

# 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

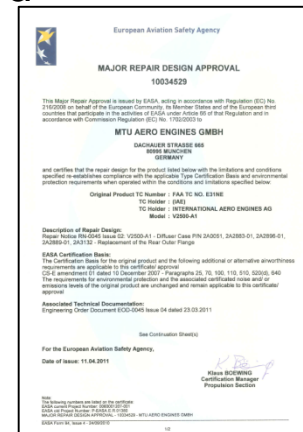
EASA repair design data approval is substantiated

→ 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.*



European Aviation Safety Agency  
**MAJOR REPAIR DESIGN APPROVAL**  
10034529

This Major Repair Approval is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community. It authorises holders of the European type certificates that participate in the activities of EASA under Annex 05 of that Regulation and in accordance with Commission Regulation (EC) No 1722/2002 to:

**MTU AERO ENGINES GMBH**  
DAGHAUER STRASSE 688  
80369 MÜNCHEN  
GERMANY

and certifies that the repair design for the specified repair complies with the conditions and conditions specified in the applicable Type Certification Basis and environmental protection requirements when operated under the conditions and conditions specified below.

Original Product TC Number : FAA TC NO. E31NE  
TC Number : EASA  
TC Holder : INTERNATIONAL AERO ENGINES AG  
Model : V2500-A1

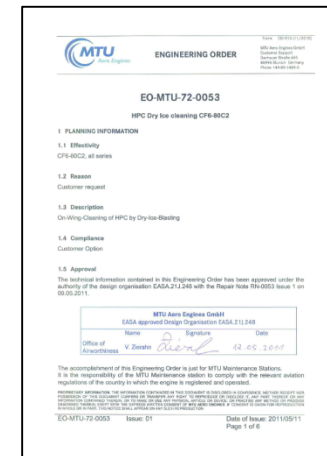
Description of Repair Design:  
Repair Notice RN-0053 Issue 02, V2500-A1 - DTRC Case FN 214001, 214003-01, 214009-01, 214010-01, 214012-01 - Replacement of the Rear Cooler Fan

EASA Certification Basis:  
The Certification Basis for the original product and the following additional or alternative airworthiness requirements are applicable to this certificate approval.  
CS-E Amendment 02 dated 10 December 2007 - Paragraphs 25, 70, 100, 110, 130, 200(a), 240  
The requirements or environmental conditions and the associated certification basis and/or assurance levels of the original product are unchanged and remain applicable to this certificate approval.

Associated Technical Documentation:  
Engineering Order Document EOO-0049 Issue 04 dated 23.03.2011

See Certification Sheet(s)  
For the European Aviation Safety Agency,  
Date of Issue: 11.04.2011

Klaus BUCHHEIT  
Certification Manager  
Preparation Section



MTU Aero Engines  
**ENGINEERING ORDER**

EO-MTU-72-0053  
HPC Dry Ice cleaning CFB-80C2

1. PLANNING INFORMATION

1.1 Effectivity  
CFB-80C2, all series

1.2 Reason  
Customer request

1.3 Description  
On-Wing Cleaning of HPC by Dry-Ice-Blasting

1.4 Compliance  
Customer Option

1.5 Approval  
The technical information contained in this Engineering Order has been approved under the authority of the design organisation EASA.21.1.248 with the Repair Notice RN-0053 Issue 1 on 09.05.2011.

MTU Aero Engines GmbH  
EASA approved Design Organisation EASA.21.1.248

Name: V. Ziesche  
Signature: [Signature]  
Date: 02.05.2011

The accomplishment of this Engineering Order is part for MTU Maintenance Status.  
It is the responsibility of the MTU Maintenance Status to comply with the relevant aviation regulations of the country in which the engine is repaired and operated.

EO-MTU-72-0053 Issue: 01 Date of Issue: 2011/05/11  
Page 1 of 6



MTU Aero Engines  
**Approval of Minor Repair**  
EASA.21.1.248 Page: 1 of 1

Change Notice-No. RN - 0053 Iss.: 1 Date: 04.05.2011

Engine Type / Model: CFB-80C2

TC Data Sheet No./Rev.: E31NE

Qualification Basis: CS-E AmB. 3.23 (Del. 2010)

Title: HPC Dry Ice cleaning CFB-80C2

Application of Repair: AR - 0053 Iss.: 1

Compliance Summary: CS - 0053 Iss.: 1

Statement:  
1. The change / repair complies with all applicable requirements.  
2. There are no objections to the change / repair performed after completion of the type investigation.  
3. The change / repair has no features or qualities impairing safe operation.  
4. The applicable DO procedures as specified in the Design Organisation Handbook have been followed.

Documents Approval  
Following documents are approved for issue:  
EOO-MTU-AR-0053

Repair Approval by EASA approved Design Organisation EASA.21.1.248

Signatures:  
Name: Werner Dicht  
Signature: [Signature]  
Date: 09/05/2011

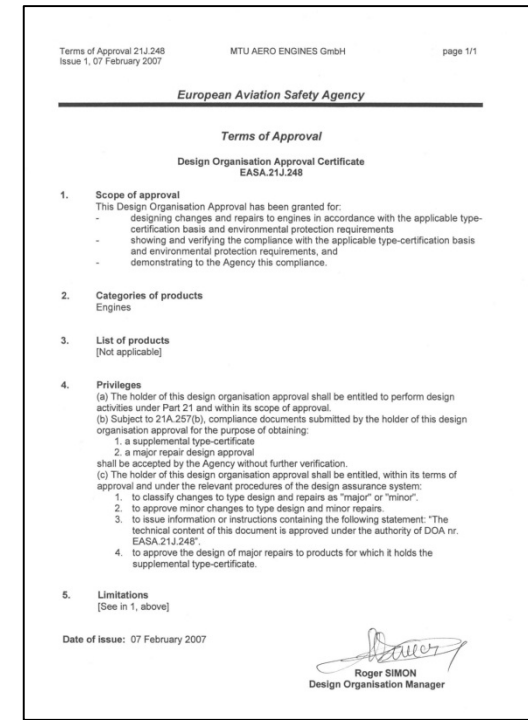
Office of Airworthiness: [Signature]  
Date: 05/05/2011

Head of Design Organisation: [Signature]  
Date: 05/05/2011

# 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.



[www.mtu.de](http://www.mtu.de)

-> <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](http://www.faa.gov)

### **Bilateral Agreement**

[http://www.faa.gov/aircraft/air\\_cert/international/bilateral\\_agreements/baa\\_basa\\_listing/](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/](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