

AGREEMENT

between the UNITED STATES OF AMERICA and the EUROPEAN COMMUNITY on Cooperation in the Regulation of Civil Aviation Safety

The long-awaited bilateral aviation safety agreement (BASA) between the United States and European Union entered into force.

- The “Agreement” signed June 30, 2008
 - Diplomatic Notes exchanged March 15, 2011
 - Entered into force May 1, 2011
- It will replace previous US agreements with EU Member States
 - 14 airworthiness agreements
 - 3 maintenance agreements



ACCEPTANCE OF REPAIR DATA



FAA and EASA will accept each other's approved repair design data regardless of State of Design of the component/product.

Two processes established:

1. Streamlined Reciprocal Acceptance of repair data for non-critical components
2. Formal approval of critical component repair data

“Critical Component” means a part identified as critical by the design approval holder during the product type validation process, or otherwise by the exporting authority.

ACCEPTANCE OF REPAIR DATA



- **FAA and EASA have agreed to accept each other's systems for the classification and approval of repair data,**
 - In the U.S., follow existing FAA policies for U.S. minor and major repair data that apply today to ACOs and FAA designees.
 - In Europe, use EASA classification (Part 21).
- **The first step in reciprocal acceptance is that the data must have a local approval.**
 - FAA approval/acceptance for repairs designed in the U.S. system;
 - EASA approval for repairs designed in the EU system
- **FAA or EASA must approve/accept the repair design data under its own system before the other bilateral partner can accept it.**

REPAIR APPROVAL according to EASA Part 21

EASA repair design data approval is substantiated

→ via an EASA repair design approval letter
- for **Major Repairs**

(also for Minor Repairs if designed by a non approved organisation.)

→ via a repair design approval issued under a EASA Design Organization Approval for **Minor Repairs**
(also for Major Repairs if released by the TC/STC hold)

The repair approval is referenced by the Engineering Order.

MTU's Repair Approval according to EASA Part 21

MTU Aero Engines' Design Organization Approval (DOA) is granted with EASA Approval No. EASA.21J.248

MTU have the privileges to design and approve Minor Repairs and Minor Changes.



European Aviation Safety Agency

APPROVAL CERTIFICATE

EASA.21J.248

Pursuant to Regulations (EC) 1592/2002 and (EC) 1702/2003 and subject to the conditions specified below, the Agency hereby certifies

MTU AERO ENGINES GmbH
Dachauer Str. 665
D-80995 München
Germany

as a DESIGN ORGANISATION

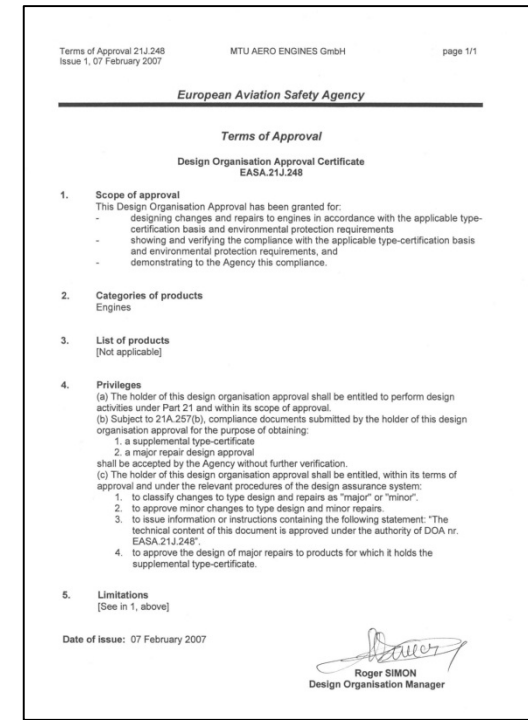
approved according to Part 21, Section A, Subpart J

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 Design Organisation Handbook, reference Design Organisation Handbook MTU Aero Engines GmbH, in the latest revision, and
3. This approval is valid whilst the approved Design Organisation remains in compliance with Part 21, Section A, Subpart J.
4. Subject to compliance with the foregoing conditions, this approval shall remain valid until surrendered or revoked.

For the European Aviation Safety Agency,
Date of issue: 07 February 2007


Roger SIMON
Design Organisation Manager



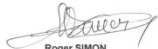
Terms of Approval 21J.248 MTU AERO ENGINES GmbH page 1/1
Issue 1, 07 February 2007

European Aviation Safety Agency

Terms of Approval
Design Organisation Approval Certificate
EASA.21J.248

1. **Scope of approval**
This Design Organisation Approval has been granted for:
 - designing changes and repairs to engines in accordance with the applicable type-certification basis and environmental protection requirements
 - showing and verifying the compliance with the applicable type-certification basis and environmental protection requirements, and
 - demonstrating to the Agency this compliance.
2. **Categories of products**
Engines
3. **List of products**
[Not applicable]
4. **Privileges**
(a) The holder of this design organisation approval shall be entitled to perform design activities under Part 21 and within its scope of approval.
(b) Subject to 21A.257(b), compliance documents submitted by the holder of this design organisation approval for the purpose of obtaining:
 1. a supplemental type-certificate
 2. a major repair design approvalshall be accepted by the Agency without further verification.
(c) The holder of this 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.21J.248".
 4. to approve the design of major repairs to products for which it holds the supplemental type-certificate.
5. **Limitations**
[See in 1, above]

Date of issue: 07 February 2007


Roger SIMON
Design Organisation Manager

www.mtu.de

-> <http://www.mtu.de/en/company/quality/certification/index.html>

MTU's Repair Approval according to EASA Part 21

MTU Maintenance' Design Organization Approval (DOA) is granted with EASA Approval No. EASA.21J.572

MTU have the privileges to design and approve Minor Repairs and Minor Changes.



APPROVAL CERTIFICATE
EASA.21J.572

Pursuant to Regulations (EC) 216/2008 and (EU) 748/2012 and subject to the conditions specified below, the Agency hereby certifies

MTU Maintenance Hannover GmbH
Münchner Str. 31
30855 Langenhagen
Germany

as a DESIGN ORGANISATION

approved according to Part 21, Section A, Subpart J.

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 Design Organisation Handbook, reference MM02D-06, in the latest revision, and
3. This approval is valid whilst the approved Design Organisation remains in compliance with Part 21, Section A, Subpart J.
4. Subject to compliance with the foregoing conditions, this approval shall remain valid until surrendered or revoked.

For the European Aviation Safety Agency,
Date of issue: 27 May 2015

Dominique ROLAND
Head of Design Organisations Department




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Terms of Approval 21J.572
Issue 2, 18 December 2015

MTU Maintenance Hannover GmbH

Terms of Approval
Design Organisation Approval Certificate
EASA.21J.572

1 Scope of approval

This Design Organisation Approval has been granted for:

- designing minor changes and repairs to turbine engines in accordance with the applicable type-certification basis and environmental protection requirements;
- demonstrating and verifying the compliance with the applicable type-certification basis and environmental protection requirements, and
- demonstrating to the Agency this compliance.

2 Categories of products

Turbine engines

3 List of products

[Not applicable]

4 Privileges

- a) The holder of this design organisation approval shall be entitled to perform design activities under Part 21 and within its scope of approval.
- b) Subject to 21.A.257(b), the Agency shall accept without further verification compliance documents submitted by the holder of this design organisation approval for the purpose of obtaining:
 1. a major repair design approval.
- c) The holder of this 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 ref. EASA.21J.572".



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Terms of Approval 21J.572
Issue 2, 18 December 2015

MTU Maintenance Hannover GmbH

5 Limitations

[See in 1, above]

- Changes that impact product's environmental characteristics are excluded.
- Changes or repairs affecting critical parts are excluded.

Date of issue: 18 December 2015

Dominique ROLAND
Head of Design Organisations Department



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-> <http://www.mtu.de/en/company/quality/certification/index.html>

Bilateral Agreement - ARTICLE 2 Purpose and Scope

A. The purpose of the Agreement is to

- 1. enable the reciprocal acceptance of findings of compliance and approvals,*
- 2. promote a high degree of safety in air transport and*
- 3. ensure the continuation of the high level of regulatory cooperation and harmonization between the United States and the EU in the fields covered in paragraph B.*

B. The scope of cooperation under the Agreement is:

- 1. airworthiness approvals and monitoring of civil aeronautical products;*
- 2. environmental testing and approvals of civil aeronautical products; and*
- 3. approvals and monitoring of maintenance facilities.*

....

Bilateral Agreement - Annex 1: Airworthiness and Environmental Certification

3.2. Design Approvals

3.2.3. *To benefit from reciprocal acceptance under this Agreement:*

- (a) EASA shall act as the certifying authority and accept certification applications only from applicants located within the territory of the European Community for the initial approval of their design, design changes and repair data, and*
- (b) FAA shall act as the certifying authority and accept certification applications only from applicants located within the United States for the initial approval of their designs, design changes and repair data.*

comment:

This paragraph requires EASA to only accept initial applications from within the EC and the FAA to only accept initial approvals from within the US.

Bilateral Agreement - TIP Section III: Post Design Approval Procedures

3.3.2 FAA and EASA Repair Design Data Approval Process.

- (a) *FAA shall approve design data in support of major repairs in accordance with FAA Order 8110.4 Type Certification, and FAA Order 8110.37, Designated Engineering Representative Guidance Handbook, and FAA Order 8300.10, Airworthiness Inspectors Handbook. Minor repairs are made in accordance with “acceptable” data, in accordance with 14 CFR Part 43.*
- (b) *EASA shall approve design data in support of repairs in accordance with EASA Part 21 Subpart M-Repairs and EASA’s procedure Type Certificate Change and Repair Approval.
A design approval shall be issued for all Union repair design data.*

comment:

Approval processes for each authority are clearly defined and mandatory.

Bilateral Agreement - Annex 1: Airworthiness and Environmental Certification

3.2.7. Because the Parties' regulatory systems for parts, repair design data, and design changes other than those covered by 3.2.4, are considered sufficiently comparable such that a separate approval by the importing Party's Technical Agent or Aviation Authority is not required, the importing Technical Agent shall accept a part, repair design data or design change when it has already been approved or otherwise accepted by the other Party's Technical Agent in carrying out the State of Design functions for the part, repair design data, or design change. The technical implementation procedures shall identify when a separate approval by the importing Technical Agent is necessary.

comment:

This paragraph mandates each authority (EASA and FAA) to accept each other's approvals without requiring a second approval or validation of the initial approval.

references

FAA Homepage www.faa.gov

Bilateral Agreement

http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/

(path: Aircraft → Aircraft Certification → International → Bilateral Agreement Listing → European Union)

<http://www.faa.gov/aircraft/repair/>

(path: Aircraft → Repair)

EASA Background

http://www.faa.gov/aircraft/air_cert/international/easa/

- European Aviation Safety Agency Frequently Asked Questions (PDF - dated 07/20/10)
- FAA Order 8100.14: "Interim Procedures for Working with the European Community on Airworthiness Certification and Continued Airworthiness." (dated 07.09.2008)

2011 Europe / US International Aviation Safety Conference

<http://easa.europa.eu/conf2011/> -> Background Documents