LBA.JA.005	15.12.2000	15.12.2003	Changes to Large Aeroplanes and Sailplanes
AvCRAFT AEROSPACE GmbH	LBA.JA.002	18.12.1998	18.12.2004	Design of changes (TC Holder Do328) and Supplemental Type Certificates for Do228, Do128, Do28, Do27)
AVIATION CENTER Cologne Flugzeugwartung GmbH	LBA.JA.017	26.09.2003		Design changes to aircraft (Installation of navigation systems)

Germany

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
AVIONIK STRAUBING GmbH	LBA.JA.011	03.03.2003	03.03.2006	Avionics major and minor changes on piston engine aeroplanes, sailplanes and powered sailplanes
BRITAX SELL GmbH	LBA.JA.016	02.09.2003	02.09.2006	Design changes on large aeroplanes
DRÄGER AEROSPACE GmbH	LBA.JB.006	17.05.2001	17.05.2004	Oxygen equipment
EADS AIRBUS Militärflugzeuge GmbH	LBA.JA.008	25.04.2002	25.04.2005	Design changes of small aircraft
EADS ELBE FLUGZEUGWERKE GmbH	LBA.JA.009	01.10.2002	01.10.2005	Supplemental Type Certificates on Airbus aircraft (Cargo compartment interiors and cabin interiors)
EADS ELBE FLUGZEUGWERKE GmbH	LBA.JB.005	21.03.2001	21.03.2004	Cabin interior of composite material, including the integration of subsystems
ESW-EXTEL SYSTEMS WEDEL, Gesellschaft für Ausrüstung mbH	LBA.JB.002	06.12.2000	22.08.2006	Electrical and Mechanical equipment for Cargo-Loading and Ice protection Systems
EUROCOPTER DEUTSCHLAND GmbH	LBA.JA.004	07.07.2000	07.07.2006	Rotorcraft
EUROCOPTER DEUTSCHLAND GmbH	LBA.JB.001	27.04.2000	27.04.2006	Doors, crew rest containers, stairs, stairhouses
FAG KUGELFISCHER AG	LBA.JA.010	19.12.2002	19.12.2005	Changes to aero engines related to the design of repair procedures of turboprop engine bearings
GROB-WERKE BURKHART GROB e. K.	LBA.JA.014	29.08.2003	29.08.2006	Small aeroplanes, sailplanes, powered sailplanes and aeroengines
JET AVIATION FLUGZEUGWARTUNG GmbH	LBA.JA.013	11.07.2003	11.07.2006	Design of changes to aeroplanes in the field of avionics
LIEBHERR AEROSPACE LINDENBERG GmbH	LBA.JB.007	02.09.2003	02.09.2006	Landing gear systems, slat and flap actuation systems, environmental control systems
Lufthansa Technik AG	LBA.JA.003	09.07.1999	09.07.2005	Supplemental Type Certificates
MTU Maintenance Hannover GmbH	LBA.JA.007	03.12.2002	03.12.2005	Design of repairs and changes to turboprop engines
ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG	LBA.JA.001	01.12.1997	30.11.2005	Engines
ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG	LBA.JB.004	14.02.2001	30.11.2005	Engine components
THIELERT AIRCRAFT ENGINES GmbH	LBA.JA.006	01.03.2001	01.03.2004	Piston engines and installation of TAE piston engines on small aeroplanes

Total Country : 23

Italy

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
AVIO S.p.A.	ENAC.JA.005	24.05.2002	11.01.2004	Engines
AGUSTA S.p.A.	ENAC.JA.003	26.01.2001	26.01.2004	Rotorcraft
ALENIA	ENAC.JA.006	19.12.2001	19.12.2003	Large aeroplanes

Total Country : 3

Sweden

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
SAAB Aircraft AB	LFV.JA.01	12.03.2003	None	Large Aeroplanes
TELAIR INTERNATIONAL AB	LFV.JA.02	03.09.2003	None	Design of sliding carpet systems for narrow body aircraft

Total Country : 2

Switzerland

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
Jet Aviation Basel AG	FOCA.JA.001	21.05.2001	None	Supplement type Certificates
PILATUS AIRCRAFT LTD	FOCA.JA.002	01.09.2003	None	Small Aeroplanes

Total Country : 2

The Netherlands

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
FOKKER SERVICES B.V.	NL.JA.2174	26.04.1999	26.04.2006	Large Aeroplanes
STORK FOKKER AESP B.V.	RLD.JB.001	20.01.1998	20.01.2004	Aerostructures
TRANSAVIA AIRLINES	NL-JA-2136	17.02.2003	17.02.2004	Minor changes and minor repairs

Total Country : 3

United Kingdom

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
ADVANCED TECHNOLOGIES GROUP Ltd	CAA.JA.02074	21.12.2001	20.12.2004	Non-rigid airships and associated piston engines
Aerospace Engineering Solutions Limited	CAA.JA.02304	26.09.2003	26.09.2006	Repairs and STC to large Transport Aircraft
BAE Systems Regional Aircraft	CAA.JA.02034	08.10.1998	07.10.2004	Large and Small Aeroplanes
BAE Systems Regional Aircraft	CAA.JB.02035	08.10.1998	07.10.2004	Design of aircraft and airframe components and modifications
Britannia Airways Ltd.	CAA.JA.02164	08.08.2003	07.08.2006	Design changes to cabin interiors
BRITISH AIRWAYS PLC	CAA.JA.02266	25.09.2003	25.09.2006	Design of Supplemental Type Certificates to large aeroplanes (Airframe, avionics, cabin interiors, powerplant)
GKN Aerospace Services Ltd	CAA.JB.02238	27.09.2002	26.09.2005	Nacelles and nacelles systems, flight controls surfaces and APU tailcone
NORDAM EUROPE LIMITED	CAA.JA.02318	05.08.2003	04.08.2006	Repairs to engine nacelles, thrust reversers and flying control surfaces
Police Aviation Services Ltd.	CAA.JA.02095	04.04.2003	04.04.2006	STC and minor changes to rotorcraft and un-pressurised sub-sonic aeroplanes
RAYTHEON AIRCRAFT SERVICES Ltd	CAA.JA.02106	15.09.2003	15.09.2006	Supplemental Type Certificates
ROLLS-ROYCE PLC	CAA.JA.02001	05.09.1996	05.09.2005	Engines
ROLLS-ROYCE PLC	CAA.JB.02011	22.04.1997	05.09.2005	Engines & Powerplant components
SHORT BROTHERS PLC	CAA.JA.02246	03.09.2001	03.09.2004	Support of TC held by Short Brothers and design of changes

United Kingdom

<i>Name of the Company</i>	<i>DOA number</i>	<i>Date of initial issue</i>	<i>Date of Expiry</i>	<i>Scope</i>
SHORT BROTHERS PLC	CAA.JB.02245	03.09.2001	03.09.2004	Airframe and powerplant structures, equipment, systems and systems installations
SMITHS AEROSPACE GLOUCESTER Ltd, T/A DOWTY PROPELLERS	CAA.JA.02002	30.01.1998	30.01.2004	Propellers
ULTRA ELECTRONICS Ltd, Controls Division	CAA.JB.02019	03.08.1998	03.08.2004	Airframe and powerplant instrument equipment and systems
WESTLAND TRANSMISSIONS LIMITED	CAA.JB.02249	24.11.2000	23.11.2003	Power transmission systems and components

Total Country : 17

Total of DOA issued .65

List of DOA applications

Austria

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
AUSTRIAN AIRLINES	12.10.2000	JA	Supplemental Type Certificates, Repairs
FISCHER ADVANCED COMPOSITE COMPONENTS AG	22.05.2003	JA	Design of composite structural and non-structural parts

Total Country : 2

Czech Republic

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
AERO VODOCHODY a.s.	26.02.2003	JA	Small aeroplanes
AEROSERVIS s.r.o.	20.08.2003	JA	Minor changes and repairs
AVIA PROPELLER, s.r.o.	10.10.2003	JA	Propellers
EVEKTOR	15.02.2002	JA	Small aeroplanes
LETECKA TOVARNA s.r.o.	03.12.2002	JA	Small aeroplanes

Total Country : 5

France

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
AIR FRANCE	14.08.2003	JA	Design of Supplemental Type Certificates to large aeroplanes (Cabin interiors, avionics installation)
CFM International	27.05.2002	JA	Engines
CGTM	02.04.2001	JA	Supplemental Type Certificates related to rotorcraft re-engining
DASSAULT FALCON SERVICE	22.03.2002	JA	Design changes on Dassault Aviation aircraft
HELICES HALTER	22.07.2002	JA	Propeller
HELICOPTERES GUIMBAL	12.02.2002	JA	Small rotorcraft
SKYDESIGN	05.08.2003	JA	Small aeroplanes

Total Country : 7

Germany

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
ASL AIRCRAFT SERVICES LEMWERDER GmbH	03.03.2003	JA	Design changes to large aeroplanes (Cabin interiors)
BUSSARD DESIGN GmbH	20.08.2003	JA	VLA

Germany

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
D'LONG AEROSPACE	14.08.2003	JA	Large Aeroplanes (Dornier 728-100)
EPI GmbH	16.06.2003	JA	Turbine engine
HPA	07.02.2003	JA	Small Aeroplanes
MT PROPELLER ENTWICKLUNG GmbH	15.08.2003	JA	Propellers
NAYAK AIRCRAFT SERVICES	14.08.2003	JA	Avionics design changes for SA-226-()
RUAG AEROSPACE SERVICES GmbH	20.08.2003	JA	Design of changes (TC Holder of Do228, Do128, Do28 and Do27)
SCANDINAVIAN AVIONICS DESIGN GmbH	27.11.2002	JA	Avionics installation in small and large aeroplanes
WD Aircraft GmbH	22.09.2003	JA	VLA

Total Country : 10

Italy

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
AERMACCHI S.p.A.	26.09.2003	JA	Small aeroplanes
ALITALIA	07.02.2001	JA	Design and approval of minor changes and repairs
LEAT	10.12.2001	JA	Design of avionics systems
NORTHERN AVIONICS	18.06.2002	JA	Design of avionics installations for General Aviation Aircraft and Helicopters
PIAGGIO AEROINDUSTRIE S.p.A.	18.06.2002	JA	Small and large Aeroplanes
VULCANAIR S.p.A.	27.09.2000	JA	Small Aeroplanes

Total Country : 6

Spain

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
AERLYPER	12.09.2003	JA	
AISA	23.04.2003	JA	
EADS CONSTRUCCIONES AERONAUTICAS S.A. (EADS CASA)	09.06.2003	JA	
IBERIA	23.09.2003	JA	
INDUSTRIA DE TURBOPROPULSORES S.A. (I.T.P.)	25.09.2003	JA	

Total Country : 5

Switzerland

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
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SR Technics	18.01.2002	JA	Changes and repairs
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Total Country : 1

The Netherlands

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
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KLM	31.01.2002	JA	Changes and repairs
MARTINAIR HOLLAND NV	25.08.2003	JA	Minor changes and minor repairs
SCHREINER AIRCRAFT MAINTENANCE	25.09.2003	JA	Minor changes and minor repairs
SCHREINER NORTHSEA HELICOPTERS	25.09.2003	JA	Minor changes and minor repairs
STANDARD AERO V.o.f	07.08.2003	JA	Minor repairs to PW100 Series engines

Total Country : 5

United Kingdom

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
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AIM AVIATION (JECCO) LIMITED	05.04.2002	JA	STC to large Transport Aircraft
Atlantic Engineering Ltd	12.06.2003	JA	STC & Repairs. Transport & Aerial work aircraft
AVIATION TRADERS LIMITED	07.11.2001	JA	Repairs and STC to large Transport Aircraft
AVIONICS MOBILE SERVICES LIMITED	24.05.2002	JA	STC avionics
BBJ Design Services Limited	03.02.2003	JA	STC and repairs to all aircraft
B-N GROUP LIMITED	21.03.2003	JA	Design of Aircraft modifications
Bournemouth Aviation (Consultants) Limited	13.02.2003	JA	STC and repairs to all aircraft
BRITAX AIRCRAFT INTERIORS UK Ltd, T/A BRITAX AIRCRAFT SEATING	19.04.1999	JA	Design of aircraft interiors
De Havilland Support Ltd	06.06.2003	JA	TC Holder
Farnborough Aircraft Co.	09.11.1998	JA	Small aeroplane
FLS AEROSPACE (UK) Limited	26.03.2003	JA	STC and repairs to Transport Aircraft
Gama Support Services Limited	03.03.2003	JA	STC and repairs to General Aviation Aircraft
GKN AEROSPACE TRANSPARENCY SYSTEMS (KINGS NORTON) LIMITED	10.10.2002	JA	Design of repairs to aircraft transparencies
GOODRICH ACTUATION SYSTEMS LIMITED (WOLVERHAMPTON)	18.03.2003	JA	STC and repairs
GOODRICH CONTROL SYSTEMS LIMITED (SHAFTMOOR LANE)	14.04.2003	JA	STC & Repairs. Systems & Equipment
HANSFORD Engineering Limited	11.10.2002	JA	Structural Supplemental Type Certificates and repairs

United Kingdom

<i>Name of the Company</i>	<i>Date of application acceptance</i>	<i>Kind of DOA</i>	<i>Scope</i>
Jersey European Airways (UK) Ltd.	29.02.2000	JA	Supplemental Type Certificates
LINDSTRAND BALLOONS LIMITED	21.10.2002	JA	Design of Hot Air Balloons and Gas Balloons
MacCARTHY INTERIORS Ltd	16.04.2003	JA	STC & Repairs. Cabin configuration & interiors
MANN AVIATION GROUP (Engineering) Limited	11.10.1999	JA	Supplemental Type Certificates
MARSHALL OF CAMBRIDGE AEROSPACE LIMITED	08.11.1999	JA	Supplemental Type Certificates
McAlpine Helicopters Limited	13.06.2001	JA	Supplemental Type Certificates - Aircraft modification
Metro Business Aviation Limited	04.02.2003	JA	STC and repairs to Executive Jets and Turboprops
Monarch Aircraft Engineering Limited	13.09.2001	JA	Repairs and STC to large Transport Aircraft
Premiair Aircraft Engineering Ltd	16.06.2003	JA	STC & Repairs. Business & Executive aircraft
Rohr Aero Services Ltd	10.06.2003	JA	Repairs Thrust Reversers & cowlings
ROLLS-ROYCE TURBOMECA LIMITED	28.03.2002	JA	Design of Engines (Multinational)
Rotortech Ltd	11.06.2003	JA	STC & Repairs. Helicopters
ULTRA ELECTRONICS Ltd, Controls Division	16.06.2003	JA	STC & Repairs. Propeller Controls Systems
Virgin Atlantic Airways Ltd	28.04.2003	JA	STC & Repairs. Cabin configuration, interiors & structures

Total Country : 30

<i>Total :</i>	71
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JTSO Authorisations

Aircraft tires, wheels and brakes

MESSIER BUGATTI

Z.A. Louis Breguet
78140 Vélizy-Villacoublay
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
F.O.020	Aircraft Brake	C26c	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
12-Jul-00			Aircraft Brake C20524(xxx)				
Remarks:		DDP C20524000 of May 10,2000					
Manuals:		Deviations: No					
DDP (or subsequent revisions):							

MICHELIN

63040 CLERMONT-FERRAND CEDEX 1

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
F.O.010 30-Mar-00	Aircraft Tire	C62d	Part description and P/N Tire M01103-02	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:							
Manuals:		A/C Tire Care and Service Manual MAT-CMS 95 Rev B					
DDP (or subsequent revisions):							
		Deviations:	No				

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
F.O.012 22-Jun-00	Aircraft Tire	C62d	Aircraft Tire M015101-01				
<i>Remarks:</i>							
<i>Manuals:</i> A/C Tire Care and Service Manual MAT-CMS 95 Rev B							
<i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				

Aircraft tires, wheels and brakes

MICHELIN

63040 CLERMONT-FERRAND CEDEX 1

Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
F.O.013 22-Jun-00	Aircraft Tire	C62d	Aircraft Tire M12601-01				
<p><i>Remarks:</i></p> <p><i>Manuals:</i> A/C Tire and Service Manual MAT-CMS 95 Rev B</p> <p><i>DDP (or subsequent revisions):</i></p>							
		<i>Deviations:</i>	No				
F.O.024 29-Aug-00	Aircraft tires	C62d	1270x455R22 / 32PR Aircraft Tire M20101-01 M 12101-01				
<p><i>Remarks:</i> 1270x455R22 / 32PR DDP MICH 29/00 of 05/05/00</p> <p><i>Manuals:</i></p> <p><i>DDP (or subsequent revisions):</i></p>							
		<i>Deviations:</i>	No				
F.O.031 08-Feb-01	Tyre for Facon 900 MLG	C62d	Tire for Facon 900 MLG M15001-01				
<p><i>Remarks:</i> Tyre 29x7,7 R15/16PR</p> <p><i>Manuals:</i> Installation and CMM: A/C tyre care & service Ed. 1995</p> <p><i>DDP (or subsequent revisions):</i></p>							
		<i>Deviations:</i>	No				
F.O.039 06-Mar-01	Tire	C62d	A340-500/-600 MLG Tire M 16001-04				
<p><i>Remarks:</i> tire for A340-500/-600 MLG DDP MICH 05/01 of 12/01/01</p> <p><i>Manuals:</i> Aircraft tire care § service Ed. 1995</p>							
		<i>Deviations:</i>	No				

Aircraft tires, wheels and brakes

MICHELIN

63040 CLERMONT-FERRAND CEDEX 1

Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
DDP (or subsequent revisions):							
F.O.040 06-Mar-01	Tire	C62d	Part description and P/N A340-500/-600 NLG Tire M 14001-01	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Tire for A340-500/-600 NLG DDP MICH 03/01 of 12/01/01			Deviations:		No		
Manuals: Aircraft tire care § service Ed. 1995							
DDP (or subsequent revisions):							
F.O.050 15-Jun-01	Tire for Concorde A/C	C62d	Part description and P/N Tire for Concorde A/C M16801	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Tire 47x1575 R22.1 AIRX			Deviations:		No		
Manuals: A/C tire Care & Service Ed 1995							
DDP (or subsequent revisions):							
F.O.053 12-Nov-01	MLG Tire for Hawker Horizon	C62d	Part description and P/N MLG Tire for Hawker Horizon M15701	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: 26x6.6R14 AIR X/14PR /210MPH			Deviations:		No		
Manuals: A/C tire Care & Service Ed 1995							
DDP (or subsequent revisions):							
F.O.054 12-Nov-01	Tire for NLG Falcon 2000	C62d	Part description and P/N Tire for NLG Falcon 2000 M15201-01	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: 14.5x5.5R6 / 225 MPH			Deviations:		No		
Manuals: A/C tire Care & Service Ed 1995							

Aircraft tires, wheels and brakes

MICHELIN

63040 CLERMONT-FERRAND CEDEX 1

Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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DDP (or subsequent revisions):

F.O.055 12-Nov-01	Tire for Boeing 747	C62d	Part description and P/N Tire for Boeing 747 M42201	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks:

Manuals: A/C tire Care & Service Ed 1995

Deviations: No

DDP (or subsequent revisions):

F.O.056 03-Dec-01	Tire for MLG Cessna Citation X & Sovereign	C62d	Part description and P/N Cessna Citation X & Sovereign MLG Tire M14401	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks: 26x6.6R14 / 12PR /210 MPH

Manuals: A/C tire Care & Service Ed 1995

Deviations: No

DDP (or subsequent revisions):

F.O.069 11-Feb-02	Aircraft Tire	C62d	Part description and P/N NLG tire for Cessna A/C 16x4.4R8/10PR AIRX M15601	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks: QTR MICH 45/01

Manuals: A/C Tire & Care Service 2001 Edition

Deviations: No

DDP (or subsequent revisions):

F.O.070 11-Feb-02	Aircraft Tire	C62d	Part description and P/N NLG tire for A319/A320/A321 aircraft 30x8.8R15/16PR AIRX M08202	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks: QTR MICH 48/01

Manuals: AIRCRAFT TIRE CARE & SERVICE 2001 Edition

Deviations: No

Aircraft tires, wheels and brakes

MICHELIN

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Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)			
DDP (or subsequent revisions):							
F.O.090 05-Oct-02	PILATUS PC 21 NLG tire	C62d	Part description and P/N PILATUS PC 21 NLG tire M16201	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:							
Manuals:							
DDP (or subsequent revisions):							
MICH 56/01							
F.O.106 13-Feb-03	Boeing 777 NLG Tire	C62d	Part description and P/N Boeing 777 NLG Tire M17702	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:							
Manuals:							
DDP (or subsequent revisions):							
MICH 26/02							
F.O.107 13-Feb-03	Boeing 777 MLG Tire	C62d	Part description and P/N Boeing 777 MLG Tire M13102	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:							
Manuals:							
DDP (or subsequent revisions):							
MICH 34/02							
F.O.110 26-Mar-03	Eclipse 500 MLG Tire	C62d	Part description and P/N Eclipse 500 MLG Tire M16901	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:							
Manuals:							
DDP (or subsequent revisions):							
42/02							

Aircraft tires, wheels and brakes

MICHELIN

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Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
			Part description and P/N Equipment class(es)	Emission Power	Emission Classes	Frequency band
F.O.111 31-Mar-03	A 340-500/600 MLG Tire	C62d	A 340-500/600 MLG Tire M16004			

Remarks:

Manuals: AIRCRAFT TIRE CARE & SERVICE 2001
Edition

DDP (or subsequent revisions):

MICH 19/02

Deviations: No

F.O.115 20-May-03	Cessna 560XL MLG tire	C62d	Cessna 560XL MLG Tire M13702	Emission Power	Emission Classes	Frequency band

Remarks:

Manuals: AIRCRAFT TIRE CARE & SERVICE 2001
Edition

DDP (or subsequent revisions):

MICH 31/03

Deviations: No

Any other articles**AERAZUR/DAS****Previously named :***till*4, Rue Lesage Maille
BP 22
76320, Caudebec les Elbeuf
France**Country issuing JTSOA** France**Number
Date****Article****JTSO's complied with****Part description, P/N and class(es)****Aircraft Station License (if relevant)**

F.O.052

Flexible Fuel & Oil Cell
material

C80

Part description and P/N *Equipment class(es)*

Tankwall 106S076

Tankwall 106S056-1

Tankwall 106S055-1

Tankwall 106S055-2

*Emission Power**Emission Classes**Frequency band*

10-Oct-01

*Remarks:**Manuals:**DDP (or subsequent revisions):**Deviations:* No**Becker Flugfunkwerk GmbH**Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany**Country issuing JTSOA** Germany**Number
Date****Article****JTSO's complied with****Part description, P/N and class(es)****Aircraft Station License (if relevant)**

LBA.O.10.550/1 JTSO

DP4100

C50c

Part description and P/N *Equipment class(es)*

Digital Player System DP4100-(XXX)

*Emission Power**Emission Classes**Frequency band*

27-Nov-00

*Remarks:**Manuals:* Maintenance 0530.719-
071
Installation/Operation 0530.700-071*DDP (or subsequent revisions):**Deviations:* No

Any other articles*PRONAL*

Z.I ROUBAIX-EST
Rue du Trieu du Quesnoy
59115 LEERS
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
				<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
F.O.011 17-Oct-00	Wall of bladders for flexible fuel tank	C80	<i>Part description and P/N</i> <i>Equipment class(es)</i> Wall of bladders for flexible fuel tank RAHE(XXXXX)-(X)			
<i>Remarks:</i> DDP AA-0110/A <i>Manuals:</i> CMM N°28-10-00 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			

THERMOCOAX

THERMOCOAX SAS
Athis de l'Orne
BP 26
61438 FLERS Cedex
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
				<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
F.O.079 25-Apr-02	Overheat Sensor	2C11e	<i>Part description and P/N</i> <i>Equipment class(es)</i> Connecting cable with female connector NGC1-120-20A06 Connecting cable with male connector NGC1-120-10A06 Overheat Sensor, male /female connection NGR1-124A3-1(XXX) 124°C Overheat Sensor, female /female connection NGR1-124A3-3(XXX) 124°C Overheat Sensor, male /male connection NGR1-124A3-2(XXX)			
<i>Remarks:</i> DDP NG340R058 R3 of 09/11/01 <i>Manuals:</i> <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			

Any other articles

Werthenbach Hydraulik Antriebstechnik GmbH

Grafenheider Straße 101

Country issuing JTSOA Germany

Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.31.252/1 JTSO 21-Jul-00	Hose Assemblies WH	C53a 2C75	WH 666-()				
			WH 666-()F()				
			WH 566-()				
			WH 466-()				

Remarks:

Deviations: Yes

Manuals: CMM 21-06-00

DDP (or subsequent revisions):

WHJTSO53/2C75

Autoflight and control systems and instruments

Penny & Giles Aerospace Limited

6 Airfield Way
Christchurch
Dorset
BH23 3TT
United Kingdom

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
CAA.O.00002 05-Apr-02	Multi-Purpose Flt Rec D51615 & CCU D51616	C123a C124a	Cockpit Control Unit - Dual Channel D51616-20()				
			Cockpit Control Unit - Single Channel D51616-10()				
			Multi-Purpose Flight Recorder D51615-1()				

Remarks: NB: Original JTSOA issued for D51615 only on 03/08/2001.

Deviations: No

Manuals:

DDP (or subsequent revisions):

DDP Issue 3.

Autoflight and control systems and instruments

SAGEM SA Etablissement de Massy

Previously named :

SFIM

till 01 January 2001

13, Avenue Ramolfo Garnier

91344 MASSY CEDEX

France

Country issuing JTSOA France

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

F.O.121 08-Jul-03	Linear and Parallel Servo Actuator	C9c	Part description and P/N Equipment class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
			Smart Linear Servo Actuator 1-8486-()			
			Parallel Servo Actuator 6256-171-()-()			
			Parallel Servo Actuator 6256-161-()-()			
			Parallel Servo Actuator 6256-150-()-()			
			Parallel Servo Actuator 6256-151-()-()			
			Parallel Servo Actuator 6256-162-()-()			
			Parallel Servo Actuator 6256-164-()-()			
			Smart Linear Servo Actuator 3-8486-()			
			Smart Linear Servo Actuator 2-8486-()			
			Smart Linear Servo Actuator 8486-()			
			Parallel Servo Actuator 6256-166-()-()			
			Parallel Servo Actuator 6256-173-()-()			
			Parallel Servo Actuator 6256-163-()-()			

Remarks:

Manuals:

DDP (or subsequent revisions):

(see Rem)

Deviations:

No

Electrical systems equipment

THALES Avionics Electrical Systems

Previously named :

THOMSON-CSF
AUXILEC

till 01 February 2001

41 BD DE LA REPUBLIQUE
BP 53
78400 CHATOU CEDEX
France

Country issuing JTSOA France

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

F.O.032 08-Feb-01	DC Starter Generator	C56a	Part description and P/N DC Starter Generator G3570-(xxx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks: DDP Y42-167 of 18/10/00

Manuals: CMM 24-35-36 of 05/10/00

DDP (or subsequent revisions):

Deviations: No

Flight and navigation instruments

Euro Telematik AG

Riedeweg 5
89081 Ulm
Germany

Country issuing JTSOA Germany

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

LBA.O.10.986/014JTSO 05-Jun-03	CDTI-2000	C113 C147	Part description and P/N Display 8.121.2800001.01-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
					-	-	-

Remarks: None

Manuals: Operation:
6.UM.2800001.01
Installation: 6.IM.2800001.01

DDP (or subsequent revisions):

6DDP.2800001.03

Deviations: No

Flight and navigation instruments

SAGEM SA Etablissement de Massy

Previously named :

SFIM

till 01 January 2001

13, Avenue Ramolfo Garnier

91344 MASSY CEDEX

France

Country issuing JTSOA France

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

F.O.009

APIRS

C3d

C4c

C5e

C6d

Part description and P/N

Equipment class(es)

Emission Power

Emission Classes

Frequency band

04-Feb-00

AHCP 420-00346-0(xx)

RMM 420-01867-4(xx)

AHRU 420-00332-7(xx)

Remarks:

Manuals: OIM ref AV 98/11 rev 01

CMM ref 34-21-05 rev 00 and 34-21-26 rev 01

DDP (or subsequent revisions):

Deviations:

Yes

Thales Avionics Limited

86-88 Bushey Road

Raynes Park

London

SW20 0JW

England

Country issuing JTSOA United Kingdom

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

CAA.O.00006

Control Display Navigation
Unit (CDNU) - 81850

C115b

Part description and P/N

Equipment class(es)

Emission Power

Emission Classes

Frequency band

24-Dec-02

CDNU 81850A03(X) 17 01(XX)

Remarks:

Manuals:

DDP (or subsequent revisions):

DDP 769 at Issue 2.

Deviations:

No

Flight and navigation instruments

THALES AVIONICS S.A.

Zone Aéronautique L.Bréguet
Aérodrome de Villacoublay,
B.P. 200
78141VELIZY-VILLACOUBLAY CEDEX
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with				Part description, P/N and class(es)		Aircraft Station License (if relevant)		
								Emission Power	Emission Classes	Frequency band
F.O.122	Electronic Standby Instrument (ESI)	C2d	C4c	C10b	C95	Part description and P/N	Equipment class(es)			
13-Aug-03		C113				Electronic standby instrument (ESI)				
						C16393()				

Remarks:

Manuals:

DDP (or subsequent revisions):

J33957AA

Deviations: No

THALES Avionics-SA

Previously named :
SEXTANT-AVIONIQUE till 01 February 2001

Aerodrome de Villacoublay
BP 59
78141 VELIZY VILLACOUBLAY CEDEX
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with				Part description, P/N and class(es)		Aircraft Station License (if relevant)		
								Emission Power	Emission Classes	Frequency band
F.O.005	Integrated Electronic Standby Instrument	C2d	C4c	C10b	C95	Part description and P/N	Equipment class(es)			
17-Sep-99		C113				I.C.S.Integrated Electronic Standby Instrument C16221(xx)(xx)				

Remarks:

Manuals: OIM and CMM ref 34-22-25

DDP (or subsequent revisions):

Deviations: Yes

Flight and navigation instruments

Thielert Aircraft Engines

Platanenstrasse 14, 09350 Lichtenstein

Country issuing JTSOA Germany

Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
LBA.O.10.986/007JTSO 13-Feb-02	TAE-CED-125	C113	Part description and P/N Engine Monitoring Display 02-7730-5501-()-()	Emission Power	Emission Classes	Frequency band
				-	-	-
<div>Remarks: -----</div> <div>Manuals: Operation: OM-TAE-CED125-01-01 Installation: IM-TAE-CED125-01-01</div> <div>DDP (or subsequent revisions): DDP-02-01 Issue 3</div> <div>Deviations: No</div>						

Pallets, containers, tie-down equipment

AERO Net

SAINT MICHEL
22110 GLOMEL
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
F.O.027 06-Sep-00	Type 2GIN Cargo Net	C90c	Part description and P/N Type 2GIN Cargo Net MA5141-(xx)- (xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: DDP 51410000 of 27/03/00							
Manuals:							
DDP (or subsequent revisions):							
F.O.030 18-Jan-01	Cargo Net IATA Code NME	C90c	Part description and P/N Cargo Net IATA Code NME MA4240- (xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: DDP 42400000 Rev 01 of 27/10/00 NAS3610-2M2N/2A1N							
Manuals: CMM 20-50-51 Users/installation manual:20-50-50							
Deviations:			No				

28 September 2003

Page 14 of 95

Pallets, containers, tie-down equipment

AERO Net

SAINT MICHEL
22110 GLOMEL
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)			
DDP (or subsequent revisions):							
F.O.043 13-Mar-01	Cargo Net (NRA/2R1N)	C90c	Part description and P/N Cargo Net (NRA/2R1N) MA5321-(xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Code IATA: NRA Code NAS3610: 2R1N DDP 53210000 01/03/01				Deviations:	No		
Manuals: Installation: 25-52-52							
DDP (or subsequent revisions):							
F.O.049 11-Jun-01	Cargo Net type NAS 3610 2E2N	C90c	Part description and P/N Cargo Net type NAS 3610 2E2N, IATA NEB MA 5102-(xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Code IATA NEB				Deviations:	No		
Manuals: CMM & IPC 25-52-59							
DDP (or subsequent revisions):							
F.O.058 07-Feb-02	Cargo Net	C90c	Part description and P/N NET NAS3610: 2G1N, IATA NGE MA4141-(xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: DDP41410000				Deviations:	No		
Manuals: CNN/IPC: 25-52-57							
DDP (or subsequent revisions):							
F.O.059 07-Feb-02	Cargo Net	C90c	Part description and P/N Cargo Net NAS3610: 2LN3, Code IATA: NLA MA4223-(xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Pallets, containers, tie-down equipment

AERO Net

SAINT MICHEL
22110 GLOMEL
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
<i>Remarks:</i> DDP 42230000 <i>Manuals:</i> CMM/IPC 25-52-55 <i>DDP (or subsequent revisions):</i>				
		<i>Deviations:</i> No		

F.O.123 14-Aug-03	Cargo Net	C90c	Part description and P/N Cargo net MA 4503-(xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
<i>Remarks:</i> 2K3N, NKA <i>Manuals:</i> <i>DDP (or subsequent revisions):</i> 42030000							
		<i>Deviations:</i> No					

Alcan Singen GmbH

Alusingen-Platz 1
78224 Singen
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.O.11.400/174 JTSO 06-Dec-01	Air Cargo Pallet Type: 3	C90c	<i>Part description and P/N</i> 3-K-()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-220 <i>DDP (or subsequent revisions):</i> 3K/E Rev. 1							
		<i>Deviations:</i>	No				

LBA.O.11.400/190 JTSO 09-Dec-02	Cargo-Container-3AV-()	-C90c	Part description and P/N -3AV-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
<i>Remarks:</i> <i>Manuals:</i> CMM: 25-50-231							
	-----	<i>Deviations:</i> No					

28 September 2003

Page 16 of 95

Pallets, containers, tie-down equipment

Alcan Singen GmbH

Alusingen-Platz 1
78224 Singen
Germany

Country issuing JTSOA Germany

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

DDP (or subsequent revisions):

LBA.O.11.400/191JTSO 05-Jun-03	Cargo-Container Type 3-AB-() C90c		Part description and P/N 3-AB-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks: None

Manuals: CMM 25-50-232

Deviations: No

DDP (or subsequent revisions):

3AB/E Rev.1

LBA.O.11.400/192JTSO 18-Jul-03	Cargo Container 3-AD	-C90c	Part description and P/N LD 3 Container Type 3 3-AD- ()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
					--	--	--

Remarks: ---

Manuals: Operations Manual P/N
n/a
Installation Manual P/N
n/a
Maintenance Manual P/N 25-50-233

Deviations: No

DDP (or subsequent revisions):

EBL-Nr.: 3AD/E Rev. 1

Pallets, containers, tie-down equipment

Alusuisse Singen GmbH

Alusingen-Platz
78221 Singen
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.O.11.400/173 JTSO 07-Aug-00	Cargo-Container H1	C90c	<i>Part description and P/N</i> H1-V-()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
<i>Remarks:</i>							
<i>Manuals:</i> HB1V/B No. 25-50-186		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i>							

BIRDY

Bâtiment 290-Zône de Fret
BP.811
95548 Orly Aérologare Cedex
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
F.O.124	Cargo Net	C90c	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
10-Sep-03			2M2N Cargo Net	2M2N-01-00			
<i>Remarks:</i> 2A1N/2M2N							
<i>Manuals:</i>		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i>							
PR 09/2M2N 0							

Pallets, containers, tie-down equipment

DoKaSch GmbH

Industriegebiet Feincheswiese
56403 Staudt
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.O.11.400/176 JTSO 19-Oct-00	Cargo-Container AMP	C90c	Part description and P/N AMP-BUD 001 () ()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-55 <i>DDP (or subsequent revisions):</i> 0900/2 Rev. 1							
LBA.O.11.400/177 JTSO 19-Oct-00	Cargo-Container AAP	C90c	Part description and P/N AAP-BUD 002 () ()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-53 <i>DDP (or subsequent revisions):</i> 0900/1 Rev. 1							
LBA.O.11.400/180 JTSO 15-Dec-00	Cargo Container AMK	C90c	Part description and P/N BUD 003 () ()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-54 <i>DDP (or subsequent revisions):</i> 1200/1 Rev. 1							
LBA.O.11.400/181 JTSO 12-Feb-01	Cargo Container AMJ	C90c	Part description and P/N BUD 005 () ()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-5 <i>DDP (or subsequent revisions):</i> 1200/2 Rev. 1							

Pallets, containers, tie-down equipment

DoKaSch GmbH

Industriegebiet Feincheswiese
56403 Staudt
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.11.400/187 JTSO 16-Oct-02	Cargo ContainerType: AKE	C90c	BUD 006 () ()				
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-50 <i>DDP (or subsequent revisions):</i> 2002/3 Rev. 1							
		<i>Deviations:</i>	No				
LBA.O.11.400/188 JTSO 13-Dec-01	Cargo Container Type AAK	C90c	BUD 007 () ()				
<i>Remarks:</i> <i>Manuals:</i> CMM P/N 25-50-58 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
LBA.O.11.400/189 JTSO 28-Mar-02	Cargo Pallet Type HCU6/E	C90c	2116135-()				
<i>Remarks:</i> <i>Manuals:</i> CMM 25-50-60, dated Jan 2002 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
LBA.O.11.400/197 JTSO 05-Jul-03	PZA Cargo Pallett	C90c	2R1P Pallett BUP 160 ()		--	--	--
<i>Remarks:</i> <i>Manuals:</i> Operations Manual P/N entfällt Manual P/N entfällt Maintenance Manual P/N 25-50-65 Installation							
		<i>Deviations:</i>	No				

Pallets, containers, tie-down equipment

DoKaSch GmbH

Industriegebiet Feincheswiese
56403 Staudt
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)			
DDP (or subsequent revisions): EBL-2003/05-01							
LBA.O.11.400/198JTSO 25-Jul-03	PGA Cargo Pallett	C90c	Part description and P/N 2G1P Pallett BUB 200 ()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
					--	--	--
Remarks:		Deviations:				No	
Manuals:		Operations Manual P/N entfällt Manual P/N entfällt Maintenance Manual P/N 25-50-66				Installation	
DDP (or subsequent revisions): EBL-2003/05-02							

DR &D INDUSTRIES

Rue de la Croix Blanche
BP 1121
27950 SAINT MARCEL
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
F.O.023 29-Aug-00	Container	C90c	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
Type AYK Container 9714V(xx)							
Type AAZ Container 9706V(xx)							
Type AAJ Container 9909V(xx)							
<i>Remarks:</i> DDP DRD of 27/04/00							
<i>Manuals:</i>		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i>							
F.O.042 12-Mar-01	Type SAY Container	C90c	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
Type SAY Container 9806V(xx)							

Pallets, containers, tie-down equipment

DR &D INDUSTRIES

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Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
Remarks:		Deviations:	No	
Manuals:				
DDP (or subsequent revisions):				

GPI

B.P. Zone artisanale de la BOHALLE
49800 BRAIN-S/L'AUTHION
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
F.O.080 08-Jul-02	Cargo Net	C90c	<i>Part description and P/N</i> <i>Equipment class(es)</i> Cargo Net Type 2M2N 2M2N-18-118- N1-(xx)	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
<i>Remarks:</i>		<i>Deviations:</i>	No			
<i>Manuals:</i> CMM 36/10/02/001						
<i>DDP (or subsequent revisions):</i>						
F.O.085 27-Aug-02	Cargo Net	C90c	<i>Part description and P/N</i> <i>Equipment class(es)</i> Cargo Net 2K3N-064-B1-(xx)	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
<i>Remarks:</i>		<i>Deviations:</i>	No			
<i>Manuals:</i>						
<i>DDP (or subsequent revisions):</i>						
2K3N-02-200						
F.O.087 29-Aug-02	Cargo Net	C90c	<i>Part description and P/N</i> <i>Equipment class(es)</i> Cargo Net 2L3N-064-B1-(xx)	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>

Pallets, containers, tie-down equipment

GPI

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France

Country issuing JTSOA France

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

Remarks:

Manuals:

DDP (or subsequent revisions):

2L3N-02-200

Deviations: No

F.O.088	Cargo Net	C90c	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
29-Aug-02			Cargo Net 2M2N-118-B1-(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

2M2N-02-200

Deviations: No

F.O.094	Cargo Net	C90c	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
02-Dec-02			Cargo Net 2G1N-096-R1-(xx)				
			Cargo Net 2G1N-096-R2-(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

2G1N-02-100

Deviations: No

Pallets, containers, tie-down equipment

Hoffmann Air Cargo Equipment GmbH

Pfingstweide 27-31

Country issuing JTSOA Germany

Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.O.11.401/69 JTSO 26-Jun-00	Cargo Pallet Net HTRO 3	C90c	Part description and P/N HTRO 3-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-52-10, Rev. 2 vom 20.03.00 <i>DDP (or subsequent revisions):</i>			<i>Deviations:</i> No				
LBA.O.11.401/70 JTSO 02-Aug-00	Cargo Pallet Net HTRO 4	C90c	Part description and P/N HTRO 4-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-52-10, Rev. 2, dated 03-20-2000 <i>DDP (or subsequent revisions):</i>			<i>Deviations:</i> No				
LBA.O.11.401/71 JTSO 02-Aug-00	Cargo Pallet Net HTRO 5	C90c	Part description and P/N HTRO 5-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-52-10, Rev. 2 dated 03-20-2000 <i>DDP (or subsequent revisions):</i>			<i>Deviations:</i> No				

Pallets, containers, tie-down equipment

PalNet GmbH

Auf Zimmers 18-20
Postfach 1106
54589 Stadtkyll
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.O.11.400/182 JTSO 12-Jul-01	Air Cargo Pallet 25 M 03-()	C90c	Part description and P/N 25 M 03-()	Equipment class(es)			
Remarks:			Deviations:		No		
Manuals: CMM 25-50-00 CMM 25-50-01							
DDP (or subsequent revisions): 25M03 Rev. 1							
LBA.O.11.400/183 JTSO 13-Jul-01	Air Cargo Pallet 25 A 04-()	C90c	Part description and P/N 25 A 04-()	Equipment class(es)			
Remarks:			Deviations:		No		
Manuals: CMM 25-50-00 CMM 25-50-01							
DDP (or subsequent revisions): 25A04 Rev. 1							
LBA.O.11.400/184 JTSO 19-Jul-01	Air Cargo Pallet 25 B 05 - ()	C90c	Part description and P/N 25 B 05 - ()	Equipment class(es)			
Remarks:			Deviations:		No		
Manuals: CMM 25-50-00 CMM 25-50-01							
DDP (or subsequent revisions): 25B05 Rev. 1							
LBA.O.11.400/185 JTSO 03-Sep-01	Air Cargo Pallet 25 E 06 - ()	C90c	Part description and P/N 25 E 06 - ()	Equipment class(es)			
Remarks:			Deviations:		No		
Manuals: CMM 25-50-00 CMM 25-50-01							

Pallets, containers, tie-down equipment

PalNet GmbH

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Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
DDP (or subsequent revisions): 25E06 Rev. 1							
LBA.O.11.400/186 JTSO 30-Aug-01	Air Cargo Pallet 25 K 07 - ()	C90c	Part description and P/N 25 K 07 - ()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:		Deviations:					No
Manuals: CMM 25-50-00							
DDP (or subsequent revisions): 25K07 Rev. 1							

Ribeco Frachtgeräte GmbH

Max-Berk-Straße 4
69226 Nußloch
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
LBA.O.11.400/171 JTSO 21-Mar-00	Air Cargo Pallet 7-2ALP-L30- ()	C90c	Part description and P/N 7-2ALP-L30-()	Equipment class(es)	Emission Power	Emission Classes
					Frequency band	
Remarks: Manuals: Component Maintenance Manual 25-52-26 Rev. 4, 07.12.1999 DDP (or subsequent revisions):						
		Deviations:	Yes			

Parachutes

PARACHUTES DE FRANCE S.A

2, RUE DENIS PAPIN
JOUY LE MOUTIER
95031CERGY PONTOISE CEDEX
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
F.O.026	Model TECHNO Personnel parachute assemblies	C23d	Part description and P/N Equipment class(es) Model TECHNO Personnel parachute assemblies R01-115-(x) Model TECHNO Personnel parachute assemblies R01-128-(x)	Emission Power Emission Classes Frequency band
05-Sep-00				

Remarks: DDP R01-115 of 12/07/00 & R01-128 of 12/07/00

Deviations: No

Manuals:

DDP (or subsequent revisions):

F.O.095	Parachute	C23d	Part description and P/N Equipment class(es) Harness Container ATEV(xx)(x) Harness Container ATCL (xx)(x) Harness Container ATML(xx)(x) Harness Container ATVL(xx)(x) Ram-air Reserve Canopy R01-155-(x) Ram-air Reserve Canopy R01-190-(x) Ram-air Reserve Canopy R01-240-(x)	Emission Power Emission Classes Frequency band
03-Dec-02				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

PDF23-01-02

F.O.096	Ram-air Reserve Canopy	C23d	Part description and P/N Equipment class(es) Ram-air Reserve Canopy R01-140-(x)	Emission Power Emission Classes Frequency band
05-Dec-02				

Remarks:

Deviations: No

Manuals:

Parachutes

PARACHUTES DE FRANCE S.A

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95031CERGY PONTOISE CEDEX
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Country issuing JTSOA France

Number

Date Article JTSO's complied with Part description, P/N and class(es) Aircraft Station License (if relevant)

DDP (or subsequent revisions):

AM

PARAFUN

Le Mas de Pouverel
83340 Le LUC
France

Country issuing JTSOA France

Number

Date Article JTSO's complied with Part description, P/N and class(es) Aircraft Station License (if relevant)

F.O.006 Advance Parachute Harness- C23d
container system

12-Oct-99

Part description and P/N Equipment class(es)
Advance Parachute Harness-
container system ADV(xxxx)

Emission Power	Emission Classes	Frequency band

Remarks:

Manuals: Owner's Manual Issue 1 dated 01/2000

Deviations: No

DDP (or subsequent revisions):

F.O.078 Tandem Harness Container C23d

11-Apr-02

Part description and P/N Equipment class(es)
Tandem Harness Container ADVT
(xxxx)

Emission Power	Emission Classes	Frequency band

Remarks:

Manuals:

Deviations: No

DDP (or subsequent revisions):

Parachutes

Paratec Fallschirmbau-Technik-Service-Vertrieb

Weingartstr. 12
66798 Wallerfangen
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.40.014/06 JTSO	Personnel Parachute Type Next () / Speed 2000 ()	C23d	301()/2010()				
17-Dec-01							
<i>Remarks:</i> <i>Manuals:</i> CMM 20-MS/UK CMM 30-MIV/UK <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				

Performance Variable

Flugplatz Düren
66798 Wallerfangen-Düren
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.O.40.014/04JTSO	Dual Harness Reserve Parachute Type TD400	-C23d					
07-Jul-03							
<i>Remarks:</i> None <i>Manuals:</i> Equipment Handbook TD400 P/N 01/EHTD400 <i>DDP (or subsequent revisions):</i> DDP 01/DDPTD400 Rev. 0 or subsequent revisions							
		<i>Deviations:</i>	No				
LBA.O.40.014/04JTSO	Dual Harness Reserve Parachute Type TD400	-C23d					
07-Jul-03							
<i>Remarks:</i> None <i>Manuals:</i> Equipment Handbook TD400 P/N 01/EHTD400 <i>DDP (or subsequent revisions):</i> DDP P/N01/DDPTD400							
		<i>Deviations:</i>	No				

Parachutes

Performance Variable

Flugplatz Düren
66798 Wallerfangen-Düren
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.O.40.014/05 JTSO	Personnel Parachute Omega () / Quick ()	C23d	<i>Part description and P/N</i> Omega () / Quick ()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
15-Mar-01							
<i>Remarks:</i>							
<i>Manuals:</i> CMM Ausgabe 0 dated 21.02.2001		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i>							

Spekon Sächsische Spezialkonfektion GmbH

Nordstraße 40
02782 Seifhennersdorf
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.O.40.010/89 JTSO	Emergency Parachute RE-5L- ()	C23d	<i>Part description and P/N</i> RE-5-L-()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
02-Jan-01							
<i>Remarks:</i>							
<i>Manuals:</i> Users Manual dated Nov. 2000, issue 5		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i>							

Power plant instruments

Druck Limited

Fir Tree Lane
Groby
Leicestershire
LE6 0EH
United Kingdom

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
CAA.O.00004 25-Oct-01	3000 Series Amplified Output Pressure Sensor	C45a C47	Part description and P/N	Equipment class(es)
			PTX 31XX-XXXX	Emission Power
			PTX 30XX-XXXX	Emission Classes
			PMP 31XX-XXXX	Frequency band
			PMP 30XX-XXXX	

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

Radio equipment - Communication (VHF/HF/ELT)

Becker Flugfunkwerk GmbH

Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
LBA.O.10.911/87 JTSO 08-Feb-00	AR 4201	2C37d 2C38d	Part description and P/N	Equipment class(es)
			VHF-Transceiver AR 4201	Emission Power
				Emission Classes
				Frequency band

Remarks:

Deviations: No

Manuals: Installation/Operation: DV 64501.03
Maintenance: DV 64501.04

From S/N 1000 and up:
Installation/ Operation: DV 64502.03
Maintenance: DV 64502.04

DDP (or subsequent revisions):

31 Issue 2

Radio equipment - Communication (VHF/HF/ELT)

Becker Flugfunkwerk GmbH

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Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.O.10.911/96 JTSO 08-Feb-00	AR 3209	2C37d 2C38d	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
			VHF-Transceiver AR3209-(XX)-(XXX)		5 W / 10 W	A3E	118 to 136,975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> Installation/Operation: DV 37501.03 Maintenance: DV 37501.04		<i>Deviations:</i>	No				
From S/N 150 and up: Installation/ Operation: DV 37502.03 Maintenance: DV 37502.04							
<i>DDP (or subsequent revisions):</i>							
36 Issue 3							
LBA.O.10.911/99 JTSO 08-Feb-00	RT 3209 and CU 5209	2C37d 2C38d	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
			Control Unit CU5209-(X)-(XXX)		-	-	-
			VHF-Transceiver RT3209-(XX)		10 W	A3E	118 to 136.975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> Installation/ Operation: DV 60602.03 for RT 3209-() Maintenance: DV 60602.04 for RT 3209-() Installation/Operation: DV 60507.03 for CU 5209-() Maintenance: DV 60507.04 for CU 5209-()		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i>							
42 Issue 1							

Radio equipment - Communication (VHF/HF/ELT)

CHELTON ANTENNAS SA

7 CHEMIN DE VAUBESNARD

91410 DOURDAN

Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
				Emission PowerEmission ClassesFrequency band
F.O.015 04-Jul-00	Three frequency ELT antenna	2C91a 2C126	Part description and P/N Equipment class(es) Three frequency ELT antenna 2624-8(x)	
Remarks: DDP 224/B of March 99		Deviations: No		
Manuals:				
DDP (or subsequent revisions):				
F.O.016 06-Jul-00	MARKER Antenna	2C35d	Part description and P/N Equipment class(es) MARKER Antenna 3107-8(x)	
Remarks: DDP 0937 of March 30 1999		Deviations: No		
Manuals:				
DDP (or subsequent revisions):				
F.O.019 06-Jul-00	VHF/COM Antenna	2C37e 2C38e	Part description and P/N Equipment class(es) VHF/COM Antenna 2409-8(x)	
Remarks: DDP 927 of March 30, 1999		Deviations: No		
Manuals:				
DDP (or subsequent revisions):				
F.O.041 06-Mar-01	VHF Antenna 118-137Mhz	2C38e 2C37e	Part description and P/N Equipment class(es) VHF Antenna 118-137Mhz 2820-8(x)	
Remarks: DDP 2820 of 07/09/00		Deviations: No		
Manuals: ACMM 23-12-13 Juillet 2000 Installation: MIE-2820-84-006A				
DDP (or subsequent revisions):				

Radio equipment - Communication (VHF/HF/ELT)

ELTA

14 Place Marcel DASSAULT
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31702, Blagnac CEDEX
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.033 15-Feb-01	ELT tri-frequency portable automatic model A06	2C91a 2C126	Part description and P/N ELT tri-frequency portable automatic model A06 9260013	0.1/5	B9W	121.5-243- 406.025Mhz
<p><i>Remarks:</i> This equipment includes: 1 transmitter P/N 9260065 1 activator bracket P/N 89E0003 1 emitteur antenna P/N 93G6024</p> <p><i>Manuals:</i> DDP 96D90006 rev A of 01/12/96 CMM 25-60-01</p> <p><i>DDP (or subsequent revisions):</i></p>						
<i>Deviations:</i>			No			
F.O.034 15-Feb-01	ELT Three Frequency Survival Model S06	2C91a 2C126	Part description and P/N ELT Three Frequency Survival Model S06 94N6097	0.1/5	B9W	121.5-243- 406.025Mhz
<p><i>Remarks:</i> This equipment includes: 1 transmetteur P/N 94N6097 1 Emitteur antenna P/N 93G6024</p> <p><i>Manuals:</i> CMM 25-60-03</p> <p><i>DDP (or subsequent revisions):</i></p>						
<i>Deviations:</i>			No			
F.O.035 15-Feb-01	ELT three frequency portable automatic model A06V1	2C91a 2C126	Part description and P/N ELT three frequency portable automatic model A06V1 93N6069	0.1/5	B9W	121.5-243- 406.025Mhz
<p><i>Remarks:</i> DDP96D9005 RevA. This equipment includes: 1 transmetteur P/N 920065 1 activator bracket P/N 93N6068 1 emitteur antenna P/N 93G6024</p> <p><i>Manuals:</i> CMM 25-60-01</p> <p><i>DDP (or subsequent revisions):</i></p>						
<i>Deviations:</i>			No			

Radio equipment - Communication (VHF/HF/ELT)

ELTA

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31702, Blagnac CEDEX
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.036 15-Feb-01	ELT three frequency ELT transmitteu Model A06V2r	2C91a 2C126	Part description and P/N ELT three frequency ELT transmitteu Model A06V2r 95N6088	0.1/5	B9W	121.5-243- 406.025Mhz
<i>Remarks:</i> DDP 95D6079 rev A This emitteur is associated with: 1 Bracket with programming Box P/N 95N6089 1 Whip antenna P/N 93G6024 or, 1Exrtenal antenna P/N 1142 <i>Manuals:</i> CMM 25-60-04 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			
F.O.037 15-Feb-01	ELT model A06V2 Programing Box	2C91a 2C126	Part description and P/N ELT model A06V2 Programming Box 95N6089			
<i>Remarks:</i> DDP 95D6080 Rev A. <i>Manuals:</i> CMM 25-60-04 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			
F.O.038 15-Feb-01	ELT remote Control Panel	2C91a 2C126	Part description and P/N ELT Remote Control Panel 97N902(x) ELT Remote Control Panel 96N9030 ELT Remote Control Panel 93N6035			
<i>Remarks:</i> 97902(x): DDP 97D9002 93N6035:DDP 95D6044 96N9030: DDP 96D9003 <i>Manuals:</i> CMM 25-60-02 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			

Radio equipment - Communication (VHF/HF/ELT)

ELTA

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Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
F.O.089	tri -frequency automatic fixed ELT	2C91a 2C126	Part description and P/N Tri -frequency automatic fixe 01N6590(x)(x)	Equipment class(es) ELT ELT	Emission Power 0.1, 0.1, 5W	Emission Classes 16K0G1D, 3K20A3X, 16K0G1D
03-Oct-02					Frequency band 121.5, 243.406MHZ	

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02E65151-B

F.O.112	Portable & Survival tri-frep ELT model ADT 406	2C91a 2C126	Part description and P/N Whip Antenna 02N69004 (x) Mounting Bracket 02N60051(x) ELT model 406 Portable & survival 01N6591 (x)(x)	Equipment class(es) ELT	Emission Power	Emission Classes	Frequency band
29-Apr-03							

Remarks: Model ADT 406

Deviations: No

Manuals:

DDP (or subsequent revisions):

02E68871

Radio equipment - Communication (VHF/HF/ELT)

Filser Electronic GmbH

Gewerbestraße 2
86875 Waal
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.O.10.911/106 JTSO 26-Nov-01	ATR 600	2C37e 2C38e	Part description and P/N VHF Transceiver 600-(XXX)-(XXX)	Equipment class(es)	Emission Power 6 W	Emission Classes 10K0A3E	Frequency band 118-136.975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> Operation: 01.130.010.11 Installation: 01.130.010.12		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i> 01.130.010.4 Vers. 1.2							
LBA.O.10.911/113JTSO 25-Apr-03	ATR-500 VHF-Transceicer	2C37e 2C38e	Part description and P/N VHF-Transceiver 500-()-()	Equipment class(es)	Emission Power 6W	Emission Classes 10K0A3E	Frequency band 117,975-137 MHz
<i>Remarks:</i> None							
<i>Manuals:</i> Installation: 01.125.010.09 Operation: 01.125.010.08		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i> 01.125.010.04							
LBA.O.10.911/114JTSO 29-Apr-03	ATR-600A VHF-Transceicer	2C37e 2C38e	Part description and P/N 600A()-()	Equipment class(es)	Emission Power 6 W	Emission Classes 10K0A3E	Frequency band 118 - 136.975 MHz
<i>Remarks:</i> None							
<i>Manuals:</i> Operation: 01.135.010.08 Installation: 01.135.010.09		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i> 01.135.010.04							
LBA.O.10.911/115JTSO 29-Apr-03	ATR Remote Control Unit	2C37e 2C38e	Part description and P/N 600R01()-()	Equipment class(es)	Emission Power -	Emission Classes -	Frequency band -
<i>Remarks:</i> None							
<i>Manuals:</i> Operation: 01.131.010.08 Installation: 01.131.010.09		<i>Deviations:</i>	No				

Radio equipment - Communication (VHF/HF/ELT)

Filser Electronic GmbH

Gewerbestraße 2
86875 Waal
Germany

Country issuing JTSOA Germany

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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DDP (or subsequent revisions):

01.131.010.04

Holmberg GmbH + Co. KG

Ohlauer Straße 5 - 11
D-10999 Berlin
Germany

Country issuing JTSOA Germany

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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LBA.O.10.919/018 JTSO	Headphones Series 95-23-XXXX-13	C57a	Part description and P/N 95-23-XXXX-13	Equipment class(es)	Emission Power	Emission Classes	Frequency band
18-Oct-00					-	-	-

Remarks:

Manuals: Maintenance: 23-51-42

Deviations: No

DDP (or subsequent revisions):

9523-13 Issue 1

LBA.O.10.919/023 JTSO	Handset 89-01-17XXXX with Support Bracket	C57a C58a	Part description and P/N Handset 89-01-17XXXX	Equipment class(es)	Emission Power	Emission Classes	Frequency band
04-Mar-03					-	-	-

Remarks:

Manuals: Maintenance: 23-73-04

Deviations: No

DDP (or subsequent revisions):

89-01 Issue 10

LBA.O.10.919/025 JTSO	Handset Hörer 89-01-(X)-18	C57a C58a	Part description and P/N Handset 89-01-(XXXXX)-18	Equipment class(es)	Emission Power	Emission Classes	Frequency band
18-Oct-02					-	-	-

Remarks:

Manuals: Maintenance: 23-73-03

Deviations: No

DDP (or subsequent revisions):

89-01-X-18 Rev. 1

Radio equipment - Communication (VHF/HF/ELT)

Holmberg GmbH + Co. KG

Ohlauer Straße 5 - 11
D-10999 Berlin
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.919/026 23-Oct-02	Handset 89-01-(X)-16 support Bracket 98-01-(X)-17	C57a C58a	Handset 89-01-(XXXXX)-16		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-44-02 <i>DDP (or subsequent revisions):</i> 89-01-16							
		<i>Deviations:</i>	No				
LBA.O.10.919/10 JTSO 09-May-00	Headset Series 91	C57a C58a	91-23-XXXXX-07		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-31 <i>DDP (or subsequent revisions):</i> 9123-07							
		<i>Deviations:</i>	Yes				
LBA.O.10.919/11 JTSO 02-Aug-00	Headsets Series 90-06-XXXXX-08	C57a C58a	90-06-XXXXX-08		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-15 <i>DDP (or subsequent revisions):</i> 9006-08 Issue 1							
		<i>Deviations:</i>	No				
LBA.O.10.919/13 JTSO 02-Aug-00	Microphone Series 85-13-XXXXX-01	C58a	85-13-XXXXX-01		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-40 <i>DDP (or subsequent revisions):</i> 8513-01							
		<i>Deviations:</i>	No				

Radio equipment - Communication (VHF/HF/ELT)

Holmberg GmbH + Co. KG

Ohlauer Straße 5 - 11

D-10999 Berlin

Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.919/14 JTSO	Microphone Series 85-03-XXXX-04	C58a	85-03-XXXX-04		-	-	-
02-Aug-00							
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-30-02 <i>DDP (or subsequent revisions):</i> 8503-04							
LBA.O.10.919/15 JTSO	Microphone Series 85-13-XXXX-03	C58a	85-13-XXXX-03		-	-	-
02-Aug-00							
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-30-17 <i>DDP (or subsequent revisions):</i> 8513-03							
LBA.O.10.919/16 JTSO	Microphone Series 85-13-XXXX-02	C58a	85-13-XXXX-02		-	-	-
02-Aug-00							
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-05 <i>DDP (or subsequent revisions):</i> 57PT2103F6							
LBA.O.10.919/21 JTSO	Headsets Series 91-06-X-19	C57a C58a	91-06-(X)-19		-	-	-
20-Dec-00							
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-43 <i>DDP (or subsequent revisions):</i> 9106-19							

Radio equipment - Communication (VHF/HF/ELT)

Holmberg GmbH + Co. KG

Ohlauer Straße 5 - 11
D-10999 Berlin
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.919/22 JTSO 20-Dec-00	Headphone Series 95-06-X-06	C57a	95-06-(X)-06		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-07 <i>DDP (or subsequent revisions):</i> 9506-06							
LBA.O.10.919/4 JTSO 02-Aug-00	Headsets Series 1046GT2102	C57a C58a	1046GT2102XX		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-51-06 <i>DDP (or subsequent revisions):</i> 1046-01							
LBA.O.10.919/5 JTSO 02-Aug-00	Telephone Handset Series 89-01	C57a C58a	Support Bracket 98-01-079XX Handset 89-01-07XXX		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Handset Maintenance: 23-73-01 Support Bracket Maintenance: 23-73-02 <i>DDP (or subsequent revisions):</i> 89-01							
LBA.O.10.919/6 JTSO 02-Aug-00	Telephone Handset Series 750T	C57a C58a	Support Bracket 750TXX Handset 750T2112-X		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Handset Maintenance: 23-44-01 Support Bracket Maintenance: 23-42-00							

Radio equipment - Communication (VHF/HF/ELT)

Holmberg GmbH + Co. KG

Ohlauer Straße 5 - 11
D-10999 Berlin
Germany

Country issuing JTSOA Germany

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

DDP (or subsequent revisions):

750-01

LBA.O.10.919/7 JTSO	Microphone Series 85-16-XXXXX-05	C58a	Part description and P/N 85-16-XXXXX-05	Equipment class(es)	Emission Power	Emission Classes	Frequency band

02-Aug-00

Remarks:

Manuals: Maintenance: 23-51-38

Deviations: No

DDP (or subsequent revisions):

85-16-08836

Radio equipment - Communication (VHF/HF/ELT)

HR Smith (Technical Developments) Ltd

Street Court, Kingsland,
Leominster
Herefordshire HR6 9QA
United Kingdom

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
CAA.O.00001 22-Sep-03	ELT 500 / 503 Series	2C91a 2C126	Part description and P/N Equipment class(es)			
			Personal Locator Beacon 500-12			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 500-2-1			122.55 MHz & 245.1 MHz
			Personal Locator Beacon 500-2-2			123.1 MHz & 246.2 MHz
			Personal Locator Beacon 500-2-3			122.375 MHz & 244.75 MHz
			Personal Locator Beacon 500-22			121.5 MHz & 243 MHz
			Personal Locator Beacon 503-1			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-4			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-7			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 500-1			121.5 MHz & 243 MHz
			Personal Locator Beacon 500-4			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-39()			121.5MHz, 243MHz & 406.25 MHz
			Personal Locator Beacon 500-12Y			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 500-16			121.5 MHz & 243 MHz
			Personal Locator Beacon 500-16Y			121.5 MHz & 243 MHz
			Personal Locator Beacon 503-19-()			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-20-()			121.5 MHz, 243 MHz & 406.025 MHz

Radio equipment - Communication (VHF/HF/ELT)

HR Smith (Technical Developments) Ltd

Street Court, Kingsland,
Leominster
Herefordshire HR6 9QA
United Kingdom

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
			Personal Locator Beacon 503-25-()			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-35-()			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-36-()			121.5 MHz, 243 MHz & 406.025 MHz
			Personal Locator Beacon 503-17			121.5 MHz, 243 MHz & 406.025 MHz

Remarks: JTSOA originally approved 06/06/2000.

Deviations: No

Manuals:

DDP (or subsequent revisions):

Only DDP Issues: 10, 14&16 Have Been Approved

CAA.O.00008 27-Sep-03	500-27 ()	2C091a 2C126	Part description and P/N PLB/ELT's 500-27()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
					121.5MHz	243.0MHz	406.025MHz

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

500-27 Issue 1

Radio equipment - Communication (VHF/HF/ELT)

NEC

174-176 Quai de Jemmapes
75010 Paris
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
F.O.002 11-Jun-99	Stand-by Control Panel	2C37e 2C38e	Part description and P/N Equipment class(es) Stand By Control Panel 10(x)-1(x)90	Emission Power Emission Classes Frequency band
<i>Remarks:</i> <i>Manuals:</i> OIM 830-0007 CMM 23-11-21 <i>DDP (or subsequent revisions):</i>				
		<i>Deviations:</i>	No	

Rohde & Schwarz GmbH & Co. KG

Graf Zeppelin-Strasse 18
51147 Koeln
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
LBA.O.10.914/22 JTSO 21-May-01	HF-Airborne Voice/Data Radio XK516D	C31d C32d	Part description and P/N Equipment class(es) Antenna-Coupler 964-0459-() Antenna-Coupler 964-0453-() HF-Tranceiver 964-0452-()	Emission Power Emission Classes Frequency band
<i>Remarks:</i> The JTSO Authorisation was revoked at November 12, 2002. It is replaced by LBA JTSOA No. LBA.O.10.914/24JTSO. <i>Manuals:</i> Line Maintenance Manual XK516D 23-12-00 CMM with IPC 23-12-01Doc.No. I.B. 1516A CMM with IPC 23-11-01Doc.No. I.B. 1516B CMM with IPC 23-11-01Doc.No. I.B. 1516C <i>DDP (or subsequent revisions):</i> 6030.1203				
		<i>Deviations:</i>	No	

Radio equipment - Communication (VHF/HF/ELT)

Rohde & Schwarz Messgerätebau GmbH

Postfach 16 52
87686 Memmingen
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
LBA.O.10.914/21 JTSO 14-Apr-00	HF-Airborne Voice/Data Radio XK 516 D	C31d C32d	Part description and P/N 964-0459-() 964-0453-() 964-0452-()	Equipment class(es) Emission Power Emission Classes Frequency band

Remarks: The JTSO Authorisation was revoked at 01. June 2001. It is replaced by LBA JTSOA No. LBA.O.10.914/22 JTSO.

Deviations: No

Manuals: LMMI XK516D 400W HF Transceiver System, 23-12-00/Doc. No. I.B.1516
CMM with Illustrated Part List, XK 516 D1
HF Transceiver, 23-12-01, Doc No. I.B. 1516A
CMM with Illustrated Part List FK 516 Antenna
Coupler, 23-11-01, Doc No. I.B. 1516B
CMM with Illustrated Part List FK 517 Antenna
Coupler, 23-11-01, Doc No. I.B. 1516C

DDP (or subsequent revisions):

LBA.O.10.914/24 JTSO 12-Nov-02	XK516D	C31d C32d	Part description and P/N Antenna-Coupler FK517 964-0459-() Antenna-Coupler FK516 964-0453-() HF-Tranceiver XK516D1 964-0452-()	Equipment class(es) Emission Power Emission Classes Frequency band
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Remarks:

Deviations: No

Manuals: Line Maintenance Manual XK516D 23-12-00
CMM with IPL 23-12-01, Doc.-No. I.B. 1516A
(HF Transceiver)
CMM with IPL 23-11-01, Doc.-No. I.B. 1516B
(FK516 Antenna)
CMM with IPL 23-11-01, Doc.-No. I.B. 1516C
(FK517 Antenna)

DDP (or subsequent revisions):

6030.1203 Issue 02.02

Radio equipment - Communication (VHF/HF/ELT)

Sennheiser electronic GmbH & Co. KG

Am Labor 1
30900 Wedemark
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.919/17 JTSO 08-Dec-99	Microphone MKE 45 and MKE 45-1	C58a	045-305-(XXX)		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 23-41-37 Ident No. 77991 <i>DDP (or subsequent revisions):</i> 1245							
LBA.O.10.919/19 JTSO 15-Dec-00	Headsets Series 100	C57a C58a	100-251-()		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Operations: 78372/A02 Maintenance: 23-41-37, 2nd Issue <i>DDP (or subsequent revisions):</i> 0110 Revision 0100							
LBA.O.10.919/20 JTSO 16-Jan-01	Headsets Series 300	C57a C58a	300-231-()		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Operations: 78371/A02 & 79271/A02 Maintenance: 23-41-37 2nd Issue & 23-41-39 1st Issue <i>DDP (or subsequent revisions):</i> 0130 Rev. 0100							
LBA.O.10.919/8 JTSO 06-Jan-00	Headset Serie 25	C57a C58a	025-230-(XXX)		-	-	-
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i> 1025 Rev. A							

Radio equipment - Communication (VHF/HF/ELT)

Sennheiser electronic GmbH & Co. KG

Am Labor 1
30900 Wedemark
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with		Part description, P/N and class(es)		Aircraft Station License (if relevant)		
						Emission Power	Emission Classes	Frequency band
LBA.O.10.919/9 JTSO	Head Sets and Speakers, Microphones Serie 45	C57a	C58a	Part description and P/N HME 45-CA 045-250-025	Equipment class(es)	-	-	-

15-Jun-99

Remarks:

Manuals: CMM 234123 Ident No. 70565 for HME 45-CA/-KA
CMM 234122 Ident No. 70564 for HMEC 45-CA/-KA
CMM 234124 Ident No. 70566 for MKE 45
CMM 234119 Ident No. 49467 for HD 45-K
CMM 234132 Ident No. 70580 for HMEC 45-CAP/-KAP
CMM 234134 Ident No. 75530 for HMEC 45-KAX
CMM 234119 Ident No. 49567 for LH 1410-8
CMM 234136 Ident No. 77915 for HME 45-8

Deviations: No

DDP (or subsequent revisions):

xx45

Radio equipment - Communication (VHF/HF/ELT)

SERPE-IESM

Z.I. des Cinq-Chemins
56520 Guidel
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
F.O.021 24-Aug-00	KANNAD 406 Three frequ.ELT	2C126 2C91a	<i>Part description and P/N</i> <i>Equipment class(es)</i>	<i>Emission Power</i> <i>Emission Classes</i> <i>Frequency band</i>
			KANNAD 406 AF-H Three freq.Emergency Locator Transmitter S18 22 502-xx.(x).(xx)	0,1W B9W 121,5, 243 and 406Mhz
			KANNAD 406 ATP and 406 ATP-M Mounting bracket S18 19 524- xx.(x).(xx)	
			KANNAD 406 AS Three freq.Emergency Locator Transmitter S18 23 502-xx.(x).(xx)	0,1W B9W 121,5, 243 and 406Mhz
			KANNAD 406 ATP Three freq. Emergency Locator Transmitter S18 19 502-xx.(x).(xx)	0,1W B9W 121,5, 243 and 406Mhz
			KANNAD 406 ATP-M Three freq. Emergency Locator Transmitter S18 18 502-xx.(x).(xx)	0,1W B9W 121,5, 243 and 406Mhz
			KANNAD 406 AP Three freq.Emergency Locator Transmitter S18 20 502-xx.(x).(xx)	0,1W B9W 121,5, 243 and 406Mhz
			KANNAD 406 AF Three freq.Emergency Locator Transmitter S18 21 502-xx.(x).(xx)	0,1W B9W 121,5, 243 and 406Mhz
			Battery pack S18 20 506-xx.(x).(xx)	
			Battery pack for KANNAD 406 ATP S18 19 506-xx.(x).(xx)	
			Mounting bracket S18 20 511- xx.(x).(xx)	
			Remote Control Panel S18 20 513- xx.(x).(xx)	
			Dongles S18 20 514-xx.(x).(xx)	

Remarks: DDP 00/88 of 10/05/00

Deviations: No

Manuals:

DDP (or subsequent revisions):

F.O.022	KANNAD 121 AF Two Freq. ELT	2C91a	<i>Part description and P/N</i> <i>Equipment class(es)</i>	<i>Emission Power</i> <i>Emission Classes</i> <i>Frequency band</i>
24-Aug-00			KANNAD 121 AF Two Freq. ELT S18 24 502-xx.(x).(xx)	0,1W B9W 121.5 243

Radio equipment - Communication (VHF/HF/ELT)

SERPE-IESM

Z.I. des Cinq-Chemins
56520 Guidel
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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Remarks: DDP 00/89 of 08/06/89

Deviations: No

Manuals:

DDP (or subsequent revisions):

F.O.	Article	JTSO's complied with	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
100 15-Jan-03	KANNAD 406 ELT	2C91a 2C126	KANNAD 406 ELT Interface S1825501-xx.(x).(xx)	ELT			

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DOC 02368

F.O.	Article	JTSO's complied with	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
118 25-Jun-03	KANNAD 121 AF-H ELT	2C91a	Helicopter Kannad 121 AF -H ELT S18 26 502-02 ()	ELT	0.1W	2K 20A 3N	121.5, 243Mhz

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DOC 03 032 A

Radio equipment - Communication (VHF/HF/ELT)

THALES Communications SA *Previously named :* 160, Bld de Valmy
Thomson-CSF till 01 February 2001 92704 COLOMBES
Country issuing JTSOA France *Communications* France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
			Part description and P/N Equipment class(es)	Emission Power	Emission Classes	Frequency band
F.O.004 02-Jul-99	VHF-Transceiver	2C37e 2C38e 2C128	VHF-Transceiver EVR 750-03-XXXXX	25W	A3E	118 to 136,992 MHz

Remarks:

Manuals: OIM ref 36708191 rev 3
CMM ref 36708021AA rev 2

DDP (or subsequent revisions):

Deviations: No

F.O.025 04-Sep-00	VHF Tranceiver	2C38e 2C37e 2C128	Part description and P/N Equipment class(es) VHF Tranceiver EVR716-11-(xxxxx)	Emission Power > 16W	Emission Classes A3E	Frequency band 118 to 137MHZ
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Remarks: DDP 489709A556/A1 of 14/04/00

Manuals:

DDP (or subsequent revisions):

Deviations: No

F.O.029 27-Oct-00	VHF Data Radio	2C37e 2C38e 2C128	Part description and P/N Equipment class(es) VHF Data Radio 58(xx)2(x)(x)-(xx)	Emission Power >25W	Emission Classes A3E	Frequency band 118 to 137MHz
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Remarks:

Manuals: CMM 25-27-81

DDP (or subsequent revisions):

Deviations: No

F.O.125 25-Sep-03	EVR 750 VHF data radio	2C37e 2C38e 2C128	Part description and P/N Equipment class(es) EVR 750 VHF Data Radio EVR750-04-0200A VHF	Emission Power 25W	Emission Classes AM/D8PSK	Frequency band 118, 137 MHz
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Remarks:

Manuals:

DDP (or subsequent revisions):

4689714A556

Deviations: No

Radio equipment - Communication (VHF/HF/ELT)

Walter Dittel Luftfahrtgerätebau

Erpftinger Straße 36
86899 Landsberg/Lech
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.O.10.911/102 JTSO 27-Oct-99	VHF Transceiver FSG 200	2C37e 2C38e	Part description and P/N FSG 200(X)-H1	Equipment class(es)	10 W	A3E	118 to 136,975 MHz
			FSG 200(X)		6 W	A3E	118 to 136,975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> see LBA.O.10.911/98 JTSO FSG 90(X)		<i>Deviations:</i>	Yes				
<i>DDP (or subsequent revisions):</i> 031.00							
LBA.O.10.911/103 JTSO 27-Jun-02	VHF Transceiver FSG 2T	2C27e 2C38e	Part description and P/N F10350-()	Equipment class(es)	5 W	7K00A3EJN	118,00 - 136.975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> Installation/Operation: IM035.00 Operation: OM035/1.00		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i> 035/1.00 Issue A							
LBA.O.10.911/98 JTSO 27-Oct-99	VHF Transceivers FSG 90	2C37e 2C38e	Part description and P/N FSG 90(X)-H1	Equipment class(es)	10 W	A3E	118 to 136,975 MHz
			FSG 90(X)		6 W	A3E	118 to 136,975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> Maintenance & Overhaul MRM 031.() Maintenance & Overhaul MRM 034.() Installation & Operation IM 031.() Installation & Operation IM 034.() Operating Instructions OM 031.() Operating Instructions OM 034.()		<i>Deviations:</i>	Yes				
<i>DDP (or subsequent revisions):</i> 031.00							

Radio equipment - Multisensorsystems

Becker Flugfunkwerk GmbH

Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with				Part description, P/N and class(es)		Aircraft Station License (if relevant)		
						Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.530/001JTSO 13-Jun-03	RMU-5000 Radio Management Unit	C36e C74c	2C37e	2C38e	2C40c	RMU5000-1-1100 RMU5000-1-2110		n/a	n/a	n/a
<i>Remarks:</i> <i>Manuals:</i> Operations: 0560.413-071 Installation: DV64301.03 <i>DDP (or subsequent revisions):</i> 59 Issue 3										
				<i>Deviations:</i>		No				
LBA.O.10.530/002JTSO 13-Jun-03	RMU-5000 Radio Management Unit	C36e 2C41d	2C37e	2C38e	2C40c	RMU5000-2-1110 RMU5000-2-2110		-	-	-
<i>Remarks:</i> <i>Manuals:</i> Operation: 0560.413-071 Installation: DV64301.03 <i>DDP (or subsequent revisions):</i> 59 Issue 3										
				<i>Deviations:</i>		No				
LBA.O.10.922/89 JTSO 29-Jul-99	VOR/ILS/MKR System NAV 900	C34e	2C35c	C36e	2C40c	Control Unit CU 900-()-XX NAV-Receiver NR 900-()-XX		-	-	-
<i>Remarks:</i> <i>Manuals:</i> CU 900-(): Installation/Operation: DV6121.01 Maintenance: DV6121.02 NR 900-(): Installation/Operation: DV6120.01 Maintenance: DV6120.02 <i>DDP (or subsequent revisions):</i> 40										
				<i>Deviations:</i>		No				
LBA.O.10.922/94 JTSO 08-Feb-00	VOR/ILS Systems NAV 5300	C34e	C36e	2C40c		Control Unit CU 5301-(X)-(XXX)		-	-	-

28 September 2003

Page 53 of 95

Radio equipment - Multisensorsystems

Becker Flugfunkwerk GmbH

Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
			Navigation Receiver RN 3330-(XX)	- - -
			Navigation Receiver RN 3320-(XX)	- - -
			Navigation Receiver NR 3330-(XX)- (XXX)	- - -
			Navigation Receiver NR 3320-(XX)- (XXX)	- - -

Remarks:

Manuals: Installation/Operation | Maintenance
for NR33XX-() DV38001.01 | DV38001.02
for RN33XX-() DV60603.01 | DV60603.02
for CU5301-() DV60511.01 | DV60511.02

Deviations: No

DDP (or subsequent revisions):

43

THALES Communications SA	Previously named : Thomson-CSF Communications	till 01 February 2001	160, Bld de Valmy 92704 COLOMBES France
Country issuing JTSOA France			

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
F.O.074 26-Feb-02	Multi Mode Receiver (MMR)	C34e 2C35d 2C36e 2C40c 2C104	Part description and P/N MMR TLS2020-F51A(xxx)	Emission Power Emission Classes Frequency band

Remarks: DDP 56150894AA580

Manuals: CMM 36717146-AA

DDP (or subsequent revisions):

Deviations: No

Radio equipment - Navigation

AirPlus Maintenance GmbH

Am Flugplatz 30
88046 Friedrichshafen
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.O.10.986/2 JTSO 21-Mar-00	MT-Ultra Professional	C113	<i>Part description and P/N</i> MTUP/00-3.60()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
					-	-	-

Remarks: Moving Map Display, use under VFR only

Deviations: Yes

Manuals: Maintenance: MTUP/18-02
Installation: MTUP/17-02
Operation: MTUP/16-02

DDP (or subsequent revisions):
MTUP / 99-02

Radio equipment - Navigation

Becker Flugfunkwerk GmbH

Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
LBA.O.10.921/53 JTSO 08-Feb-00	ADF 3500 System	2C41d	Part description and P/N Equipment class(es)			
			Voltage Converter VR 3001-(X)	-	-	-
			Antenna AN 3500	-	-	-
			Control Unit CU 5502-(X)-(XXX)	-	-	-
			Receiver RA 3502.(XX)	-	-	-
			Control Unit CU 3502-(X)-(XX)	-	-	-
			RMI-Converter AC 3504-(X)	-	-	-
			RMI-Converter AC 3503-(X)	-	-	-
			Converter and Indicator ID 3502-(X)-(XX)	-	-	-
			Receiver AD 3502-(X)-(XX)	-	-	-

Remarks:

Manuals: System: DV30601.01
Maintenance:
for AD 3502-(): DV30602.02
for CU 3502-(): DV30630.02
for ID 3502-(): DV30650.02
for AC 3503-(): DV30640.02
for VR 3001-(): DV283103.02

Deviations: No

DDP (or subsequent revisions):

32

Radio equipment - Navigation

CHELTON ANTENNAS SA

7 CHEMIN DE VAUBESNARD

91410 DOURDAN

Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
F.O.017 06-Jul-00	ACT/DME Antenna	C74c 2C66b	Part description and P/N Equipment class(es) ACT/DME Antenna 2406-8(x)	Emission Power Emission Classes Frequency band
Remarks:		Deviations:	No	
Manuals:				
DDP (or subsequent revisions):				
F.O.018 06-Jul-00	ACT/DME Antenna	C74c 2C66b	Part description and P/N Equipment class(es) ACT/DME Antenna 2407-8(x)	Emission Power Emission Classes Frequency band
Remarks: DDP 927 of March 30, 1999		Deviations:	No	
Manuals:				
DDP (or subsequent revisions):				

NEC

174-176 Quai de Jemmapes

75010 Paris

Country issuing JTSOA France

France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
F.O.051 13-Sep-01	Radio Altimeter Indicator (IND-201)	2C87e	Part description and P/N Equipment class(es) Radio Altimeter Indicator (IND-201) 102-21(x)(x)	Emission Power Emission Classes Frequency band
Remarks: DDP 805-0034		Deviations:	No	
Manuals: CMM 34-42-58				
DDP (or subsequent revisions):				

Radio equipment - Radar and Transponder

Becker Flugfunkwerk GmbH

Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>			
LBA.O.10.930/062 JTSO 20-Mar-02	Transponder ATC 4401	C74c	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			Remote Controlled Unit ATC 4401-2-250		250 W	QXD	1090 MHz
			ATC 441-1-250		250 W	QXD	1090 MHz
			Remote Controlled Unit ATC 4401-2-175		160 W	QXD	1090 MHz
			ATC 4401-1-175		160 W	QXD	1090 MHz

Remarks:

Manuals: Installation/ Operation: 0893.803.071
Operating Instructions: 0893.757-071
Maintenance: 0893.811-071

Deviations: No

DDP (or subsequent revisions):

57 Issue 3

Number Date	Article	JTSO's complied with	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.930/49 JTSO 08-Feb-00	Transponder ATC 3401	C74c	ATC 3401-(XXX)		250 W	QWD	1090 MHz

Remarks:

Manuals: Installation/Operation: DV63801.03 above
S/N2001: DV63803.03
Maintenance: DV63801.04 above S/N2001:
DV63803.04

Deviations: No

DDP (or subsequent revisions):

33

Number Date	Article	JTSO's complied with	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.10.930/54 JTSO 08-Feb-00	Transponder ATC 2000-(3)-R(XX)	C74c	Pressure Containment PC 2000-(X)		-	-	-
			Control Unit CU 5401-1-(XXX)		-	-	-
			Control Unit CU 3400-1-(XX)		-	-	-
			Transponder ATC 3401-1-R		250 W	QWD	1090 MHz

Remarks:

Manuals: Installatio/Operation | Maintenance
for ATC 3401-(): DV63820.01 | DV63820.02

Deviations: No

28 September 2003

Page 58 of 95

Radio equipment - Radar and Transponder

Becker Flugfunkwerk GmbH

Baden Airpark
- Gebäude B 108
77836 Rheinmünster
Germany

Country issuing JTSOA Germany

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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for CU 3400-(): DV63860.01 | DV63860.02
for CU 5401-(): DV60521.01 | DV60521.02
for PC 2000-(): Installation/Maintenance:
DV63840.01

DDP (or subsequent revisions):

41

Recording equipment contributing to accident/incident investigation

HR Smith (Technical Developments) Ltd

Street Court, Kingsland,
Leominster
Herefordshire HR6 9QA
United Kingdom

Country issuing JTSOA United Kingdom

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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CAA.O.00005

Crash Position Indicator
System - 15-503-134

2C91a 2C126

Part description and P/N Equipment class(es)

Crash Position Indicator 15-503-134-
1 Series
Crash Position Indicator 15-503-134
Series

Emission Power	Emission Classes	Frequency band
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10-Dec-02

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Remarks:

Manuals:

DDP (or subsequent revisions):

DDP 15-503-134 at Issue 2

Deviations: No

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
ENAC.O.006 12-Jan-01	Passenger seats	C39b	15N()-53()()()				
<p><i>Remarks:</i> DDP No. 00-32 dated 11 January 2001 or later approved revision.</p> <p><i>Manuals:</i> CMM 25-25-30</p> <p><i>DDP (or subsequent revisions):</i></p>							
		<i>Deviations:</i>	No				
ENAC.O.007 12-Jan-01	Passenger seats	C39b	15M()-12()()() 15M()-13()()() 15M()-49()()()				
<p><i>Remarks:</i> DDP No. 00-23 dated 11 January 2001 or later approved revision.</p> <p><i>Manuals:</i> CMM 25-25-30</p> <p><i>DDP (or subsequent revisions):</i></p>							
		<i>Deviations:</i>	No				
ENAC.O.008 12-Jan-01	Passenger seats	C39b	11P()-76()()() 11P()-72()()() 11PM9-8998()				
<p><i>Remarks:</i> DDP No. 00-30 dated 17 November 2000 or later approved revision.</p> <p><i>Manuals:</i> CMM 25-25-34</p> <p><i>DDP (or subsequent revisions):</i></p>							
		<i>Deviations:</i>	No				
ENAC.O.009 12-Jan-01	Passenger seats	C39b	11RZ9-8998() 11R()-72()()()				
<p><i>Remarks:</i> DDP No. 00-28 dated 20 November 2000 or later approved revision.</p>							
		<i>Deviations:</i>	No				

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

Manuals: CMM 25-25-34

DDP (or subsequent revisions):

ENAC.O.010	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
12-Jan-01			15H()-40()()()() 15H()-49()()()()				

Remarks: DDP No. 00-07 dated 23 November 2000 or later approved revision.

Deviations: No

Manuals: CMM 25-25-35

DDP (or subsequent revisions):

ENAC.O.011	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
23-Feb-01			184()-4E()()()() 184()-6P()()()()				

Remarks: DDP No. 00-26 dated 5 January 2001 or later approved revision.

Deviations: No

Manuals: CMM 25-25-28

DDP (or subsequent revisions):

ENAC.O.012	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
16-May-01			159()-05()()()() 159()-15()()()() 159()-49()()()()				

Remarks: DDP No. 01-12 dated 10 May 2001 or later approved revision.

Deviations: No

Manuals:

DDP (or subsequent revisions):

ENAC.O.013	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
21-May-01			153()-15()()()()				

Safety belts, Seats and berths

Aviointeriors SpA

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Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
<div>Remarks: DDP No. 01-03 dated 19 March 2001 or later approved revision.</div> <div>Deviations: No</div> <div>Manuals:</div> <div>DDP (or subsequent revisions):</div>							
ENAC.O.014	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
23-May-01			12A()-10()()()				
<div>Remarks: DDP No. 00-25 dated 29 March 2001 or later approved revision</div> <div>Deviations: No</div> <div>Manuals: CMM 25-25-36</div> <div>DDP (or subsequent revisions):</div>							
ENAC.O.015	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
04-Jun-01			15L()-12()()() 15L()-22()()() 15L()-49()()()				
<div>Remarks: DDP No. 00-24 dated 25 May 2001 or later approved revision.</div> <div>Deviations: No</div> <div>Manuals: CMM 25-25-32</div> <div>DDP (or subsequent revisions):</div>							
ENAC.O.017	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
18-Jun-01			184()-7C()()() 184()-7F()()()				
<div>Remarks: DDP No. 01-04 dated 24 April 2001 or later approved revision.</div> <div>Deviations: No</div> <div>Manuals: CMM 25-25-51</div> <div>DDP (or subsequent revisions):</div>							

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
ENAC.O.018 26-Jul-01	Passenger seats	C39b	161()-15()()()				
<i>Remarks:</i> DDP No. 01-21 dated 13 June 2001 or later approved revision. <i>Manuals:</i> CMM 25-25-49 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
ENAC.O.019 06-Aug-01	Passenger Seats	C39b	Seat 15R()-53()()()				
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
ENAC.O.020 06-Aug-01	Passenger seats	C39b	15P()-49()()() Seat 15P()-13()()() Seat 15P()-12()()()				
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
ENAC.O.021 11-Oct-01	Pasenger seats	C39b	Seat 160()-52()()() Seat 160()-51()()() Seat 160()-12()()() Seat 160()-10()()()				

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)			
Remarks:		Deviations:	No				
Manuals:							
DDP (or subsequent revisions):							
01-25 Dated 25 June 2001							
ENAC.O.023 17-Jan-02	Passenger seats	C39b	Part description and P/N Seat 11T()-32()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:		Deviations:	No				
Manuals:							
DDP (or subsequent revisions):							
01-33 Del 19 December 2001							
ENAC.O.024 13-Feb-02	Passenger seats	C39b	Part description and P/N seat 165()-1H()()() seat 165()-6G()()() seat 165()-1L()()() seat 165()-1M()()() seat 165()-6E()()() seat 165()-1E()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:		Deviations:	No				
Manuals:							
DDP (or subsequent revisions):							
01-26 Del 22 January 2002							
ENAC.O.025 18-Feb-02	Passenger seats	C39b	Part description and P/N seat 12E()-10()()() seat 12E()-01()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:		Deviations:	No				
Manuals:							

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

DDP (or subsequent revisions):

01-27 Del 4 January 2002

ENAC.O.026	Passenger seats	C39b	Part description and P/N seat 12F()-10()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
18-Feb-02			seat 12F()-01()()()				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

01-32 Del 4 January 2002

ENAC.O.027	Passenger seats	C39b	Part description and P/N seat 16Y()-50()()())	Equipment class(es)	Emission Power	Emission Classes	Frequency band
30-Apr-02			seat 16Y()-10()()())				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02-02 Del 5 April 2002

ENAC.O.028	Passenger seats	C39b	Part description and P/N seat 16Z()-11()()())	Equipment class(es)	Emission Power	Emission Classes	Frequency band
30-Apr-02							

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02-03 Del 5 April 2002

ENAC.O.029	Seat cushion	C72c	Part description and P/N seat 12303-01()()NW	Equipment class(es)	Emission Power	Emission Classes	Frequency band
10-May-02							

Remarks:

Deviations: No

Manuals:

28 September 2003

Page 65 of 95

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
DDP (or subsequent revisions): 02-07 Issue 1 Del 18 April 2002							
ENAC.O.032 14-Jan-03	Passenger seats	C39b	Part description and P/N seat 165()-3Q()()() seat 165()-61()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:			Deviations:		No		
Manuals:							
DDP (or subsequent revisions): 02-28 Del November 2002							
ENAC.O.033 11-Feb-02	Passenger seats	C39b	Part description and P/N seat 161()+16()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:			Deviations:		No		
Manuals:							
DDP (or subsequent revisions): 02-27 Del 11 December 2002							
ENAC.O.034 22-May-03	Passenger seats	C39b	Part description and P/N seat 150()-4E()()() seat 150()-4C()()() seat 150()-4A()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:			Deviations:		No		
Manuals:							
DDP (or subsequent revisions): 03-01 Del 14 April 2003							
ENAC.O.035 18-Jul-03	Passenger seats	C39b	Part description and P/N seat 16E()()Z12()()()	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
Remarks:		Deviations:	No	
Manuals:				
DDP (or subsequent revisions):				
03-08 Issue 1 Del 12 June 2003				
ENAC.O.036	Passenger seats	C39b	Part description and P/N	Equipment class(es)
18-Jul-03			seat 16XE3Z1204QQ	Emission Power
			seat 16XE3Z1203QQ	Emission Classes
			seat 16XE3Z1310QQ	Frequency band
			seat 16XE1Z1310QQ	
			seat 16XE2Z1204QQ	
			seat 16XE2Z1203QQ	
			seat 16XE2Z1310QQ	
Remarks:		Deviations:	No	
Manuals:				
DDP (or subsequent revisions):				
03-34 Del 11 July 2003				
ENAC.O.037	Passenger seats	C39b	Part description and P/N	Equipment class(es)
18-Jul-03			seat 16WE1Z1404QQ	Emission Power
			seat 16WE1Z1403QQ	Emission Classes
				Frequency band
Remarks:		Deviations:	No	
Manuals:				
DDP (or subsequent revisions):				
03-35 Del 11 July 2003				
ENAC.O.038	Passenger seats	C39b	Part description and P/N	Equipment class(es)
03-Sep-03			seat 15Z()()Z10()()()	Emission Power
				Emission Classes
				Frequency band

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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Remarks:

Manuals:

DDP (or subsequent revisions):

03-07 Del 27 May 2003

ENAC.O.039	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
24-Sep-03			seat 12L()Z5F()()()				
			seat 12L()Z5E()()()				
			seat 12L()Z5C()()()				

Remarks:

Manuals:

DDP (or subsequent revisions):

03-05 Issue 1 Del 22 September 2003

ENAC.O.040	Passenger seats	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
26-Sep-03			seat 12K()Z53()()()				
			seat 12K()Z51()()()				
			seat 12K()Z50()()()				

Remarks:

Manuals:

DDP (or subsequent revisions):

03-06 Del 31 July 2003

ENAC.O.041	Passenger seats	C127	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
26-Sep-03			seat 12HA2-3009XE				
			seat 12HA1-3006XE				
			seat 12HA4-6711XE				
			seat 12HA3-6801XE				
			seat 12HA3-6701XE				
			seat 12HA2-6505XE				
			seat 12HA2-6504XE				

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
			seat 12HB1-3007XE			
			seat 12HA2-6404XE			
			seat 12HB1-6402XE			
			seat 12HA2-3008XE			
			seat 12HA1-6503XE			
			seat 12HA1-6502XE			
			seat 12HA1-6403XE			
			seat 12HA1-6402XE			
			seat 12HA1-3007XE			
			seat 12HA2-6405XE			
			seat 12HB2-6505XE			
			seat 12HB7-6701XE			
			seat 12HB6-6405XE			
			seat 12HB6-6404XE			
			seat 12HB5-6403XE			
			seat 12HB5-6402XE			
			seat 12HB4-6711XE			
			seat 12HB1-3006XE			
			seat 12HB3-6701XE			
			seat 12HB8-6711XE			
			seat 12HB2-6504XE			
			seat 12HB2-3009XE			
			seat 12HB2-3008XE			
			seat 12HB1-6503XE			
			seat 12HB1-6502XE			
			seat 12HB1-6403XE			
			seat 12HB3-6801XE			

Remarks:

Deviations: No

Manuals:

Safety belts, Seats and berths

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
DDP (or subsequent revisions): 02-20 Issue 1				
ENAC.O.042 26-Sep-03	Passenger seats	C127	Part description and P/N	Equipment class(es)
			seat 186W4-6768XE	Emission Power
			seat 186W3-6463XE	Emission Classes
			seat 186W3-6462XE	Frequency band
			seat 186W2-6768XE	
			seat 186W1-6463XE	
			seat 186W1-6462XE	
			seat 186V2-6768XE	
			seat 186V1-6463XE	
			seat 186V1-6462XE	

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02-29 Issue 1

ENAC.O.043 26-Sep-03	Passenger seats	C39b	Part description and P/N	Equipment class(es)
			seat 12JB1-6603XE	Emission Power
			seat 12JB1-6602XE	Emission Classes
			seat 12JA1-6603XE	Frequency band
			seat 12JA1-6602XE	

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02-21 Issue 1

Safety belts, Seats and berths

Britax Aircraft Seating

Kestral House
Lakeside
Llantarnam Park
Cwmbran
Torfaen
NP44 3HQ
UK

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
CAA.O.00007 24-Sep-03	F11100 Series	C039b	Part description and P/N Equipment class(es) Passenger Seats - Sideways Facing F111XX-001-XXX			

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

R568 Issue 3

EADS SOGERMA

Z.I. de l'Ancien Arsenal
BP109
17303, Rochefort Cedex
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.048	Bi-place passenger seat	C39b	Part description and P/N	Equipment class(es)		
31-May-01			Bi-place passenger seat FJBP2- (xxxxxx)-(xx)			

Remarks:

Deviations: No

Manuals: CMM FJBP2-01JT Apr 20/01

DDP (or subsequent revisions):

Safety belts, Seats and berths

Fischer+Entwicklungen

Sonnenring 38
84032 Altdorf
Germany

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>						
LBA.O.11.112/002 JTSO 10-Sep-03	F+E Seat 230/260 H110 SU	C 127a								
<i>Remarks:</i> - - -		<i>Deviations:</i>	No							
<i>Manuals:</i> CMM 25-14-05										
<i>DDP (or subsequent revisions):</i>										
LBA.O.11.112/01 JTSO 26-Apr-02	Pilot Seat 225/355 H165	C127a	<i>Part description and P/N</i> Pilot Seat 9916-0-()	<i>Equipment class(es)</i>						
<i>Remarks:</i>		<i>Deviations:</i>	No	<table><tr><th><i>Emission Power</i></th><th><i>Emission Classes</i></th><th><i>Frequency band</i></th></tr><tr><td></td><td></td><td></td></tr></table>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>			
<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>								
<i>Manuals:</i> Installation Manual D9916-011 Component Maintenance Manual 25-14-02										
<i>DDP (or subsequent revisions):</i>										
LBA.O.30.131/117 JTSO 28-Mar-01	Pilot Seat 128/335	C127a	<i>Part description and P/N</i> 9911-()-()	<i>Equipment class(es)</i>						
<i>Remarks:</i>		<i>Deviations:</i>	No	<table><tr><th><i>Emission Power</i></th><th><i>Emission Classes</i></th><th><i>Frequency band</i></th></tr><tr><td></td><td></td><td></td></tr></table>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>			
<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>								
<i>Manuals:</i> CMM 25-14-04										
<i>DDP (or subsequent revisions):</i>										

Safety belts, Seats and berths

Geven S.r.l

Viale delle Industrie, 9
80040 S. Sebastiano al Vesuvio
Italy

Country issuing JTSOA Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
ENAC.O.016 06-Jun-01	Passenger seats	C39b	Part description and P/N Equipment class(es) Triple Seat STD 11A501-() Double Seat STD 11A101-() Triple Seat IAT Aisle Side Only 10A502-() Triple Seat IAT 10A501-() Double Seat IAT 10A101-()			
Remarks: Manuals: DDP (or subsequent revisions): Dated 18 May 2001						
ENAC.O.022 06-Dec-01	Passenger seats	C39b	Part description and P/N Equipment class(es) VIP Single Seat Rear Facing AV09-()-() VIP Single Seat Standard, Forward Facing AV08-()-()-()			
Remarks: Manuals: DDP (or subsequent revisions): 6 Del 15 Novemember 2001						
ENAC.O.030 28-May-02	Passenger seats	C39b	Part description and P/N Equipment class(es) One Place Divan AV11-()-()-() Two Place Divan AV10-()-()-()			
Remarks: Manuals: DDP (or subsequent revisions): Issue 6 May 2002						

Safety belts, Seats and berths

Geven S.r.l

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80040 S. Sebastiano al Vesuvio
Italy

Country issuing JTSOA Italy

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
ENAC.O.031 19-Dec-02	Passenger seats	C39b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			SNGL STD IAT 34A002-()()()()()				
			SNGL STD IAT 33A002-()()()()()				
			SNGL STD IAT 32A002-()()()()()				
			SNGL STD IAT 31A002-()()()()()				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

003/02 Dated 20 November 2002

ENAC.O.044 26-Sep-03	Passenger seats	C127	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
			Single forward facing 20 A 006-FS262JC				
			Single forward facing 20 A 006-FS832JC				
			Single forward facing 20 A 006-FS782JC				
			Single forward facing 20 A 006-FS152JC				
			Double forward facing 20 F 108-FS151JC				
			Double forward facing 20 F 108-FS241JC				
			Double forward facing 20 F 108-FS261JC				
			Double forward facing 20 F 108-FS831JC				
			Double forward facing 20 F 108-FS781JC				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

002/03 Del 23 September 2003

Safety belts, Seats and berths

Recaro Aircraft Seating GmbH & Co

Daimlerstr. 21

Country issuing JTSOA Germany

Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)															
LBA.O.11.111/1 JTSO 03-Jul-02	Passenger Seat Type BC 4420	C127a																	
<i>Remarks:</i> Instead of a P/N the Model designation was used.		<i>Deviations:</i>	No																
<i>Manuals:</i> CMM 25-20-98																			
<i>DDP (or subsequent revisions):</i>																			
LBA.O.11.111/3JTSO 13-Aug-03	Fluggastsitz Typ BC4420B	C127a	<i>Part description and P/N</i> BC4420B-3-() Triple-Seat Model BC4420B-2-() Double-Seat	<i>Equipment class(es)</i> <table><tr><th>Emission Power</th><th>Emission Classes</th><th>Frequency band</th></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>	Emission Power	Emission Classes	Frequency band												
Emission Power	Emission Classes	Frequency band																	
<i>Remarks:</i> - - -		<i>Deviations:</i>	No																
<i>Manuals:</i> CMM 25-20-69																			
<i>DDP (or subsequent revisions):</i>																			
LBA.O.30.131/118 JTSO 17-May-00	Passenger Seat Premium Traveller 4400	C39b	<i>Part description and P/N</i> 4400-4-() 4400-2-() 4400-1-()	<i>Equipment class(es)</i> <table><tr><th>Emission Power</th><th>Emission Classes</th><th>Frequency band</th></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>	Emission Power	Emission Classes	Frequency band												
Emission Power	Emission Classes	Frequency band																	
<i>Remarks:</i>		<i>Deviations:</i>	No																
<i>Manuals:</i> CMM 25-22-00																			
<i>DDP (or subsequent revisions):</i>																			
LBA.O.30.131/119 JTSO 01-Aug-02	Passenger Seat Premium Traveller Type: PT4400	C127a	<i>Part description and P/N</i> Four Seater PT4400-4-() Three Seater PT4400-3-() Double Seater PT4400-2-() Single Seater PT4400-1-()	<i>Equipment class(es)</i> <table><tr><th>Emission Power</th><th>Emission Classes</th><th>Frequency band</th></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>	Emission Power	Emission Classes	Frequency band												
Emission Power	Emission Classes	Frequency band																	

Safety belts, Seats and berths

Recaro Aircraft Seating GmbH & Co

Daimlerstr. 21

Country issuing JTSOA Germany

Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>			
<i>Remarks:</i> Model Nummber used instead of P/N							
<i>Manuals:</i> CMM 25-22-00							
<i>DDP (or subsequent revisions):</i>							
LBA.O.30.131/21 JTSO 12-Apr-01	Passenger Seat 4420	C39b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			4420-3-()				
			4420-2-()				
<i>Remarks:</i>							
<i>Manuals:</i> CMM 25-20-82							
<i>DDP (or subsequent revisions):</i>							
LBA.O.30.131/21JTSO 02-Dec-02	Fluggastsitz RECARO Businness Class 4420	C39b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			4420-1-(), 4420-2-(), 4420-3-()				
<i>Remarks:</i>							
<i>Manuals:</i> DDP Nr. 001/2001Ausg. 2 vom 27.11.2002							
<i>DDP (or subsequent revisions):</i>							

Safety belts, Seats and berths

Schroth Safety Products

Im Ohl 14
59757 Arnsberg
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.O.40.070/49 JTSO 01-Mar-01	Safety Belt 6-()-()	C22g	Part description and P/N 6-()-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> Operating Instructions EA/006 <i>DDP (or subsequent revisions):</i>							
LBA.O.40.070/50 JTSO 12-Nov-01	2-Point Lap Belt System 12-()-()	C22g	Part description and P/N 12-()-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/012, Edition: Basic <i>DDP (or subsequent revisions):</i>							
LBA.O.40.073/16 JTSO 10-Apr-01	3-Point-Diagonal-Belt 7-()-()	C114	Part description and P/N 7-()-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/007 <i>DDP (or subsequent revisions):</i>							
LBA.O.40.073/17 JTSO 11-Jun-01	4-Point Static Harness Restraint System 8-()-()	C114	Part description and P/N 8-()-()	Equipment class(es)			
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/008 Edition: Basic <i>DDP (or subsequent revisions):</i>							

Safety belts, Seats and berths

Schroth Safety Products

Im Ohl 14
59757 Arnsberg
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.40.073/18 JTSO 04-Jul-01	4-Point Harness Restraint System 9-()-()	C114	9-()				
<i>Remarks:</i> <i>Manuals:</i> Operation instructions EA/009 Edition: Basic <i>DDP (or subsequent revisions):</i>							
LBA.O.40.073/19 JTSO 26-Jul-01	3-Point-Diagonal-Belt Typ 10- ()-()	C114	10-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operations Instruction EA/010 <i>DDP (or subsequent revisions):</i>							
LBA.O.40.073/20 JTSO 03-May-02	4/5-Point-Harness-Restraint- System 11-()-()	C114	4/5-Point-Harness-Restraint-System 11-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operation Instruction EA/011 Edition: 10/2001 <i>DDP (or subsequent revisions):</i>							
LBA.O.40.073/21 JTSO 20-Nov-01	2-Point Lap Belt System 14- ()-()	C114	14-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operation Instruction EA/014, Edition: Basic <i>DDP (or subsequent revisions):</i>							

Safety belts, Seats and berths

Schroth Safety Products

Im Ohl 14
59757 Arnsberg
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
LBA.O.40.073/22 JTSO 21-Nov-01	4/5-Point Harness Restraint System Typ 15-()-()	C114	Part description and P/N 4/5-Point-Harness-Restraint-System 15-()-() 15-()-()			
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/015, Edition: 10/2001 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			
LBA.O.40.073/23JTSO 26-Mar-03	4/5-Point-Harness-Restraint- Sys. Type 23-()-()	C114	Part description and P/N Type 23-()-() 23-()-()			
<i>Remarks:</i> <i>Manuals:</i> Operating Instructions EA/023 Ausgabe: 01 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			
LBA.O.40.073/24JTSO 26-Mar-03	4/5-Point-Harness-Restraint- Sys. Type 22-()-()	C114	Part description and P/N Type 22-()-() 22-()-()			
<i>Remarks:</i> <i>Manuals:</i> Operating Instructions EA/022 Ausgabe: 01 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			
LBA.O.40.073/25JTSO 26-Mar-03	4/5-Point-Harness-Restraint- Sys. Type 21-()-()	C114	Part description and P/N Type 21-()-() 21-()-()			
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/021 Ausgabe:01 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i>	No			

Safety belts, Seats and berths

Schroth Safety Products

Im Ohl 14
59757 Arnsberg
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.O.40.073/26JTSO 26-Mar-03	4/5-Point-Harness-Restraint- Sys. Type 20-()-()	C114	Type 20-()-() 20-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operating Instructions EA/020 Ausgabe:01 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
LBA.O.40.073/29 JTSO 31-Jan-02	4-Point-Harness-Restraint- System 18-()-()	C114	4-Point-Harness-Restraint-System 18- ()-() 18-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operation Instruction EA/018 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
LBA.O.40.073/30JTSO 09-Jan-03	3-Point-Diagonal-Static-Belt- System Type 24-()-()	C114	24-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/024 Edition 01 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				
LBA.O.40.073/31JTSO 09-Jan-03	3-Point-Diagonal-Belt- System Type 25-()-()	C114	25-()-()				
<i>Remarks:</i> <i>Manuals:</i> Operation Instructions EA/025 Edition 01 <i>DDP (or subsequent revisions):</i>							
		<i>Deviations:</i>	No				

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.028 25-Oct-00	Type 1 Passenger Seat	C39b	Part description and P/N Equipment class(es) Type 1 Passenger Seat 58(xx)2(x)(x)- (xx)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-27-81 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i> No				
F.O.057 30-Jan-02	Type A passenger seat	C127a	Part description and P/N Equipment class(es) Type A passenger seat 9E(xx)2(x)(x) (x)(xx)			
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i> No				
F.O.075 20-Mar-02	Passenger seat type 10	C39b	Part description and P/N Equipment class(es) Double passenger seat 10(xx)2(x)(x)- (x)(xx) Triple passenger seat 10(xx)3(x)(x)- (x)(xx)			
<i>Remarks:</i> DDP #02-05-1002 of 12/03/02 <i>Manuals:</i> CMM 25-28-41 <i>DDP (or subsequent revisions):</i>						
		<i>Deviations:</i> No				
F.O.076 20-Mar-02	Passenger seat	C39b	Part description and P/N Equipment class(es) Single passenger seat type 10 58(xx)1(x)(x)-(x)(xx)			
<i>Remarks:</i> <i>Manuals:</i> CMM 25-28-41						
		<i>Deviations:</i> No				

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

DDP (or subsequent revisions):

F.O.081	Single Passenger Seat	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Aug-02			Single Passenger Seat 17(xx)1(x)(x)-(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

DDP-02-17-1701

Deviations: No

F.O.082	Type A Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Aug-02			Type A double passenger seat 50902(x)(x)-(x)(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

DDP-02-14-5090

Deviations: No

F.O.083	Type A Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Aug-02			Type A passenger seat 95573(x)(x)-(x)(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

DDP 02-12-9557

Deviations: No

F.O.084	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Aug-02			Double passenger seat 10012(x)(x)-(x)(xx)				

Remarks:

Manuals:

Deviations: No

28 September 2003

Page 82 of 95

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number

Date Article JTSO's complied with Part description, P/N and class(es) Aircraft Station License (if relevant)

DDP (or subsequent revisions):

DDP 02-13-1001

F.O.086	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Aug-02			Triple Passenger Seat 95583(x)(x)-(xx)				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DDP-02-16-9558

F.O.092	Type A Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
28-Oct-02			Type A double Passenger Seat 58102(x)(x)-(x)(xx)				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02-15-5810

F.O.093	Type A Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
28-Oct-02			Type A Triple Passenger Seat 10023(x)(x)-(x)(xx)				
			Type A Double Passenger Seat 10022(x)(x)-(x)(xx)				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

02-10-1002

F.O.097	Type A Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
15-Jan-03			Type A Quadruple Passenger Seat 23014(x)(x)-(xx)				
			Type A Triple Passenger Seat 23013(x)(x)-(xx)				

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
			Type A Double Passenger Seat 23012(x)(x)-(xx)			
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i> 02-19-2301						
F.O.098 06-Jan-03	Type A Passenger Seat	C127a	<i>Part description and P/N</i> Type A triple /double convertible passenger seat 99293(x)(x)-(x)(xx) Type A double passenger seat 99292(x)(x)-(x)(xx)	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>
						<i>Frequency band</i>
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i> 02-11-9929						
F.O.099 15-Jan-03	Type A Passenger Seat	C127a	<i>Part description and P/N</i> Type A FF double passenger seat 58072(x)(x)-(xx)	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>
						<i>Frequency band</i>
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i> 02-22-5807						
F.O.101 20-Jan-03	Type I Passenger Seat	C39b	<i>Part description and P/N</i> Type I Biplace Passenger seat 12(xx)2(x)(x)-(xx)	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>
						<i>Frequency band</i>
<i>Remarks:</i> <i>Manuals:</i> <i>DDP (or subsequent revisions):</i> 02-22-5807						

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
DDP (or subsequent revisions): DDP-02-21-1201				
F.O.102 20-Jan-03	Type A Passenger Seat	C127a	Part description and P/N Equipment class(es)	Emission Power Emission Classes Frequency band
			Type A triple passenger seat 95483(x)(x)-(xx)	
			Type A double passenger seat 95482(x)(x)-(xx)	
Remarks:				
Manuals:				
DDP (or subsequent revisions): DDP-02-23-9548				
F.O.108 03-Mar-03	Type 1 Passenger Seat	C39b	Part description and P/N Equipment class(es)	Emission Power Emission Classes Frequency band
			Type 1 triple passenger seat 98(xx)3(x)(x)-(x)(xx)	
			Type 1 double passenger seat 98(xx)2(x)(x)-(x)(xx)	
			Type 1 quadruple passenger seat 98(xx)4(x)(x)-(x)(xx)	
Remarks:				
Manuals:				
DDP (or subsequent revisions): DDP-02-24-9806"R1				
F.O.109 03-Mar-03	Passenger Seat	C39b	Part description and P/N Equipment class(es)	Emission Power Emission Classes Frequency band
			Passenger seat for Airbus Aircraft 9A(xx)2(x)(x)-(x)(xx)	
			Passenger seat for Airbus Aircraft 9A(xx)3(x)(x)-(x)(xx)	
Remarks:				
Manuals:				

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number

Date Article JTSO's complied with Part description, P/N and class(es) Aircraft Station License (if relevant)

DDP (or subsequent revisions):

DDP-03-03-9A14

F.O.113 07-May-03	Passenger Seat	C127a	Part description and P/N Type A quadriplace passenger seat 9A154 ()-() Type A btripla passenger seat 9A153 ()-() Type A biplace passenger seat 9A152 ()-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks:

Manuals:

Deviations: No

DDP (or subsequent revisions):

03-08-9A15

F.O.114 14-May-03	ERJ 170 Pilot Seat	C127a	Part description and P/N Type A ERJ170 Copilot seat 180(x)2-- (xx)-(xx) Type A ERJ170 Pilot seat 180(x)1- (xx)-(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks:

Manuals:

Deviations: No

DDP (or subsequent revisions):

02-25-T180

F.O.116 06-Jun-03	Passenger Seat	C127a	Part description and P/N Type A double passenger seat 58302(x)(x)-(x)(xx) Type A triple passenger seat 58303(x)(x)-(x)(xx)	Equipment class(es)	Emission Power	Emission Classes	Frequency band

Remarks:

Manuals:

Deviations: No

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number

Date Article JTSO's complied with Part description, P/N and class(es) Aircraft Station License (if relevant)

DDP (or subsequent revisions):

02-05-5830

F.O.117	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
06-Jun-03			Quadruple Type A passenger seat				
			23094(x)(x)-(x)(xx)				
			Triple Type A passenger seat				
			23093(x)(x)-(x)(xx)				
			Double Type A passenger seat				
			23092(x)(x)-(x)(xx)				
			Quadruple Type A passenger seat				
			23074(x)(x)-(x)(xx)				
			Triple Type A passenger seat				
			23073(x)(x)-(x)(xx)				
			Double Type A passenger seat				
			23072(x)(x)-(x)(xx)				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

03-02-2309

F.O.119	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
07-Jul-03			Type A triple Passenger seat 95753()-()				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

03-11-9575

F.O.120	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
07-Jul-03			Type A double Passenger seat 58312()-()				

Remarks:

Deviations: Yes

Manuals:

Safety belts, Seats and berths

SICMA AERO SEAT

7, Rue Lucien COUPET
36100, ISSOUDUN
France

Country issuing JTSOA France

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

DDP (or subsequent revisions):

03-10-5831

F.O.126	Passenger Seat	C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
25-Sep-03			Double passenger Seat 15(xx)2(xx)-(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

03-18-1501

F.O.127	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
25-Sep-03			Type A double passenger seat 65D92()-()				

Remarks:

Manuals:

DDP (or subsequent revisions):

03-17-65D9

F.O.128	Passenger Seat	C127a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
25-Sep-03			Type A triple passenger seat 95793(x)(x)-(xx)				

Remarks:

Manuals:

DDP (or subsequent revisions):

03-12-9579

Safety belts, Seats and berths

TMC AERO

Z.I. les Vignes 2, Rue Eugène Hénalf, 93012 BOBIGNY
Cedex
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>			
F.O.103	Stretcher	C39b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
29-Jan-03			Stretcher TMC99-001-(xx)-(xx)				
<i>Remarks:</i>		<i>Deviations:</i>		No			
<i>Manuals:</i>							
<i>DDP (or subsequent revisions):</i>							
01-12-02							

Standby Airspeed Indicator

Smiths Aerospace - Electronic Systems

Bishops Cleeve
Gloucestershire
GL52 8SG
United Kingdom

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with				Part description, P/N and class(es)		Aircraft Station License (if relevant)		
CAA.O.00003 19-Sep-01	Intergrated Standby Indicator System (ISIS)	C2d	C3d	C4c	C10b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
		C34e	C36e	C46a	C95	314MFD1-1				
Remarks:		C113								
Manuals:		Deviations:				No				
DDP (or subsequent revisions):										

Survival and safety equipment

AIR PRECISION

5 Avenue Denis Papin
BP 36
92353, Le Plessis Robinson Cedex
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.044 04-Apr-01	Triple Frenquency ELT	2C126	Part description and P/N Triple Frenquency ELT ELT96	Equipment class(es)	0.1W	B9W 121.5/243/406 Mhz
<i>Remarks:</i> Change of Ownership Previously owned by SOCATA <i>Manuals:</i> T00.EAAUMPZBE0R4 <i>DDP (or subsequent revisions):</i>						
<i>Deviations:</i> No						
F.O.045 04-Apr-01	Bi Frequency ELT	2C91a	Part description and P/N Bi Frequency ELT ELT90	Equipment class(es)	0.1W	B9W 1215/243Mhz
<i>Remarks:</i> Change of Ownership Previously owned by SOCATA <i>Manuals:</i> T00.EAAUMPZBE0R4 <i>DDP (or subsequent revisions):</i>						
<i>Deviations:</i> No						
F.O.046 30-May-01	Triple Frenquency ELT	2C126	Part description and P/N Triple Frenquency ELT ELT97	Equipment class(es)	0.1W (121,5/243), 5w(406)	B9W 121.5/243/406 Mhz
<i>Remarks:</i> Change of Ownership Previously owned by SOCATA <i>Manuals:</i> T00.EAAUMPZBE0R4 <i>DDP (or subsequent revisions):</i>						
<i>Deviations:</i> No						
F.O.047 30-May-01	Bi Frequency ELT	2C91a	Part description and P/N Bi Frequency ELT ELT91	Equipment class(es)	0.1W	B9W 1215/243Mhz
<i>Remarks:</i> Change of Ownership Previously owned by SOCATA <i>Manuals:</i> T00.EAAUMPZBE0R4 <i>DDP (or subsequent revisions):</i>						
<i>Deviations:</i> No						

Survival and safety equipment

AIR PRECISION

5 Avenue Denis Papin
BP 36
92353, Le Plessis Robinson Cedex
France

Country issuing JTSOA France

Number

<i>Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>
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Manuals: T00.EAAUMPZBE0R4

DDP (or subsequent revisions):

AOA apparatebau gauting GmbH

Ammerseestr. 45-49
82131 Gauting
Germany

Country issuing JTSOA Germany

Number

<i>Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>
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LBA.O.40.230/5 JTSO 13-Jul-99	Smoke Detector	C1c	<i>Part description and P/N</i> SD9470-()	<i>Equipment class(es)</i> <table><thead><tr><th><i>Emission Power</i></th><th><i>Emission Classes</i></th><th><i>Frequency band</i></th></tr></thead><tbody><tr><td>-</td><td>-</td><td>-</td></tr></tbody></table>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>	-	-	-
<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>								
-	-	-								

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

SD9470

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Number

<i>Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>
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ENAC.O.004 01-Feb-01	Flotation cushions	C72c	<i>Part description and P/N</i> 12417-01()()L8	<i>Equipment class(es)</i> <table><thead><tr><th><i>Emission Power</i></th><th><i>Emission Classes</i></th><th><i>Frequency band</i></th></tr></thead><tbody><tr><td></td><td></td><td></td></tr></tbody></table>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>			
<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>								

Remarks: DDP No. 00-21 Rev. 1 dated 15 January 2001
or later approved revision.

Deviations: No

Manuals:

DDP (or subsequent revisions):

Survival and safety equipment

Aviointeriors SpA

Via Appia Km 66,400 - 04013 Tor Tre Ponti (LT)

Country issuing JTSOA Italy

Italy

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
ENAC.O.005 01-Feb-01	Flotation cushions	C72c	Part description and P/N 12436-01()()L1			

Remarks: DDP No. 00-20 Rev. 1 dated 15 January 2001
or later approved revision.

Deviations: No

Manuals: CMM 25-25-19

DDP (or subsequent revisions):

CERBERUS S.A.

ZI-617, Rue Fourny
BP 20
78531 BUC Cedex
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.014 03-Jul-00	Photoelectrical Smoke Detector	C1.c	Part description and P/N Photoelectrical Smoke Detector CGDU22(xx)-(xx) Photoelectrical Smoke Detector CGAB20 (xx)-(xx) Photoelectrical Smoke Detector CGDU20 (xx)-(xx)			

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
F.O.091 16-Oct-02	Optical smoke detector	C1c	Part description and P/N Optical smoke detector CGFT21(xx)- (xx)			

Remarks:

Deviations: No

Manuals:

Survival and safety equipment

CERBERUS S.A.

ZI-617, Rue Fourny
BP 20
78531 BUC Cedex
France

Country issuing JTSOA France

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<div><i>Aircraft Station License (if relevant)</i></div>			
<i>DDP (or subsequent revisions):</i> CGFT 2100-00							
F.O.104 06-Feb-03	Optical smoke detector	C1c	<i>Part description and P/N</i> Optical smoke detector CGFT23(xx)- (xx)	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>

Remarks:

Manuals:

DDP (or subsequent revisions):

CGFT2300-00

Deviations: No

Dräger Aerospace GmbH

Revalstrasse 1
D-23560 Lübeck
Germany

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
LBA.O.40.110/26 JTSO	Crewmember Protective Breathing Equipment OXYCREW	C116	Part description and P/N Crewmember Protective Breathing Equipment OXYCREW E28108-10			
09-Aug-00						

Remarks:

Manuals: CMM 35-10-25

DDP (or subsequent revisions):

Deviations: No

Survival and safety equipment

INTERTECHNIQUE

61, rue Pierre Curie
78373 PLAISIR CEDEX
France

Country issuing JTSOA France

Number Date	Article	JTSO's complied with			Part description, P/N and class(es)		Aircraft Station License (if relevant)		
F.O.001	Full Face Mask Regulator Full Face Mask Regulator	C78	C89	C99	Part description and P/N MF20(x)(x)(x)-(x)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
10-Feb-99									
Remarks:		Deviations:		Yes					
Manuals: IM ref 4NUT 0080A CMM with IPL ref 35-13-20									
DDP (or subsequent revisions):									
F.O.003	Smoke Goggles	C99			Part description and P/N Smoke Goggles MXG(x)(x)(xx)(x)[x]	Equipment class(es)	Emission Power	Emission Classes	Frequency band
23-Apr-99									
Remarks:		Deviations:		No					
Manuals: IM ref 4NUT 0081A issue 1 CMM with IPL ref 35-14-01									
DDP (or subsequent revisions):									
F.O.007	Mask Regulator	C78	C89		Part description and P/N Mask Regulator MRA(x)(x)(x)-(x)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Oct-99									
Remarks:		Deviations:		Yes					
Manuals: OIM ref 4NUT 0093A CMM with IPL ref 35-17-10									
DDP (or subsequent revisions):									
F.O.008	Mask Regulator	C78	C89		Part description and P/N Mask Regulator MC20(x)(x)(x)-(x)	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Oct-99									
Remarks:		Deviations:		Yes					
Manuals: OIM ref 4NUT 0089A CMM with IPL ref 35-13-30									

Survival and safety equipment

INTERTECHNIQUE

61, rue Pierre Curie
78373 PLAISIR CEDEX
France

Country issuing JTSOA France

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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DDP (or subsequent revisions):

F.O.073	Oxygen Mask	C78 C89 C99	Part description and P/N Equipment class(es)	Emission Power	Emission Classes	Frequency band
21-Feb-02			Oxygen Mask regulator with detachable Goggles MLD20(x)(x)(x)-(x)			

Remarks:

Manuals:

Deviations: No

DDP (or subsequent revisions):

THERMOCOAX

THERMOCOAX SAS
Athis de l'Orne
BP 26
61438 FLERS Cedex
France

Country issuing JTSOA France

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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F.O.105	Overheat Sensor	2C11e	Part description and P/N Equipment class(es)	Emission Power	Emission Classes	Frequency band
12-Feb-03			Overheat Sensor NGR1-215A4-31			

Remarks:

Manuals:

Deviations: No

DDP (or subsequent revisions):

NG340R088 R2

List of STC - Aircraft (JAA Products)

AIRBUS INDUSTRIE

A330

A330-200	Type Certificate No (State of Design):				
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<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
LBA.21E2.TA0609	1	02 September 20	LBA	Installation of a CTT Systems Zonal Drying System	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany

A340

A340-200/-300	Type Certificate No (State of Design):				
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<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
LBA.21E2.TA0018	1	26 June 2003	LBA	Installation of a Floor Prox System	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany

BOEING

B737

B737-600	Type Certificate No (State of Design):				
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<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
CAA.21NE1.00001	1	14 October 2002	LBA	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01335LA					
<i>Issue</i> , <i>Issued by</i> FAA					

BOEING

B737

B737-600					
Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls 12333 West Olympic Boulevard Los Angeles California 90064 USA
<i>Original STC No (STC Import):</i> SA8030NM					
<i>Issue</i> , <i>Issued by</i> FAA					
B737-700					
Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00001	1	14 October 2002	LBA	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01335LA					
<i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE1.00019	Original	29 July 2003	CAA UK	Installation of new galley G2	Driessen Aircraft Interior Systems 10781 Forbes Avenue Garden Grove California 92843 USA
<i>Original STC No (STC Import):</i> ST01491LA					
<i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls 12333 West Olympic Boulevard Los Angeles California 90064 USA
<i>Original STC No (STC Import):</i> SA8030NM					
<i>Issue</i> , <i>Issued by</i> FAA					
LBA.21E2.TA0307	1	24 August 2001	LBA	Net Jet VIP-Cabin Installation I (BBJ)	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany

BOEING

B737

B737-700		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21E2.TA0310	1	12 April 2001	LBA	VIP Cabin Completion	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0311	2	01 February 2002	LBA	Fin Top Antenna Complete Structural Provisions; Erweiterung auf die Baureihe B737-800	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0311	1	12 April 2001	LBA	Fin Top Antenna Complete Structural Provisions	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0372	2	12 February 2001	LBA	Zonal Drying System (Änderung der STC-Nr.)	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0372	1	16 January 2001	LBA	Zonal Drying System	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0704	1	25 August 2003	LBA	Cabin Conversion for GERMANIA	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21NE1.TA0555	1	15 August 2003	LBA	Installation of Aviation Partners Boeing Winglets	Aviation Partners Boeing (APB) 7213 Perimeter Road South Seattle, WA 98108 USA
Original STC No (STC Import): ST00830SE Issue , 27 August 2001 Issued by FAA					

BOEING

B737

B737-700IGW		Type Certificate No (State of Design):				
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder	
LBA.21NE1.TA0472	1	19 July 2002	LBA	Installation of Aviation Partners Boeing blended Winglets	Aviation Partners Boeing (APB) 7213 Perimeter Road South Seattle, WA 98108 USA	
<i>Original STC No (STC Import):</i> ST00830SE <i>Issue</i> , 27 August 2001 <i>Issued by</i> FAA						
LBA.21NE1.TA0682	1	10 July 2003	LBA	Alteration of Fire Protection Systems, Lower Cargo Compartments	Hollingsead International 7416 Hollister Avenue, Goleta, California 931 USA	
<i>Original STC No (STC Import):</i> ST00405LA-D <i>Issue</i> , <i>Issued by</i> FAA						
B737-800		Type Certificate No (State of Design):				
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder	
CAA.21NE1.00001	1	14 October 2002	LBA	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA	
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA						
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls 12333 West Olympic Boulevard Los Angeles California 90064 USA	
<i>Original STC No (STC Import):</i> SA8030NM <i>Issue</i> , <i>Issued by</i> FAA						
LBA.21E2.TA0311	2	01 February 2002	LBA	Fin Top Antenna Complete Structural Provisions; Erweiterung auf die Baureihe B737-800	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany	

BOEING

B737

B737-800		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21E2.TA0372	2	12 February 2001	LBA	Zonal Drying System (Änderung der STC-Nr.)	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0372	1	16 January 2001	LBA	Zonal Drying System	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0547	1	01 February 2002	LBA	VIP Cabin Saudi Oger II	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0552	1	21 January 2002	LBA	Installation of Tourist Class Seats	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0636	1	19 June 2003	LBA	VIP Cabin Completion (Multiflight)	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0653	1	01 September 20	LBA	Zonal Drying System Installation	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21NE1.TA0468	2	18 October 2001	LBA	Installation of Aviation Partners Boeing Winglets; Change 1, 8.5 V Transformer and -3 Configuration	Aviation Partners Boeing (APB) 7213 Perimeter Road South Seattle, WA 98108 USA
<i>Original STC No (STC Import):</i> ST00830SE <i>Issue</i> , 27 August 2001 <i>Issued by</i> FAA					

BOEING

B737

B737-800					
Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21NE1.TA0468	1	05 July 2001	LBA	Installation of Aviation Partners Boeing Winglets	Aviation Partners Boeing (APB) 7213 Perimeter Road South Seattle, WA 98108 USA
<i>Original STC No (STC Import):</i> ST00830SE <i>Issue</i> , 27 August 2001 <i>Issued by</i> FAA					
LBA.21NE1.TA0511	1	26 July 2002	LBA	Alteration of Fire Protections Systems, Lower Cargo Compartments BBJ2	Hollingsead International 7416 Hollister Avenue, Goleta, California 931 USA
<i>Original STC No (STC Import):</i> ST01184LA <i>Issue</i> , <i>Issued by</i> FAA					

B737-900					
Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00001	1	14 October 2002	LBA	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA					

B757

B757-300					
Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00003	2, 17/12/	24 October 2002	CAA UK	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01334LA <i>Issue</i> , <i>Issued by</i> FAA					

BOEING

B757

B757-300 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00017	2, 22 Jul	17 June 2003	CAA UK	Cockpit Door Surveillance System	AirWorks Inc
<i>Original STC No (STC Import):</i> ST01434LA					30212 Tomas Rancho Santa Margarita California 92688 USA USA
<i>Issue</i> , <i>Issued by</i> FAA					

B777

B777-200 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21E2.TA0520	1	29 November 200	LBA	Seatlayout Reconfiguration	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21NE1.TA0624	3	21 November 200	LBA	Overhead Flight Attendant Crew Rest at door 3	FSI Flight Structures, Inc. 4407 - 172nd Street NE Arlington WA 98223 USA
<i>Original STC No (STC Import):</i> ST00901SE					
<i>Issue</i> , <i>Issued by</i> FAA					
LBA.21NE1.TA0624	2	12 November 200	LBA	Overhead Flight Attendant Crew Rest at door 3	FSI Flight Structures, Inc. 4407 - 172nd Street NE Arlington WA 98223 USA
<i>Original STC No (STC Import):</i> ST00901SE					
<i>Issue</i> , <i>Issued by</i> FAA					

BOEING

B777

B777-200 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21NE1.TA0624	1	04 July 2002	LBA	Overhead Flight Attendant Crew Rest at door 3	FSI Flight Structures, Inc. 4407 - 172nd Street NE Arlington WA 98223 USA
<i>Original STC No (STC Import):</i> ST00901SE					
<i>Issue</i> , <i>Issued by</i> FAA					
LBA.21NE1.TA0672	1	14 November 200	LBA	Installation of an Overhead Flight Attendant Crew Rest at door 1	FSI Flight Structures, Inc. 4407 - 172nd Street NE Arlington WA 98223 USA
<i>Original STC No (STC Import):</i> ST01140SE					
<i>Issue</i> , <i>Issued by</i> FAA, Seattle ACO					

MD-11

MD-11 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00012	Original	24 March 2003	CAA UK	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01391LA					
<i>Issue</i> , 24 September 20 <i>Issued by</i> FAA					
LBA.21E2.TA0427	1	23 March 2001	LBA	Installation of new Crew Rest Seat	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
LBA.21E2.TA0553	1	20 February 2002	LBA	Enhanced Flight Deck Security	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany

BOMBARDIER

BD-100-1A10 (Continental Jet)

BD-100-1A10		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21NE2.TA0575	1	30 October 2002	LBA	Cabin completion	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8164NM-D <i>Issue 1</i> , 24 March 2000 <i>Issued by</i> FAA					
LBA.21NE2.TA0737	1	11 August 2003	LBA	Installation of Astrotech LC-60 Flight Crew Clocks	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8188NM-D <i>Issue</i> , 14 March 2001 <i>Issued by</i> FAA					

BD-700-1A10 Global Express

BD-700-1A10 Global Express		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21NE2.TA0576	1	30 October 2002	LBA	Emergency Lighting System	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8166NM-D <i>Issue 1</i> , 31 May 2000 <i>Issued by</i> FAA					
LBA.21NE2.TA0577	1	30 October 2002	LBA	Passenger door handrail modification	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8165NM-D <i>Issue 1</i> , 14 August 2000 <i>Issued by</i> FAA					
LBA.21NE2.TA0578	1	30 October 2002	LBA	BF Goodrich GH3000 Standby Instrument System	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8180NM-D <i>Issue 1</i> , 24 February 2001 <i>Issued by</i> FAA					
LBA.21NE2.TA0579	1	30 October 2002	LBA	Baggage Door Locks	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8187NM-D <i>Issue 1</i> , 19 April 2001 <i>Issued by</i> FAA					

BOMBARDIER

BD-700-1A10 Global Express

BD-700-1A10 Global Express *Type Certificate No (State of Design):*

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
LBA.21NE2.TA0580	1	30 October 2002	LBA	Secraplane Video System	Bombardier Aerospace Learjet Inc. 1255 E. Aero Park Blvd. Tuscon, AZ 85734 USA
<i>Original STC No (STC Import):</i> SA8179NM-D <i>Issue</i> 1 , 23 February 2001 <i>Issued by</i> FAA					

CL600

CL600-2B19 (Regional Jet) *Type Certificate No (State of Design):*

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
LBA.21E2.TA0270	1	13 November 200	LBA	Zonal Drying System Umstellung auf JAA-STC	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany

CL600-2C10 (CRJ-X) *Type Certificate No (State of Design):*

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
LBA.21NE1.TA0460	1	04 November 200	LBA	Model 4200 Head-Up Guidance System	Rockwell Collins Flight Dynamics 16800 SW 72M Avenue, Portland, OR 97224 USA
<i>Original STC No (STC Import):</i> ST01390LA <i>Issue</i> 1 , 18 September 20 <i>Issued by</i> FAA					

FAIRCHILD DORNIER GmbH

Do 328

Do 328-300		Type Certificate No (State of Design): [LBA] 2534			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
LBA.21E2.TA0254	2	17 August 2000	LBA	Allied Signal Stand-Alone GPS KLN900 Integration; Änderung AFM Supplement	Aerodata Flugmesstechnik GmbH Hermann-Blenk-Str.36 D-38108 Braunschweig Germany
LBA.21E2.TA0254	1	25 October 1999	LBA	Installation of a Stand-Alone GPS AlliedSignal KLN 900	Aerodata Flugmesstechnik GmbH Hermann-Blenk-Str.36 D-38108 Braunschweig Germany
LBA.21N2.TA0327	1	05 April 2001	LBA	Water System Modification hot/cold	Fairchild Dornier Aircraft P.O. Box 790490, San Antonio, TX78279-0490 USA
<i>Original STC No (STC Import):</i> SA09496AC <i>Issue</i> 1 , 22 December 199 <i>Issued by</i> FAA					
LBA.21NE2.TA0327	2	19 October 2001	LBA	Water System Modification hot/cold; correction of the STC number	Fairchild Dornier Aircraft P.O. Box 790490, San Antonio, TX78279-0490 USA

List of STC - Engine (JAA Products)

Type Certificate No (State of Design):

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
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List of STC - Propeller (JAA Products)

<i>Type Certificate No (State of Design):</i>

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
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List of STC - Aircraft (Non JAA Products)

BOEING

B737

B737-200		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00002	1	14 October 2002	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
CAA.21NE2.00005	1	17 December 200	CAA UK	Installation of Potable Water Isolation valve	AeroControlex Group
<i>Original STC No (STC Import):</i> ST01255CH <i>Issue</i> , <i>Issued by</i> FAA					26380 Curtiss Wright Parkway Richmond Heights Ohio 44143 USA USA
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls
<i>Original STC No (STC Import):</i> SA8030NM <i>Issue</i> , <i>Issued by</i> FAA					12333 West Olympic Boulevard Los Angeles California 90064 USA

B737-300		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00001	1	14 October 2002	LBA	Installation of reinforced cockpit door	C & D Aerospace
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
CAA.21NE1.00002	1	14 October 2002	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA

BOEING

B737

B737-300		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE2.00005	1	17 December 200	CAA UK	Installation of Potable Water Isolation valve	AeroControlex Group 26380 Curtiss Wright Parkway Richmond Heights Ohio 44143 USA USA
<i>Original STC No (STC Import):</i> ST01255CH <i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00006	Original	18 December 200	CAA UK	Installation of Honeywell RDR-4B windshear and weather radar.	Honeywell International 15001 NE 36th Street Redmond Washington 98052 USA
<i>Original STC No (STC Import):</i> ST01843AT <i>Issue</i> 20 M 03 March 1999 <i>Issued by</i> FAA					
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls 12333 West Olympic Boulevard Los Angeles California 90064 USA
<i>Original STC No (STC Import):</i> SA8030NM <i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00008	Original	15 January 2003	CAA UK	Installation of Honeywell CAS-81 TCAS.	Honeywell International 15001 NE 36th Street Redmond Washington 98052 USA
<i>Original STC No (STC Import):</i> SA2725SO <i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00011	original	19 February 2003	CAA UK	G4B Galley Atlas Box Insert Installation (Canadian STC SA03-16, issue 1)	Cascade Aerospace Inc. 1337 Townline Road Abbotsford British Columbia V2T 6E1 Canada

BOEING

B737

B737-400		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00002	1	14 October 2002	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
CAA.21NE2.00005	1	17 December 200	CAA UK	Installation of Potable Water Isolation valve	AeroControlex Group
<i>Original STC No (STC Import):</i> ST01255CH <i>Issue</i> , <i>Issued by</i> FAA					26380 Curtiss Wright Parkway Richmond Heights Ohio 44143 USA USA
CAA.21NE2.00006	Original	18 December 200	CAA UK	Installation of Honeywell RDR-4B windshear and weather radar.	Honeywell International
<i>Original STC No (STC Import):</i> ST01843AT <i>Issue</i> 20 M 03 March 1999 <i>Issued by</i> FAA					15001 NE 36th Street Redmond Washington 98052 USA
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls
<i>Original STC No (STC Import):</i> SA8030NM <i>Issue</i> , <i>Issued by</i> FAA					12333 West Olympic Boulevard Los Angeles California 90064 USA
B737-500		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00002	1	14 October 2002	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
<i>Original STC No (STC Import):</i> ST01335LA <i>Issue</i> , <i>Issued by</i> FAA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA

BOEING

B737

B737-500		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE2.00005	1	17 December 200	CAA UK	Installation of Potable Water Isolation valve	AeroContrex Group 26380 Curtiss Wright Parkway Richmond Heights Ohio 44143 USA USA
<i>Original STC No (STC Import):</i> ST01255CH					
<i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00006	Original	18 December 200	CAA UK	Installation of Honeywell RDR-4B windshear and weather radar.	Honeywell International 15001 NE 36th Street Redmond Washington 98052 USA
<i>Original STC No (STC Import):</i> ST01843AT					
<i>Issue</i> 20 M 03 March 1999 <i>Issued by</i> FAA					
CAA.21NE2.00007	Original	18 December 200	CAA UK	Installation of DFDMU to meet FAR121.344 flight data recorder parameters.	Teledyne Controls 12333 West Olympic Boulevard Los Angeles California 90064 USA
<i>Original STC No (STC Import):</i> SA8030NM					
<i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00008	Original	15 January 2003	CAA UK	Installation of Honeywell CAS-81 TCAS.	Honeywell International 15001 NE 36th Street Redmond Washington 98052 USA
<i>Original STC No (STC Import):</i> SA2725SO					
<i>Issue</i> , <i>Issued by</i> FAA					

B747

B747-400		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00010	Issue 2,	07 February 2003	CAA UK	Installation of a Cabin Data Distribution System	Lufthansa Technik AG Postfach 63 03 00, D-22313 Hamburg Germany
<i>Original STC No (STC Import):</i> TA0692					
<i>Issue</i> 1 , <i>Issued by</i> LBA					

BOEING

B747

B747-400 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE2.00009	Original	07 February 2003	CAA UK	Installation of Connexion by Boeing Block 1 data system	Star Aviation Inc. 2150 Michigan Avenue Mobile Alabama 36615 USA
<i>Original STC No (STC Import):</i> ST02617AT					
<i>Issue</i> , <i>Issued by</i> FAA					

B757

B757-200 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00004	1	25 October 2002	CAA UK	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01334LA					
<i>Issue</i> , <i>Issued by</i> FAA					
CAA.21NE2.00016	Original	17 June 2003	CAA UK	Cockpit Door Surveillance System	AirWorks Inc 30212 Tomas Rancho Santa Margarita California 92688 USA USA
<i>Original STC No (STC Import):</i> ST01434LA					
<i>Issue</i> , <i>Issued by</i> FAA					

DC-10

DC-10 Type Certificate No (State of Design):					
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00013	Original	24 March 2003	CAA UK	Installation of reinforced cockpit door	C & D Aerospace 5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Original STC No (STC Import):</i> ST01391LA					
<i>Issue</i> , 24 September 20 <i>Issued by</i> FAA					

BOEING

DC-9

DC-9		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00014	Original	25 April 2003	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
Original STC No (STC Import): ST01336LA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Issue</i> , 23 August 2002 <i>Issued by</i> FAA					

MD-80

MD-80		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00014	Original	25 April 2003	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
Original STC No (STC Import): ST01336LA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Issue</i> , 23 August 2002 <i>Issued by</i> FAA					

BOMBARDIER

CL600

CL600-2B19 (Regional Jet)		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE1.00015	Original	30 April 2003	CAA UK	Installation of reinforced cockpit door.	C & D Aerospace
Original STC No (STC Import): ST01408LA					5701 Bolsa Avenue Huntington Beach CA 92647-2063 USA
<i>Issue</i> , 13 December 200 <i>Issued by</i> FAA					

RAYTHEON AIRCRAFT COMPANY

Hawker 800

Hawker 800		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE2.00018	Original	22 July 2003	CAA UK	Installation of Honeywell N1 Digital Electronic Controls (DEEC)	Garrett Aviation Services 1200 North Airport Drive Springfield Illinois 62707 USA
<i>Original STC No (STC Import):</i> ST01424CH-D					
<i>Issue</i> ,		<i>Issued by</i> FAA			

Hawker 800XP		Type Certificate No (State of Design):			
STC number	Rev./issue	Date of issue	Issued by	Description	STC Holder
CAA.21NE2.00018	Original	22 July 2003	CAA UK	Installation of Honeywell N1 Digital Electronic Controls (DEEC)	Garrett Aviation Services 1200 North Airport Drive Springfield Illinois 62707 USA
<i>Original STC No (STC Import):</i> ST01424CH-D					
<i>Issue</i> ,		<i>Issued by</i> FAA			

JTSO Authorisations - Import

Auxiliary Power Units

Hamilton Sundstrand Power Systems

4450 Ruffin Road
P.O. Box 85757
San Diego, CA 92186-5757
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with		Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.N-O.6601 JTSO 28-Aug-01	APU	JAR-AP Ch. 2	APU/92 APU/96	Part description and P/N T-62T-40C14	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Cat. I, Essential Unit		Deviations:		No				
Manuals: Engine Manual 40C14-1 IPC 40C14-3 Model Specification ESR1112								
DDP (or subsequent revisions):								
LBA.N-O.6621JTSO 02-Apr-03	APU T-62T-40C11	JAR-21 Sub.N- OP 92/	JAR-AP Ch. 2 OP 96/	Part description and P/N T-62T-40C11 4501966	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks:		Deviations:		No				
Manuals:								
DDP (or subsequent revisions):								
LBA.N-O.6622JTSO 26-Aug-03	APS2300	JAR-AP Amdt. 3						
Remarks: None		Deviations:		No				
Manuals: Maintenance Manual P/N 4505000 Model Spec. & Inst. & Oper. Instr. ESR1235								
DDP (or subsequent revisions): APS2300								

Auxiliary Power Units

Universal Avionics

3260 E. Universal Way
Tucson
AZ 85706
USA

Country issuing JTSOA France

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)			
F.N-O. 077	APU Model 331-600[A]	JAR-APCh. 2	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Mar-02			Electronic Control Box (ECB) 3888394-240401				
			Auxiliary Power Unit (APU) 3800610-1				

Remarks: DDP 31-15857-01A

Deviations: No

Manuals:

DDP (or subsequent revisions):

Flight and navigation instruments

Honeywell Inc.

Commercial Aviation System
Attn.: Ms. Marge Sonnek
8840 Evergreen Blvd.
Minneapolis, MN 55433-6040
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with				Part description, P/N and class(es)		Aircraft Station License (if relevant)		
								Emission Power	Emission Classes	Frequency band
LBA.N-O.10.480/011 JTSO 26-Sep-02	HG2100	C4c	C5e	C6d	C129a	Part description and P/N IRS-LRU HG2100AB()	Equipment class(es)	-	-	-

Remarks:

Deviations: No

Manuals: Installation: M15-3353-002,Rev.2
Maintenance: M15-3353-001

DDP (or subsequent revisions):

26019747

Flight and navigation instruments

Sandel Avionics LLC

2401 Dogwood Way
Vista
California 92083
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.986/01 JTSO 25-Jan-00	SN3308 Navigation Display	C113	<i>Part description and P/N</i> EHSI SN3308()-XX-XX	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i> <i>Frequency band</i>
					-	-

Remarks:

Deviations: No

Manuals: Operation: 82001-PG Rev. C
Installation: 90106-IM Rev. G

DDP (or subsequent revisions):

82001-1126 Rev. B

UPS Aviation Technologies

2345 Turner Road SE
Salem, OR 97302
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.986/006 JTSO 13-Feb-02	Apollo MX 20 Multi-Function Display	C113 C110a	<i>Part description and P/N</i> 430-0270-5(XX)	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i> <i>Frequency band</i>
					-	-

Remarks:

Deviations: No

Manuals: Operation: 560-1026-02
Installation: 560-1025-04, Rev. 4

DDP (or subsequent revisions):

PD1469

Pallets, containers, tie-down equipment

Aerospace Composite Structures

5910-C Midway Park Boulevard NE
Albuquerque
New Mexico 87109
USA

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
CAA.N-O.00011 18-Sep-03	AKE-1	C90c	Part description and P/N Air Cargo Container Unit Load Device 10011(xxx)	Equipment class(es)			

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DDP No: PD-10098 at Issue IR

Telair International

2930 East Maria Street
Rancho Dominguez
California 90221-5817
USA

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
CAA.N-O.00002 05-Aug-03	AKE	C90c	Part description and P/N Structural Cargo Container DCT50032-()	Equipment class(es)			

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DDP No: TIR-DDP-DCT50032 at Issue 1

CAA.N-O.00003	ABY	C90c	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
05-Aug-03			Structural Cargo Container A-AB146-N28				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DDP No: TEL/DDP/052 at Issue 5

Pallets, containers, tie-down equipment

Telair International

2930 East Maria Street
Rancho Dominguez
California 90221-5817
USA

Country issuing JTSOA United Kingdom

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)		
				Emission Power	Emission Classes	Frequency band
CAA.N-O.00004 15-Aug-03	AEP	C90c	Part description and P/N Equipment class(es) Structural Cargo Container A-AE1-N()			
<i>Remarks:</i>						
<i>Manuals:</i>						
<i>DDP (or subsequent revisions):</i>						
DDP No: TEL/DDP/054 at Issue 3						
CAA.N-O.00005 05-Aug-03	ALP	C90c	Part description and P/N Equipment class(es) Structural Cargo Container A-A11P- N5			
<i>Remarks:</i>						
<i>Manuals:</i>						
<i>DDP (or subsequent revisions):</i>						
DDP No: ACE/DDP/077 at Issue 3						
CAA.N-O.00006 05-Aug-03	AKH	C90c	Part description and P/N Equipment class(es) Structural Cargo Container DCT50251-535			
<i>Remarks:</i>						
<i>Manuals:</i>						
<i>DDP (or subsequent revisions):</i>						
DDP No: TIR-DDP-DCT50251 at Issue 1						
CAA.N-O.00007 05-Aug-03	AAC	C90c	Part description and P/N Equipment class(es) Structural Cargo Container DCT51892-3			
<i>Remarks:</i>						
<i>Manuals:</i>						

Pallets, containers, tie-down equipment

Telair International

2930 East Maria Street
Rancho Dominguez
California 90221-5817
USA

Country issuing JTSOA United Kingdom

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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DDP (or subsequent revisions):

DDP No:DDP-DCT51892 at Issue 2

Parachutes

Performance Designs Inc

1300 East International Speedway Blvd.
Deland
Florida 32724
USA

Country issuing JTSOA United Kingdom

Number

Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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CAA.N-O.00008

PD Series

C23d

Part description and P/N Equipment class(es)

28-Aug-03

Ram Air Reserve Parachute Canopy
PD113R

Emission Power	Emission Classes	Frequency band

Remarks:

Deviations: Yes

Manuals:

DDP (or subsequent revisions):

DDP No: PD-001, Issue: 1

CAA.N-O.00009

PR Series

C23d

Part description and P/N Equipment class(es)

28-Aug-03

Ram Air Reserve Parachute Canopy
PR281
Ram Air Reserve Parachute Canopy
PR106
Ram Air Reserve Parachute Canopy
PR099

Emission Power	Emission Classes	Frequency band

Remarks:

Deviations: Yes

Manuals:

DDP (or subsequent revisions):

DDP No: PR-001, Issue: 1

Parachutes

Performance Designs Inc

1300 East International Speedway Blvd.
Deland
Florida 32724
USA

Country issuing JTSOA United Kingdom

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
				<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
CAA.N-O.00010 28-Aug-03	TR Series	C23d	<i>Part description and P/N Equipment class(es)</i>			
			Ram Air Reserve Parachute Canopy TR375			
			Ram Air Reserve Parachute Canopy TR281 through to TR374			
			Ram Air Reserve Parachute Canopy TR253			
			Ram Air Reserve Parachute Canopy TR235			
			Ram Air Reserve Parachute Canopy TR218			
			Ram Air Reserve Parachute Canopy TR193			

Remarks: Pt No's: TR281 through to TR374 are
identified in one square foot increments.

Deviations: Yes

Manuals:

DDP (or subsequent revisions):

DDP No: TR-001, Issue: 1

Radio equipment - Communication (VHF/HF/ELT)

Artex Aircraft Supplies Inc.

14405 Keil Road NE
Aurora OR 97002
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.915/024 JTSO 26-Apr-02	ELT G406-1/-2	2C126	<i>Part description and P/N</i> <i>Equipment class(es)</i> Antennae 110-3()-() Rev. () NAV Interface 453-6500 Rev. () ELT 453-5102-() Rev. () ELT 453-5100-() Rev. ()	<i>Emission Power</i> - - 400 mW / 8 W 400 mW / 8 W	<i>Emission Classes</i> - - 2K20A3X / 16KOG1D 2K20A3X / 16KOG1D	<i>Frequency band</i> - - 121.5 MHz and 243.0 MHz / 406.025 MHz 121.5 MHz and 243.0 MHz / 406.025 MHz

Remarks:

Deviations: No

Manuals: Operation: 570-5100 Rev. A

DDP (or subsequent revisions):

6458 Issue 1

LBA.N-O.10.915/20 JTSO 29-Jun-00	ELT C406-2()	2C126	<i>Part description and P/N</i> Antennae 110-3()-() Rev () ELT C406-2HM 453-5001-() Rev () ELT C406-2 453-5000-() Rev ()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
					50 mW, 5 W	A3X, G1D	121.5, 243.0, 406 MHz
					50 mW, 5 W	A3X, G1D	121.5, 243.0, 406 MHz

Remarks:

Deviations: No

Manuals: Installation and Operation: 570-5000

DDP (or subsequent revisions):

6450

LBA.N-O.10.915/21 JTSO 29-Sep-00	Artex ELT B406-4 ()	2C126	<i>Part description and P/N</i> Antennae 110-3 ()-() ELT-NAV Interface 453-650 () Rev () ELT B406-4 453-5004 Rev ()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
					50 mW, 5 W	A3X, G1D	121.5, 243.0, 406 MHz

Remarks:

Deviations: No

Manuals: Installation/Operation: 570-5004 Rev. A

Radio equipment - Communication (VHF/HF/ELT)*Artex Aircraft Supplies Inc.*14405 Keil Road NE
Aurora OR 970002
USA**Country issuing JTSOA** Germany**Number****Date** **Article** **JTSO's complied with** **Part description, P/N and class(es)** **Aircraft Station License (if relevant)***DDP (or subsequent revisions):*

6455

LBA:N-O.10.915/22 JTSO 28-May-01	ELT C406-1()	2C126	<i>Part description and P/N</i> Antennae 110-3()-() Rev () ELT/NAV Interface 453-650() Rev () ELT C406-1HM 453-5003() Rev () ELT C401-1 453-5002() Rev ()	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
					50mW, 5W	A3X, G1D	121.5, 243.0, 406 MHz
					50mW, 5W	A3X, G1D	121.5, 243.0, 406 MHz

*Remarks:**Deviations:* No*Manuals:* Installation: 570-5001 Rev.- Ch. 3
Operations: 570-5001 Rev.- Ch. 2
Maintenance:570-5001 Rev.- Ch. 4*DDP (or subsequent revisions):*

6457 Issue 1

*DME Corporation*6830 N. W. Terrace
Fort Lauderdale, FL 33309-1518
USA**Country issuing JTSOA** Germany**Number****Date** **Article** **JTSO's complied with** **Part description, P/N and class(es)** **Aircraft Station License (if relevant)**LBA:N-O.10.915/026JTSO
22-Sep-03
SRB-406
-2C126*Remarks:* None*Deviations:* Yes*Manuals:* Operations Manual P/N Y1-06-0130 Rev. D
Installation Manual P/N Y1-06-0129 Rev. D
Maintenance Manual P/N ---*DDP (or subsequent revisions):*

Y3-04-0002 Rev. A, Attachment B

Radio equipment - Communication (VHF/HF/ELT)

Honeywell International Inc., Redmond

15001 N.E. 36th Street
Redmond, Washington 98052
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.911/105 JTSO 13-Feb-01	VHF Data Radio RTA-44D	2C37e 2C38e	<i>Part description and P/N</i> 064-5000-0505	<i>Equipment class(es)</i>	<i>Emission Power</i> 17.5/25 W	<i>Emission Classes</i> 14K0G1D, 7K00A9W, 7K00A3E	<i>Frequency band</i> 118 to 136.975 MHz
<i>Remarks:</i>							
<i>Manuals:</i> Installation: 1144-1, Rev. 4 Maintanance: 1144A-3, Rev. 3, 1144-1, Rev. 4		<i>Deviations:</i>	Yes				
<i>DDP (or subsequent revisions):</i> 2072799 Rev. D							
LBA.N-O.10.911/116JTSO 21-May-03	RTA-44D	2C37e 2C38e	<i>Part description and P/N</i> VHF Voice & Data Comm. Transceiver 064-50000-2000, -2051	<i>Equipment class(es)</i>	<i>Emission Power</i> 17.5W +/-2W 25 W	<i>Emission Classes</i> 14K0G1D 7K00A3E,7K00 A9W	<i>Frequency band</i> 118,000- 136.975 MHz
<i>Remarks:</i> Major Changes compared to -0505							
<i>Manuals:</i> Operations Manual P/N - - Installation Manual P/N I.B.1144-1 Rev.5 Maintenance Manual P/N I.B1144-2 Rev. 3 I.B 1144-3 Rev. 4 , I.B 1144-1 Rev. 5		<i>Deviations:</i>	No				
<i>DDP (or subsequent revisions):</i> 998-2858-805 for -2000,998-2887-805 Rev.A for -2051							

Radio equipment - Communication (VHF/HF/ELT)

Rockwell Collins Inc.

400 Collins Road NE
Cedar Rapids, Iowa 52498
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.N-O.10.911/108 JTSO 05-Dec-01	VHF-920 Communications Transceiver	2C37e 2C38e 2C128	822-1250-XXX		30 W / 30 W / 15 W	5K00A3E/10K0 A3D/14K0G1D	118-136.975 MHz
<i>Remarks:</i> <i>Manuals:</i> Maintenance: 523-0780696-1011113, Rev. 1 <i>DDP (or subsequent revisions):</i> 02-01A Issue 2							
LBA.N-O.10.911/112 JTSO 18-Oct-02	Transceiver VHF-4000	2C37e 2C38e 2C128	822-1468-0(),-1()		20W	5K00A3E, 10K0A3D	118-136.99167 MHz
<i>Remarks:</i> None <i>Manuals:</i> Installation: 523-0780702 Repair: 523-0780592 <i>DDP (or subsequent revisions):</i> 2-02A Issue 2							
LBA.N-O.10.930/067 JTSO 04-Dec-02	TDR-94, TDR-94D	2C112a	Mode S Transponder TDR 94: 622-9352-007 TDR-94D: 622-9210-007		450 W	13M5M1D	1090MHz
<i>Remarks:</i> Level 3ES Class 3a, TDR-94D has diversity <i>Manuals:</i> Installation: 523-0780702 Maintenance: 523-0778502, SB501 for modification of older TDR-94 to this status <i>DDP (or subsequent revisions):</i> 06-90 Issue 9, 12-90 Issue 9							

Radio equipment - Communication (VHF/HF/ELT)

Sigma-Tek Inc.

1001 Industrial Road
Augusta
KS 67010-9568
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>				<i>Part description, P/N and class(es)</i>		<div><i>Aircraft Station License (if relevant)</i></div>		
LBA.N-O.10.929/15 JTSO 08-Mar-00	Radio Control Panel 1U619-001	C34e 2C40c	C36e 2C66b	2C37e C74c	2C38e	<i>Part description and P/N</i> Radio Control Panel 1U619-001	<i>Equipment class(es)</i>	<div>Emission Power</div>	<div>Emission Classes</div>	<div>Frequency band</div>
								-	-	-
<i>Remarks:</i>										
<i>Manuals:</i> Operation:86M069 Installation:86M066 Rev. B		<i>Deviations:</i>				Yes				
<i>DDP (or subsequent revisions):</i> 87R036Issue B										

Universal Avionics

3260 E. Universal Way
Tucson
AZ 85706
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<table border="1"><tr><th colspan="3"><i>Aircraft Station License (if relevant)</i></th></tr><tr><th><i>Emission Power</i></th><th><i>Emission Classes</i></th><th><i>Frequency band</i></th></tr></table>	<i>Aircraft Station License (if relevant)</i>			<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
<i>Aircraft Station License (if relevant)</i>										
<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>								
LBA.N-O.10.911/101 JTSO 28-Sep-99	UL-601 Datalink Management System	2C37e 2C38e	<i>Part description and P/N</i> Configuration Modul 10651 <i>Equipment class(es)</i> VHF Transceiver 1066-()	<table border="1"><tr><td>-</td><td>-</td><td>-</td></tr><tr><td>13.8 W</td><td>13K0A2D</td><td>118 to 136.975 MHz</td></tr></table>	-	-	-	13.8 W	13K0A2D	118 to 136.975 MHz
-	-	-								
13.8 W	13K0A2D	118 to 136.975 MHz								
<i>Remarks:</i> Datalink only, no voice communication										
<i>Manuals:</i> Operation: 2423sv603 Installation: 23-20-22		<i>Deviations:</i>	Yes							
<i>DDP (or subsequent revisions):</i> 20292 Issue 3										

Radio equipment - Communication (VHF/HF/ELT)

UPS Aviation Technologies

2345 Turner Road SE
Salem, OR 97302
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with				Part description, P/N and class(es)		Aircraft Station License (if relevant)		
								Emission Power	Emission Classes	Frequency band
LBA.N-O.10.985/005 JTSO 12-Apr-02	Apollo SL30 Nav/Comm	C34e	C36e	2C37e	2C38e	Part description and P/N	Equipment class(es)	8 W	6K00A3E	118-136.975 MHz
		2C40c	2C66b	2C128		Apollo SL30 Nav/Comm 430-6040-3(xx)				
Remarks:										
Manuals:										
DDP (or subsequent revisions):										
PD3026 Rev. B										

Radio equipment - Multisensorsystems

Garmin International Inc.

1200 East 151st Street
Olathe
Kansas 66062
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.N-O.10.985/009JTSO	GNS 530A GPS, VOR/ILS, VHF Comm	C34e C36e 2C37e Class4 2C38e ClassC 2C40c C129a	Part description and P/N	Equipment class(es)	15 W	6L00A3E	117.975 - 137.000MhZ
02-Jun-03			011-00835-() Unit Level 010-00285-() Shipping Level				
Remarks: - - -		ClassA					
Manuals: Operations Manual P/N 190-00181-00 Rev. C Installation Manual P/N 190-00181-02 Rev. F Maintenance Manual P/N 190-00181-05 Rev. B		Deviations: Yes					
DDP (or subsequent revisions): QAA-807 Rev. A							

Radio equipment - Multisensorsystems

Honeywell International Inc., Olathe

23500 West 105th Street
Olathe
Kansas 66061
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>				<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.985/02 JTSO 02-Aug-00	COM/NAV Transceiver KX165A	C34e 2C40c	C36e	2C37e	2C38e	<i>Part description and P/N</i> 8.33 khz 069-01033-0201() 069-01033-0101()	<i>Equipment class(es)</i>	<i>Emission Power</i> 10 W 10W	<i>Emission Classes</i> 6K00A3E A3E	<i>Frequency band</i> 118 to 136.975 MHz 118 to 136.975 MHz

Remarks: 25 kHz and 8.33 kHz

Deviations: No

Manuals: Installation: 006-10542-0003, Rev. 3
Maintenance: 006-15610-0000

DDP (or subsequent revisions):

288

UPS Aviation Technologies

2345 Turner Road SE
Salem, OR 97302
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
LBA.N-O.10.985/014JTSO 22-Aug-03	CNX80	C34e,C 2C37e, Class4 2C38e Class D 2C40 C113 2C128 C146 Class1		
Remarks:		Deviations: Yes		
Manuals:	Operations Manual P/N 560-0984-00 Rev. B Installation Manual P/N 560-0982-00 Rev. C Maintenance Manual P/N 560-7027-00			
DDP (or subsequent revisions):	PD 2257			

Radio equipment - Navigation

Garmin International Inc.

1200 East 151st Street
Olathe
Kansas 66062
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
LBA.N-O.10.916/020JTSO 25-Sep-03	GPS 400	-C129a		
<i>Remarks:</i> None				
<i>Manuals:</i> Operations Manual P/N 190-00140-60 Rev. A Installation Manual P/N 190-00140-02 Rev. F Maintenance Manual P/N 190-00140-05 Rev. A				
<i>DDP (or subsequent revisions):</i> 190-00140-67				
LBA.N-O.10.916/024JTSO 12-Sep-03	GPS 500	C129a		
<i>Remarks:</i>				
<i>Manuals:</i> Operations Manual P/N 190-00181-60 Rev. B Installation Manual P/N 190-00181-02 Rev. G Maintenance Manual P/N 190-00181-05 Rev. B				
<i>DDP (or subsequent revisions):</i> QAA-801 Rev. D				

Radio equipment - Navigation

Honeywell Grimes Aerospace Comp.

550 Route 55
Urbana, OH 43078
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.N-O.10.985/015JTSO 19-May-03	KI-825	C113 C6d C34e C36e 2C40c C110a	EHSI 80-5205-()-()		-	-	-
<i>Remarks:</i> None							
<i>Manuals:</i> Operations:006-18280-0000 Rev. 1 Installation:006-10650-0000 Rev. 6							
<i>DDP (or subsequent revisions):</i> E3-754							

Deviations: No

Honeywell International Inc., Olathe

23500 West 105th Street
Olathe
Kansas 66061
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
LBA.N-O.10.916/23 JTSO 24-Nov-00	GPS Navigations System KLN 94	C129a	Data Base 071-00163-() Installation Kit 050-3321-0000 GPS-Unit 069-01034-()		-	-	-
<i>Remarks:</i>							
<i>Manuals:</i> Installation:006-10599-0000 Rev. 0 Operations:006-18207-0000 Maintenance:006-15599-0000 Rev. 0							
<i>DDP (or subsequent revisions):</i> 227							

Deviations: Yes

Radio equipment - Navigation

Mid-Continent Instruments

9400 E. 34th Street N.
Wichita
KS 67226
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
LBA.N-O.10.929/14 JTSO 09-Feb-00	Course Deviation Indicator MD200	C34e C36e 2C40c	CDI MD200-()		-	-	-
Remarks: The following P/N are not covered by this JTSO Authorisation: MD200-98, -99, -104, - 106, 108, -110							
Deviations: No							
Manuals: Installation/Operation:8014524 Rev. 0							
DDP (or subsequent revisions): MD200-JTSO Rev. B							

PSEngineering Incorporated

9800 Martel Road
Lenoir City TN
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
			<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
LBA.N-O.10.923/32 JTSO 03-Dec-99	Audio Selector Panel PMA 7000M-S()	2C35d C50c	PMA 7000S()		-	-	-
Remarks:							
Deviations: No							
Manuals: Installation/Operation:200-070-0011 rev. 11							
DDP (or subsequent revisions): 002-799-0599 Rev. 2							

Radio equipment - Navigation

Rockwell Collins Inc.

400 Collins Road NE
Cedar Rapids, Iowa 52498
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.N-O.10.916/025 JTSO 21-Jan-03	GPS-4000A	C129a	Part description and P/N GPS-Sensor 822-1377-()	Equipment class(es)	-	-	-
<i>Remarks:</i> <i>Manuals:</i> Installation: incl. Maintenance: 523-0777881-101113 Rev.1 <i>DDP (or subsequent revisions):</i> 01-00 Issue 1							
LBA.N-O.10.922/095 JTSO 31-Jan-03	NAV-4500	2C34f 2C36f 2C35d 2C40c	Part description and P/N Navigation Receiver 822-1579-()	Equipment class(es)	-	-	-
<i>Remarks:</i> <i>Manuals:</i> Installation: 523-0780702 Maintenance: 523-0780656 <i>DDP (or subsequent revisions):</i> 02-05A Issue 2							
LBA.N-O.10.925/034 JTSO 18-Oct-02	DME-4000	2C66b	Part description and P/N DME 822-1466-()	Equipment class(es)	555W	1M10M1D	960-1215 MHz
<i>Remarks:</i> <i>Manuals:</i> Installation:523-780702 Maintenance: 5230780671 <i>DDP (or subsequent revisions):</i> 02-04A Issue 2							
LBA.N-O.10.985/011 JTSO 20-Feb-03	NAV-4000	2C34f 2C36f 2C35d 2C40c 2C41d	Part description and P/N NAV-Receiver 822-1465-()	Equipment class(es)	-	-	-
<i>Remarks:</i> <i>Manuals:</i> Installation: 523-0780702							

Radio equipment - Navigation

Rockwell Collins Inc.

400 Collins Road NE
Cedar Rapids, Iowa 52498
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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Maintenance: 523-0780656

DDP (or subsequent revisions):

02-05A Issue 2

UPS Aviation Technologies

2345 Turner Road SE
Salem, OR 97302
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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LBA.N-O.10.916/018 JTSO 20-Feb-03	GX50 GPS	C129a ClassA	Part description and P/N 430-6050-40(x)	Equipment class(es)	Emission Power ---	Emission Classes ---	Frequency band ---
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Remarks:

Manuals: Operations: 560-1026-04a
560-0959-04a

Installation:

Deviations: No

DDP (or subsequent revisions):

PD1400 Rev. C

LBA.N-O.10.985/012 JTSO 06-Jan-03	GX60 GPS/COMM	2C37e Class4 2C128 C129a ClassA	C38e ClassD	Part description and P/N 430-6050-6(XX)	Equipment class(es)	Emission Power 8W min., 10W typ	Emission Classes 6K00A3E	Frequency band 118.00 - 136.975 MHz
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Remarks: Software Revision 3.5 or higher

Manuals: Operation: 560-1026-4a,
560-0959-04a,
Maintenance: 560-7001-00

Installation:

Deviations: No

DDP (or subsequent revisions):

PD1491 Rev. A

LBA.N-O.10.985/013 JTSO 20-Feb-03	GX65 GPPS/COMM	2C37e Class 4 2C128 C129a ClassA	C38e Class D	Part description and P/N GX65 GPS/COMM P/N 430-6050-80(x) with software revision 3.5 or higher	Equipment class(es)	Emission Power 8 Wmin, 10 Wtyp	Emission Classes 6K00A3E	Frequency band 118.000- 136.975 MHz
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Radio equipment - Navigation

UPS Aviation Technologies

2345 Turner Road SE
Salem, OR 97302
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
<i>Remarks:</i> 25 kHz channel spacing				
<i>Manuals:</i> Operation: 560-1026-4a 560-0959-04a Maintenance: 560-7001-000		<i>Deviations:</i> No	Installation:	
<i>DDP (or subsequent revisions):</i> PD1402 Rev. C				

Radio equipment - Radar and Transponder

ACSS

19810 North 7th Avenue
Phoenix, AZ 85027-4400
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
LBA.N-O.10.930/060JTSO 10-Sep-03	RT-950/951	2C112a		
<i>Remarks:</i> Change of existing JTSOA: The Honeywell department which hold the JTSOA for this article since 2000-05-21 now forms a separate company named ACSS. The authorisation for this article previously produced and labelled by Honeywell remains valid.		<i>Deviations:</i>	Yes	
<i>Manuals:</i> Operation: --- Installation: A09-3839-001 Maintenance: A09-3839-002				
<i>DDP (or subsequent revisions):</i> 8002034-001				
LBA.N-O.10.930/068 10-Sep-03	RT-950/951	2C112a		
<i>Remarks:</i> Change of existing JTSOA: The Honeywell department which hold the JTSOA for thes		<i>Deviations:</i>	Yes	

Radio equipment - Radar and Transponder

ACSS

19810 North 7th Avenue
Phoenix, AZ 85027-4400
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
	article since 2000-01-10 now forms a separate company named ACSS. The authorisation for this article previously produced and labelled by Honeywell remains valid.			
	Manuals: Operations Manual P/N --- Installation Manual P/N A09-3839-001 Maintenance Manual P/N A09-3839-002			
	DDP (or subsequent revisions): 8000391-001 Rev. D			

Garmin International Inc.

1200 East 151st Street
Olathe
Kansas 66062
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>			
LBA.N-O.10.930/064 JTSO 23-Jan-03	GTX330/330D 2A	2C112a Level2s Class 1	<i>Part description and P/N</i> GTX330 Shipping Level 010-00230-()	<i>Equipment class(es)</i>	<i>Emission Power</i> 251 W	<i>Emission Classes</i> 12M0M1D	<i>Frequency band</i> 1090 MHz
<i>Remarks:</i> Level 2s		<i>Deviations:</i>	Yes				
<i>Manuals:</i> Operation: 190-00207-00 Installation:190-00207-02							
<i>DDP (or subsequent revisions):</i> 190-00207-04 Rev. C							
LBA.N-O.10.930/065JTSO 07-Oct-02	GTX 330 D Transponder	2C112a Level 1 Class 1	<i>Part description and P/N</i> Shipping Level 010-00308-()	<i>Equipment class(es)</i>	<i>Emission Power</i> 251 W PEP	<i>Emission Classes</i> 12M0M1D	<i>Frequency band</i> 1090 MHz
<i>Remarks:</i> Level 1s		<i>Deviations:</i>	Yes				
<i>Manuals:</i> Operation: 190-00207-00 Installation: 190-00207-02							

Radio equipment - Radar and Transponder

Garmin International Inc.

1200 East 151st Street
Olathe
Kansas 66062
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
DDP (or subsequent revisions): 190-00207-04 Rev. B							
LBA.N-O.10.930/57 JTSO 20-Jun-00	GTX327 SSR Transponder	C74c	Part description and P/N Unit level 011-00490-() Shipping level 010-00188-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
					200 W	11M0M1D	1090 MHz
					200 W	11M0M1D	1090 MHz
Remarks:		Deviations:	Yes				
Manuals: Installation:190-00187-02 Operation: 190-00187-00							
DDP (or subsequent revisions): 190-00187-07 Rev. A							
LBA.N-O.10.930/61 JTSO 28-May-01	SSR ATC Transponder GTX 320A	C74c	Part description and P/N Unit level 011-00728-() Shipping level 010-00247-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
					210 W	11M0M1D	1090 MHz
					210 W	11M0M1D	1090 MHz
Remarks:		Deviations:	Yes				
Manuals: Installation:190-00133-01 Operation: 190-00133-09 Maintenance: 190-00133-08							
DDP (or subsequent revisions): 190-00133-10 Rev. B							

Radio equipment - Radar and Transponder

Goodrich Avionics Systems, Inc.

5353 52nd Street, S.E.
Grand Rapids
MI 49512-9704
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.986/008 JTSO 03-May-02	WX-1000/SKY497	C113	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			TAS/Stormscope Display 78-8060-5900-9		----	----	----
			TAS/Stormscope Display 78-8060-5900-8		-----	----	----

Remarks:

Deviations: Yes

Manuals: Operation: 009-11901-001
Installation: 009-11900-001
Maintenance: 009-10091-001

DDP (or subsequent revisions):

016-11945-001 Rev. B

LBA.N-O.10.986/009 JTSO 21-Mar-02	RGC250 Radar Graphics Computer	C105	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			805-11400-()		-	-	-

Remarks:

Deviations: No

Manuals: Operation: 009-11401-001
Installation: 009-11400-001
Maintenance: 009-11402-001

DDP (or subsequent revisions):

016-11465-001 Rev. A

Radio equipment - Radar and Transponder

Honeywell Inc.

Commercial Aviation System
Attn.: Ms. Marge Sonnek
8840 Evergreen Blvd.
Minneapolis, MN 55433-6040
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.930/060 JTSO 21-May-02	XS-950 Mode S Transponder	2C112a	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			Data Link Transponder 7517800-55004		750 W	18MOP1D	1090 MHz
			Data Link Transponder 7517800-10004		750 W	18MOP1D	1090 MHz

Remarks:

Deviations: Yes

Manuals: Installation: A09-3839-001
Maintenance: A09-3839-002

DDP (or subsequent revisions):

EB7021592 Rev. C

LBA.N-O.10.930/068 JTSO 10-Jan-03	XS-950 Mode S Transponder	2C112a	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			Data Link Transponder 7517800-10005, -55005		750 W	18MOP1D	1090MHz

Remarks:

Deviations: Yes

Manuals: Installation: A09-3839-001
Maintenance: A09-3839-002

DDP (or subsequent revisions):

8000391

Radio equipment - Radar and Transponder

Honeywell International Inc., Redmond

15001 N.E. 36th Street
Redmond, Washington 98052
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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LBA.N-O.10.930/070JTSO TRA-67A 2C112a

04-Jul-03

Remarks: None

Deviations: No

Manuals: Operations Manual P/N---
Installation Manual P/N I.B. 1167, Rev. 9
Maintenance Manual P/N I.B. 1167A-1

DDP (or subsequent revisions):

DDP Nr. 176 Rev. AE

Rockwell Collins Inc.

400 Collins Road NE
Cedar Rapids, Iowa 52498
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
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LBA.N-O.10.930/071JTSO CTL-92E C74c C119b 2C112a

11-Mar-03

Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
822-1807-001, -002, -003, -004, -005- -006		-	-	-

Remarks: Steering Unit for Transponder and ACAS II

Deviations: No

Manuals: Installation/Operation: 523-0772719

DDP (or subsequent revisions):

1-03, Issue 1

Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
822-1338-020		500 W	13M5M1D	1090 MHz
822-1338-002		500 W	13M5M1D	1090 MHz
822-1338-001		500 W	13M5M1D	1090 MHz

31-Jul-00

Remarks: The Equipment is technically compliant with JTSO-2C112a because JTSO-2C112a was not published when the authorisation was granted, it was certified to JTSO-2C112.

Deviations: Yes

Manuals: Installation: 523-07370-001

Radio equipment - Radar and Transponder

Rockwell Collins Inc.

400 Collins Road NE
Cedar Rapids, Iowa 52498
USA

Country issuing JTSOA Germany

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

DDP (or subsequent revisions):

11-99A Issue 1

LBA.N-O-10.930/075JTSO	TPR-901	2C112a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
13-Jun-03			822-1338-()		500W	13M5M1D	1090 MHz

Remarks: None

Deviations: Yes

Manuals: Operations Manual P/N n/a
Installation Manual P/N 523-7370-001

DDP (or subsequent revisions):

UPS Aviation Technologies

2345 Turner Road SE
Salem, OR 97302
USA

Country issuing JTSOA Germany

Number

Date

Article

JTSO's complied with

Part description, P/N and class(es)

Aircraft Station License (if relevant)

LBA.N-O.10.930/58JTSO	Apollo SL70 Mode C Transponder	C74c	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
17-Sep-01			430-6090-1XX		370 Watts max	14M0M1D	1090MHz

Remarks:

Deviations: Yes

Manuals: Operation: 560-0401-00
Installaion: 560-0402-00A

DDP (or subsequent revisions):

4037 Rev. A

Safety belts, Seats and berths

B/E Aerospace Inc.

1455 Fairchild Road
Winston-Salem
North Carolina 27105
USA

Country issuing JTSOA United Kingdom

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>	<i>Aircraft Station License (if relevant)</i>			
CAA.N-O.00001	980-DS125()-()	C39b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
08-Apr-03			Aircraft Passenger Seats 1003280-XXX				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

DDP No.03-007 Issue 2

LBA.N-O.30.131/112 JTSO	Convertible Seat CV1.1-(-)() C39b	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
27-Apr-00		87282-107				
		87282-013				
		87282-011				
		87282-001				

Remarks:

Deviations: No

Manuals: CMM 25-40-14 dated 1999/05/31

DDP (or subsequent revisions):

LBA.N-O.30.131/113 JTSO 27-Apr-00	Convertible Seat CV1.2-3-()	C39b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			87283-108				
			87283-018				
			87283-016				
			87283-006				
			87283-002				

Remarks:

Deviations: No

Manuals: CMM 25-40-14 dated 1999/05/31

DDP (or subsequent revisions):

Safety belts, Seats and berths

Brice Manufacturing Company

10262 Norris Avenue
Pacoima
California 91331
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
					Emission Power	Emission Classes	Frequency band
LBA.N-O.30.131/115 JTSO	Economy passenger seat	C39b	Part description and P/N	Equipment class(es)			
05-Jan-00	Model B 1000		70548-4XX-()				
			70547-4XX-()				
			70546-4XX-()				
			70545-4XX-()				

Remarks:

Deviations: No

Manuals:

DDP (or subsequent revisions):

Warning systems (Ground proximity warning systems, TCAS, Stormscopes)

ACSS

19810 North 7th Avenue
Phoenix, AZ 85027-4400
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<i>Aircraft Station License (if relevant)</i>		
LBA.N-O.10.940/06 JTSO 03-Jul-03	RT-950/951	C119a	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			TCAS Computer 7517900-71002		500 W	18M0P1D	1030 MHz
			TCAS Computer 7517900-55002		500 W	18M0P1D	1030 MHz
			TCAS Computer 7517900-10002		500 W	18M0P1D	1030 MHz
<i>Remarks:</i> Change of existing JTSOA: The Honeywell department which hold the JTSOA for this article since 2000-08-29 now forms a separate company named ACSS. The authorisation for this article previously produced and labelled by Honeywell remains valid.							
			<i>Deviations:</i>	Yes			
<i>Manuals:</i> Operations: C28-3841-02-04 Installation: A09-384-001 Maintenance: A09-384-002							
<i>DDP (or subsequent revisions):</i> 8001780-001							
LBA.N-O.10.940/07 JTSO 03-Jul-03	RT-950/951	C119b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
			TCAS-Computer 7517900-(XX)102		500W	18M0P1D	1030 MHz
			TCAS-Computer 7517900-(XX)101		500W	18M0P1D	1030 MHz
			TCAS-Computer 7517900-(XX)004		500W	18M0P1D	1030 MHz
			TCAS-Computer 7517900-(XX)003		500W	18M0P1D	1030 MHz
<i>Remarks:</i> Change of existing JTSOA: The Honeywell department which hold a JTSOA for this article since 2000-11-14 now forms a separate company named ACSS. The authorisation for this article previously produced and labelled by Honeywell remains valid.							
			<i>Deviations:</i>	Yes			
<i>Manuals:</i> Operations: C28-3841-02-04 Installation: A09-384-001 Maintenance: A09-384-002							
<i>DDP (or subsequent revisions):</i> 8001780-001							

Warning systems (Ground proximity warning systems, TCAS, Stormscopes)

Avtech Corporation

3400 Wallingford Avenue North
Seattle
Washington 98103-9095
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.N-O.10.952/71 JTSO 13-Dec-00	Display Switching Unit DSU 6001-1	C105	Part description and P/N 6001-1[]	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Manuals: Installation Manual P/N 6001-1680 Rev. B Operations Manual P/N 6001-1680 Rev. B Maintenance Manual P/N CMM 34-40-01 DDP (or subsequent revisions):							
Deviations: No							

Goodrich Avionics Systems, Inc.

5353 52nd Street, S.E.
Grand Rapids
MI 49512-9704
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.N-O.10.540/07 JTSO 09-Jan-01	WX500 Stormscope	C110a	Part description and P/N 805-11930-() 805-11500-()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Manuals: Installation: 009-11500-001 Operation: 009-11501-001 DDP (or subsequent revisions): 016-11528-001 Rev. A					----	----	----
Deviations: No					----	----	----

LBA.N-O.10.941/004 JTSO 06-Jun-02	Sky899A TCAS I	C118	Part description and P/N Antenna 805-10003-001 TCAS Computer 805-11900-002	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: Manuals: Operation: 009-11906-001					-	-	-
Deviations: No					500 W	200M0PON	1030 MHz

Warning systems (Ground proximity warning systems, TCAS, Stormscopes)

Goodrich Avionics Systems, Inc.

5353 52nd Street, S.E.
Grand Rapids
MI 49512-9704
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)	Aircraft Station License (if relevant)
Installation:009-11905-001				
DDP (or subsequent revisions):				
016-1195-002 Rev. A				

Honeywell Inc.

Commercial Aviation System
Attn.: Ms. Marge Sonnek
8840 Evergreen Blvd.
Minneapolis, MN 55433-6040
USA

Country issuing JTSOA Germany

<i>Number Date</i>	<i>Article</i>	<i>JTSO's complied with</i>	<i>Part description, P/N and class(es)</i>		<div><i>Aircraft Station License (if relevant)</i></div>		
LBA.N-O.10.940/08 JTSO	RT-910 TCAS Computer	C119b	<i>Part description and P/N</i>	<i>Equipment class(es)</i>	<i>Emission Power</i>	<i>Emission Classes</i>	<i>Frequency band</i>
19-Dec-00			4066010-910		500 W	18M0P1D	1030 MHz

Remarks: SW Change 7

Deviations: Yes

Manuals: Operation: C28-3841-005-00
Maintenance: 15-3841-05
Service Bulletin 4066010-910
SAS C72-3841-255

DDP (or subsequent revisions):

5140-0897 Rev. F

Warning systems (Ground proximity warning systems, TCAS, Stormscopes)

Honeywell International Inc., Olathe

23500 West 105th Street
Olathe
Kansas 66061
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.N-O.10.940/009 JTSO 26-Sep-02	KTA910	C118	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
			TCAS Computer 066-01177-0101		316W	18M0V1D	1030 MHz
<i>Remarks:</i> TCAS I							
<i>Manuals:</i> Operation: 006-18273-0000 Installation: 006-10633-0000 Maintenance: 006-15634-0000							
<i>DDP (or subsequent revisions):</i> #233							
LBA.N-O.10.985/010 JTSO 20-Sep-02	KMH920 Multi-Hazard Awareness Processor	C118 C151a	Part description and P/N	Equipment class(es)	Emission Power	Emission Classes	Frequency band
			incl. GPS 066-01178-0101		316 W	18M0V1D	1030 MHz
<i>Remarks:</i> TCAS I and EGPWS							
<i>Manuals:</i> Operation: 006-18273-0000 Installation: 006-10633-0000 Maintenance: 006-15634-0000							
<i>DDP (or subsequent revisions):</i> #233							

Warning systems (Ground proximity warning systems, TCAS, Stormscopes)

Rockwell Collins Inc.

400 Collins Road NE
Cedar Rapids, Iowa 52498
USA

Country issuing JTSOA Germany

Number Date	Article	JTSO's complied with	Part description, P/N and class(es)		Aircraft Station License (if relevant)		
LBA.N-O.10.940/04 JTSO 01-Sep-00	TTR-921 TCAS Computer	C119b	Part description and P/N 822-1293-[XXX]	Equipment class(es)	Emission Power 400 W	Emission Classes 14M0LXD	Frequency band 1030 MHz
Remarks:		Deviations:	Yes				
Manuals: Operation: 523-0776369-004117 Installation: 523-0775833-015116 Maintenance: 523-0780037-001113							
DDP (or subsequent revisions): 2-90A Issue 15							
LBA.N-O.10.940/05 JTSO 01-Sep-00	TTR-4000 TCAS Computer	C119b	Part description and P/N 822-1294-[XXX]	Equipment class(es)	Emission Power 400 W	Emission Classes 14M0LXD	Frequency band 1030 MHz
Remarks:		Deviations:	Yes				
Manuals: Maintenance: 523-0780040-001113 Installation: 523-07880450 Operation:523-0776369-004117							
DDP (or subsequent revisions): 2-90A Issue 15							
LBA.N-O.10.952/072JTSO 30-Jun-03	WXR-2100	2C63c	Part description and P/N Antenna Pedestal 622-5135-8() Weather Radar LRU 822-1710()	Equipment class(es)	Emission Power	Emission Classes	Frequency band
Remarks: None		Deviations:	No				
Manuals: Installation: 523-0780943							
DDP (or subsequent revisions): 03-8A Issue 2							

List of STC - Engine (Non JAA Products)

<i>Type Certificate No (State of Design):</i>

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
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List of STC - Propeller (Non JAA Products)

<i>Type Certificate No (State of Design):</i>

<i>STC number</i>	<i>Rev./issue</i>	<i>Date of issue</i>	<i>Issued by</i>	<i>Description</i>	<i>STC Holder</i>
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Fax : 420 2 20562 270

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Division Aircraft

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The Netherlands
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Fax : 31 23 5663 001

CAA-Norway

Airworthiness and Flight Operations Department

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United Kingdom
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DGAC-F

GSAC Département Production

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92314 Sèvres Cedex

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28071 Madrid

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Ministry of Transport, DAC

Bureau de la Navigabilité

19-21 Boulevard Royal

L-2938 Luxembourg

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MOT - Austria

Abt.II/D/25 - Flugbetrieb und Technik

Radetskystrasse 2

A-1031 Vienna

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Phone : 43 1711 629 900

Fax : 43 1711 629 998

LIST OF APPROVED PRODUCTION ORGANISATIONS

AEROLITE MAX BUCHER AG	FOCA.G.006	
AUMÜHLESTRASSE 10	<i>Scope of Work :</i> C1	<i>JAA-NAA Office :</i>
CH-6373 ENNETBÜRGEN		<i>FOCA-Switzerland</i>
Switzerland	C2	Aeronautical Organisations
Phone : 41 41 624 58 58		
Fax : 41 41 624 58 59		

AEROSTAR S.A.	AACR.G.003	
Str. CONDORILOR Nr. 9	<i>Scope of Work :</i> C2	<i>JAA-NAA Office :</i>
Cod 60030 BACAU		<i>CAA-Romania</i>
Romania		Approvals Register,
Phone : 40 234 572 006		Standards and Programs
Fax : 40 234 572 023		Dept.

AVIOANE CRAIOVA S.A.	AACR.G.002	
Str. AVIATORILOR Nr. 10	<i>Scope of Work :</i> C2	<i>JAA-NAA Office :</i>
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Fax : 40 251 402 040		Dept.

BUCHER LEICHTBAU AG	FOCA.G.004	
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GRENCHEM, Airport	<i>Scope of Work :</i> C2	<i>JAA-NAA Office :</i>
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MECAPLEX AG	FOCA.G.009	
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Fax : 41 32 645 10 09		

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