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ACCEPTANCE OF COMPONENTS, MATERIALS AND STANDARD PARTS

1 INTRODUCTION

1.1 Purpose of this AIC-B

In this AIC-B the CAA-NL refers to applicable requirements for the acceptance of aircraft components, materials and standard parts. Details of the references can be found in Appendix 1 to this AIC-B. This appendix also includes a list of abbreviations.

1.2 The target group

This AIC-B is of interest to everybody who is dealing with (purchasing, inspecting, maintaining, installing, etc.) aircraft components, materials and standard parts, intended for use in aircraft registered in the Netherlands, differentiated in:

- a. EASA aircraft. These aircraft are regulated by European requirements, in accordance with articles 2 and 4 of Basic regulation (EU) 2018/1139;
- b. Aircraft not regulated by European requirements. For these aircraft national regulations apply. It concerns:
 - aircraft carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services (ref. Basic regulation, art. 2, third item). This AIC-B is limited to non-military aircraft. To military aircraft the Militaire Luchtvaartwett (MLE) apply;
 - aircraft specified in Annex I of the Basic regulation (Annex I aircraft).

2 GENERAL

To all aircraft the rule applies that the use of each individual element, fitted on an aircraft shall be in compliance with the approved design of that aircraft. In accordance with European terminology (also useful for aircraft to which national regulations apply) elements are distinguished in:

- a. components (engines, propellers, parts and appliances);
- b. standard parts and materials (raw and consumables).

Components are made specifically for aviation purposes. The design has been approved in accordance with the applicable airworthiness requirements and each individual component has to be produced in accordance with the design specifications of that approved design, to be confirmed by an accompanying release certificate.

In 2018 the amended European Basic regulation introduced the term 'non-installed equipment' as an alternative for appliances. As this new term is however not yet adopted in the implementing rules, this AIC-B continues to use the term 'appliances'.

The use of standard parts and materials is not limited to aviation. They comply with generally established industry- or government specifications.

In deviation to the differentiation into components and standard parts, additionally also equipment exists that cannot be classified in one of these categories, because of exemptions from the airworthiness requirements in accordance with Air operations regulation (EU) 965/2012. The items which are exempted are specified in the IDE.100 sections in the various annexes of the regulation. The exemption is only valid insofar the applicable items are not an element of the approved design of an aircraft. When those items are however included in the Illustrated Parts Catalog (IPC) or equivalent document for that aircraft, the items are perceived as parts and then the airworthiness requirements do apply.

The structure of products, parts and appliances is schematically pictured in Appendix 2.

3 REQUIREMENTS EASA AIRCRAFT

3.1 Overview of definitions

Subject	Source
<ul style="list-style-type: none">• Parts• Product	Basic regulation (EU) 2018/1139, art. 3
<ul style="list-style-type: none">• Appliances	Basic regulation (EU) 2018/1139, art. 140
<ul style="list-style-type: none">• European Technical Standard Order (ETSO)• European Parts Approval (EPA)• European Light Aircraft (ELA 1 and ELA 2)	Regulation initial airworthiness (EU) 748/2012, art. 1

Subject	Source
<ul style="list-style-type: none"> Component Complex motor-powered aircraft 	Regulation continuing airworthiness (EU) 1321/2014, art. 2
<ul style="list-style-type: none"> Standard parts 	<ul style="list-style-type: none"> AMC1 & AMC2 M.A.501(a)(4); TIP-USA, par. 2.3.5;
<ul style="list-style-type: none"> Materials (raw and consumables) 	AMC M.A.501(a)(5), items (a) and (b)

3.2 Approved design and approved design changes

Almost all components need a European design approval. This approval needs to be issued through certification in accordance with EASA Part-21 requirements or through validation under the terms of a bilateral agreement signed by the European Community (BASA)¹⁾. In these agreements the principle of 'reciprocal acceptance' applies. The principle of 'mutual recognition' does not apply. It means that the parties of the agreement continue to issue their own approvals on the basis of the approval issued by the other party. Depending on the partner country there may be exceptions to this principle, particularly for minor modifications, designs of non-critical replacement parts and repair designs. In those cases a design approval from one party is often automatically valid for the other party. The specific details can be found in the applicable Technical Implementation Procedures (TIP).

Engines and propellers shall have a type-certificate. The design approval for parts and appliances can be obtained in several ways, being:

- by means of the type-certificate of the product (aircraft, engine or propeller) in which the component is installed (used as 'parts');
- by an approval of a major or minor change to the type-certificate, applied for by the type-certificate holder (used as 'parts');
- by an approval of a major change to the type-certificate, applied for by an organisation or a person, other than the type-certificate holder. The change is approved by means of a Supplemental Type Certificate (STC) (used as 'EPA'- and 'PMA parts');
- by an approval of a minor change to the type-certificate, applied for by an organisation or a person, other than the type-certificate holder (used as 'EPA'- and 'PMA parts');
- by an ETSO authorisation (used as 'appliances').

Identification specifications of EASA approved minor and major changes to a type-certificate, applied for by others than the holder of the type-certificate (c. and d.), shall contain the letters EPA (European Parts Approval) (ref. 21.A.109 and 21.A.118).

Current TC's, STC's and ETSO authorisations can be found on the EASA website. The airworthiness of each approved design has to be maintained by the holder of the approved design (design approval holder).

¹⁾ Basic Regulation (EU) 2018/1139, art. 68.

3.3 New components

The use of new components is permitted when they are produced in compliance with the drawings and design specifications of the approved design by:

- an organisation complying to the requirements of EASA Part-21, Subpart F or Subpart G, or;
- an organisation under the terms of bilateral agreement (BASA) signed by the European Community (particularly with the USA, Canada, Brazil, China, Japan and the UK) and complying to the applicable requirements in the country of residence of that organisation.
- an organisation classified by EASA as foreign manufacturer in accordance with ED Decision 2015/023/E in a country that has no Bilateral Aviation Safety Agreement with the EU. This only concerns acceptance of components to be used in other than complex motor powered aircraft.

3.4 Used components

The use of used components is permitted when they are maintained in accordance with the continued airworthiness instructions¹⁾ applicable to the approved design and with EASA Part-M or Part-ML requirements by:

- an EASA Part-145 approved organisation for components installed in complex motor-powered aircraft or aircraft used for commercial air transport (ref. M.A.201); or,
- an EASA Part-145 or an EASA Part M/F or a Part-CAO with maintenance privileges approved organisation for components installed in other aircraft (ref. M.A.201(h) and ML.A.201(e)).

It is also permitted to use components maintained by an aircraft manufacturer appropriately approved in accordance with EASA Part-21 Subpart M/G, provided the maintenance was performed for continuing airworthiness reasons of the new aircraft, in which the components were installed (ref. AMC 21.A.163(d)). The components remain classified as new.

¹⁾ Instructions from the design approval holder (AMM, CMM, SRM, IPC, SBs, etc.) and from aviation authorities (EASA ADs and ADs from foreign authorities validated by EASA (EASA ED Decision 02/2003), CAA-NL Maintenance Directives).

3.5 Replacement parts

Provided it is to be applied for a European approved design, the use of:

- FAA PMA (Parts Manufacturer Approval)-parts is equally to their use in the USA permitted in accordance with the technical implementation procedures for airworthiness and environmental certification between the FAA and EASA (TIP-USA). According to EASA the required statement does not need to be exactly the same as prescribed in the TIP. It is sufficient when the statement makes clear that one of the three conditions in the TIP applies. The EASA-explanation is included in Frequently Asked Question, FAQ n.19218. PMA-parts to which neither condition apply, need explicit EASA authorisation by means of an STC, prior to their use.
- TCCA PDA (Parts Design Approval)-parts is always permitted.
- ANAC APAA (Attestation of Approved Aeronautical Product) and/or COP (Production Organisation Certificate)-parts is always permitted.

Use of EPA-parts is always permitted, when properly identified and only for the intended use as part of the approved modification for which it is designed.

3.6 Standard parts and materials

Standard parts and materials may be used in accordance with EASA Part-M requirements. Application is permitted in accordance with instructions, appertained to the approved design of an aircraft or a component (commonly the IPC) (ref. M.A.501(a)(4) and M.A.501(a)(5)).

3.7 Release certificates EASA-aircraft (see also Appendix 3)

3.7.1 EASA Form 1 and equivalent certificates

In order to demonstrate that a component has been produced or maintained in accordance with the approved design, it needs to be provided with the required release certificate, issued by an entity that has the applicable privilege. For EASA aircraft this is the Authorised Release Certificate (EASA Form 1) or an equivalent release certificate under the terms of a bilateral agreement signed by the European Community, particularly the FAA Form 8130-3, the TCCA Form One¹⁾, the ANAC Form F-100-01²⁾, the CAAC Form AAC-038, the JCAB Form 18 and the CAA Form 1. The EASA Form 1 shall contain the information as indicated in Appendix I of EASA Part-21 for new components and in Appendix II of EASA Part-M for used components. The certificate needs to refer to the approval of the organisation being responsible for the production or the maintenance of the component. The equivalent foreign release certificates shall contain the same information. In the case of used parts these certificates shall additionally contain in Block 12³⁾ a statement that the maintenance has been performed in accordance with applicable European regulations by an EASA Part-145 approved maintenance organisation with reference to the EASA approval number. Generally a dual release applies, where in Block 14a always the box "other regulation" shall be ticked (ref. MAG-USA, Section B, Appendix 1, item 10. From July 11, 2024, the statement that maintenance has been performed in accordance with European regulations is no longer required for the TCCA Form One, as per that date the European Union and Canada mutually recognize each others maintenance organization approvals for component maintenance. As a result dual release is no longer needed. The Chinese Form AAC-038, the Japanese JCAB Form 18 and the UK CAA Form 1 only apply to new components.

Except for the aforementioned foreign release certificates, also the formerly used JAA Form One is equivalent to the EASA Form 1 in accordance with AMC M.A.501 501(a)(1), items (a)(3), (a)(5) or (a)(6) or AMC1 ML.A.501(a)(ii), items (c), (e) or (f)), provided not being issued later than:

- September 28, 2005, for new components;
- November 28, 2004, for used components in complex motor-powered aircraft or in aircraft used for commercial air transport;
- September 28, 2008, for used components in other aircraft.

¹⁾ Previously TCCA Form 24-0078. This form was being replaced by the TCCA Form One on December 30, 2008 for reasons of harmonisation with the EASA Form 1. Particularly for the export of components to Europe the issuing of TCCA Form 24-0078 was continued till June 30, 2009, as on that date EASA accepted the TCCA Form One as equivalent.

²⁾ Also referred to as SEGV00 003.

³⁾ Previously Block 13 in FAA Form 8130-3 till February 1, 2014.

3.7.2 Additional documentation

For used components that are service- or life limited the EASA Form 1 or equivalent certificate shall be accompanied by an updated maintenance status with reference thereto in Block 12¹⁾ of the certificate. Except for configuration data (modifications, repairs, ADs and SBs) the status shall contain information on the utilisation, particularly accumulated service life in relation to life limits (ref. Appendix II of EASA Part-M, item 5).

¹⁾ Previously Block 13 in EASA Form 1 till September 28, 2010 and in FAA Form 8130-3 till February 1, 2014.

3.7.3 EASA Form 1 exemptions

In accordance with EASA Part-21 certain parts and appliances do not need to be accompanied by an EASA Form 1 (ref. 21.A.307(b)). Except equipment exempted from the airworthiness requirements in accordance with Regulation (EU) 965/2012, it concerns certain parts for installation in ELA1- and ELA2-aircraft and parts and appliances, having a negligible safety effect on a type-certified product when installed in that product, whilst deviating from the approved design data and identified as such by the design approval holder of the product concerned.

3.7.4 Certificate of Conformity (CoC) or equivalent document

Standard parts and materials have to be delivered with a Certificate of Conformity (CoC) or an equivalent document, as evidence that they have been produced in accordance with the applicable design specifications, that the document shall clearly refer to. The document shall also contain details about the origin (manufacturer, supplier and if present, batchnumber) and if relevant, information on storing conditions, shelf lives and life limitations (ref. AMC1 M.A.501(a)(4)) en AMC M.A.501(a)(5).

A CoC or equivalent document is also necessary for parts and appliances exempted from the EASA Form 1 obligation (ref. 21.A.307(c)).

3.7.5 Declaration of maintenance accomplished

Used parts and appliances, exempted from the EASA Form 1 obligation and not intended for installation in ELA1- or ELA2-aircraft, need to be accompanied by a declaration of maintenance accomplished, issued by the person of or organisation that performed the maintenance activities. Maintenance of exempted parts and appliances to be installed in ELA1- and ELA2-aircraft is subject to aircraft release requirements and does therefore not result in such an accompanying declaration.

3.7.6 Components without a release document

In certain conditions components, not being accompanied by an Authorised Release Certificate, may be issued with an EASA Form 1 by an appropriately rated maintenance organisation in accordance with EASA Part-CAO or EASA-Part 145 (ref. CAO.A.070, AMC1 CAO.A.070(a), 145.A.50(d) and AMC2 145.A.50(d)).

3.7.7 Aircraft-on-Ground

If an aircraft is in an AOG situation due to the non-availability of a component with the appropriate release certificate, it is allowed to temporarily install a component without the appropriate document, but with an alternative suitable release document, in accordance with conditions specified in EASA Part-145 (ref. 145.A50(f)). A CoC is not a suitable alternative.

3.8 Identification (see also Appendix 3)

Each component shall be marked in accordance with EASA Part-21 Subpart Q or in accordance with the terms of bilateral agreements signed by the European Community. FAA-PMA parts shall be provided with the following markings:

- Use of the letters FAA-PMA;

- Name or trademark of the PMA holder;
- Part number (shall be different from the specific TC holder's part number. Where it is the same, it is sufficient when a prefix or suffix is added to the PMA part number to distinguish it from the TC holder's part number).

An EPA marking is not required for FAA-PMA parts, neither for replacement parts from other countries with a bilateral agreement signed by the European Community.

3.9 Procedures

As of March 5, 2019 EASA Part-145 approved maintenance organisations explicitly need to have procedures for the acceptance and installation of components, standard parts and materials, also in order to adequately classify components as serviceable, unserviceable or unsalvageable (ref. 145.A.42(b)).

4 REQUIREMENTS NATIONALLY REGULATED AIRCRAFT

The use of components in aircraft to which national regulations apply, is permitted when that use is in accordance with the requirements applicable to EASA aircraft or alternatively in accordance with national requirements. These national requirements are addressed here.

4.1 Approved design and approved design changes

Alternative requirements for a European design approval are:

1. a design approval from the Netherlands issued through certification in accordance with the "Regeling aanvullende type-certificatie luchtwaardigheid" or through validation under the terms of the bilateral agreement of the government of the Kingdom of the Netherlands with the USA or under the terms of the technical arrangement with Canada; or,
2. an airworthiness statement from the State of Design acceptable under the laws of the Netherlands.

4.2 New components

The use of new components is alternatively permitted when they are produced by an organisation approved in accordance with applicable Netherlands law (Besluit luchtvaartuigen 2008, chapter 6), by an organisation acceptable to the Netherlands law or by an approved organisation in the USA or Canada in accordance with respectively the bilateral agreement or technical arrangement of the government of the Kingdom of the Netherlands with these countries. Nationally approved organisations in EASA-countries are acceptable to the Netherlands law.

4.3 Used components

The use of used parts is alternatively permitted when they are maintained by an organisation approved in accordance with applicable Netherlands or equivalent foreign law or by an organisation acceptable to the Netherlands law. Equivalent foreign maintenance organisations approvals are limited to national approvals in EASA-countries, USA, Canada and UK. For those components applies that apart from an EASA Form 1, or a Netherlands release certificate, they may be delivered with a:

- national release certificate from an EASA-country;
- FAA Form 8130-3 (single or dual release);
- TCCA Form 1 (single or dual release);
- CAA Form 1.

Components not designed in accordance with internationally recognized standards, may also be delivered with a Certificate of Conformity (CoC), provided it is demonstrated to what standard the design is approved. This particularly applies to components installed in historical military aircraft or MLA's.

4.4 Standard parts and materials

Also for use in nationally regulated aircraft, standard parts and materials may be used in accordance with EASA Part-M requirements. Application is permitted in accordance with instructions, appertained to the approved design of an aircraft or a component (commonly the IPC).

4.5 Release certificates

As evidence that a component has been produced or maintained in accordance with the approved design, the same requirements apply as for EASA aircraft. An EASA Form 1 is permissible as the Netherlands release certificate. In that case, used components being maintained in accordance with national regulations, shall be released with only the box "other regulation" in Block 14a ticked, with a reference to the applicable requirements in Block 12.

5 SOFTWARE AND DATABASE-UPDATES

Software applied in aircraft is defined as parts and appliances. Therefore its use is only permitted in accordance with the approved design. This applies to all operational software installed in airborne equipment. Revisions to the software may only be installed in accordance with the applicable maintenance instructions. The software and its revisions need also to be accompanied by the required release certificates for parts and appliances.

Navigation databases are not defined as software. Therefore database-updates for navigation purposes do not need to be accompanied with the required release certificates for parts and appliances. For EASA aircraft the updates may be performed in accordance with Agency Opinion 01/2005. For aircraft, used for commercial air transport, subpart D of Part-CAT applies.

6 (SUSPECTED) UNAPPROVED PARTS (BOGUS PARTS)

To prevent the use of unapproved parts and SUPs, approved maintenance organisations are advised to include the ideas of FAA AC 21-29C in their MOE and to check the EASA Safety Information Bulletins weekly.

6.1 Reporting

Discovery of unapproved parts and SUPs needs to be reported in accordance with Part-21, Part-M, Part-145 or local Netherlands requirements, whatever apply. Organisations may use their own reporting tools, except in cases when regulations require a certain format. Important details for reporting are:

- name, part number and serial number of the concerning component;
- name, part number and serial number of the next higher assy;
- name and specifications of concerning standard parts or materials;
- aircraft type and model, in which the component was found;
- name of manufacturer and/or supplier;
- description of the observation.

Maintenance organisations, also approved in accordance with 14 CFR part 145 as a FAA Repair Station, shall also inform the FAA in accordance with the MAG-USA. To this purpose these organisations shall have a procedure in the FAA supplement of their MOE.

7 UNSERVICEABLE COMPONENTS

Components that are not meeting the design specifications anymore and cannot be brought into conformity with such specifications shall be excluded from re-use and mutilated in accordance with EASA Part-M or EASA-Part-ML (ref. M.A.504 and ML.A.504).

8 ADDITIONAL INFORMATION

This AIC-B is issued to update AIC-B 01/2023 (29 JUN 2023) due to the publication of Revision 3 of the Maintenance Annex Guidance to the Bilateral Aviation Safety Agreement between the European Union and Canada (MAG-CAN) on July 11, 2024.

Further information about this AIC-B may be obtained at CAA-NL. Contact details can be found on the website.

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9 DOCUMENT CONTROL

AIC-B 01/2023 (29 JUN 2023) is hereby cancelled.

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APPENDIX 1, PAGE 1

REFERENCES TO APPLICABLE REQUIREMENTS

1. *Components for EASA-aircraft:*

- Basic Regulation (EU) 2018/1139:
 - Art. 11, 12, 13, 15 and 77
 - Annex II (essential requirements airworthiness)
- Regulation initial airworthiness (EU) 748/2012:
 - Art. 2, item 1 and Art. 9
 - Annex I (Part-21), Subparts B, D, E, G, K and Q
- Regulation continuing airworthiness (EU) 1321/2014:
 - Art. 3 and 4
 - Annex I (Part-M), art. M.A.201, M.A.501, M.A.502, M.A.503 and M.A.504
 - Annex II (Part-145), art. 145.A.42 and 145.A.50
 - Annex Vb (Part-ML), art. ML.A.201, ML.A.501, ML.A.502, ML.A.503 and ML.A.504
 - Annex Vd (Part-CAO), art. CAO.A.070
 - EASA Executive Director Decisions 2015/023/E, 2018/040/ED and 2018/041/ED
- Acceptable means of compliance to Part-M:
 - AMC1 M.A.501(a)(1)
- Acceptable means of compliance to Part-ML:
 - AMC1 ML.A.501(a)(ii)
- Acceptable means of compliance to Part-145:
 - AMC2 145.A.50(d)
- Acceptable means of compliance to Part-CAO:
 - AMC1 CAO.A070(a)
- Certification Memorandum EASA CM-21-K-001 (Installation of new parts and appliances without an EASA Form 1 in European Light Aircraft)
- Agreement between the United States of America and the European Community on Cooperation in the regulation of civil aviation safety, Annex 1 (airworthiness and environmental certification):
 - paragraph 3.2 (design approvals)
 - paragraph 3.4 (production)
 - paragraph 3.5 (export airworthiness certification)
 - EASA-FAA TIP:
 - Section III (Design approval procedures), par. 3.1, 3.2, 3.3, 3.4, 3.5, and 3.8
 - Section VII (Export procedures), par. 7.7, 7.8, 7.9, 7.10, 7.11, 7.12, 7.14 and 7.15
- Agreement on civil aviation safety between the European Community and Canada, Annex A (procedure for the certification of civil aeronautical products):
 - chapter 3 (design approvals)
 - chapter 4 (production approval)
 - chapter 5 (export airworthiness approvals)
 - EASA-TCCA TIP:
 - Section II (Design approval), par. 2.1, 2.2, 2.3, 2.4, 2.6, 2.8, 2.9 en 2.13;
 - Section V (Export Airworthiness Approval), par. 5.2.2
- Agreement between the European Union and the government of the Federative Republic of Brazil on civil aviation safety, Annex A (procedure for the certification of civil aeronautical products):
 - chapter 3 (design approvals)
 - chapter 4 (production approval)
 - chapter 5 (export airworthiness approvals)
 - EASA-ANAC TIP:

APPENDIX 1, PAGE 2

- chapter 2 (Design approval), par. 2.1, 2.2, 2.3, 2.4, 2.6, 2.8, 2.9 en 2.13
 - chapter 5 (Export Airworthiness Approval), par. 5.2.2
- Agreement on Civil Aviation Safety between the European Union and the Government of the People's Republic of China, Annex I (airworthiness and environmental certification):
 - chapter 4.4 (design)
 - chapter 4.5 (production)
 - chapter 4.6 (export certificates and forms)
 - EASA-CAAC TIP:
 - chapter 3 (Approval procedures for design certificates), par. 3.2, 3.3, 3.4 and 3.5
 - chapter 7 (Export certificates and forms), par. 7.2, 7.3 and 7.4
- Agreement on Civil Aviation Safety between the European Union and Japan, Annex I (airworthiness and environmental certification):
 - section D (design certification)
 - section E (production certification)
 - section F (export certificates)
 - EASA-JCAB TIP:
 - chapter 2 (Approval procedures for design certificates)
 - chapter 5 (Export certificates and forms)
- EU-UK Trade and Cooperation Agreement, Annex AVSAF-1 (airworthiness and environment certification):
 - section D (design certification)
 - section E (production certification)
 - section F (Export certificates)
 - EASA-CAA TIP:
 - chapter 2 (Approval procedures for design certificates)
 - chapter 5 (Production)
 - chapter 6 (Export certificates)
- 2. *Standard parts and materials:*
 - Regulation continuing airworthiness (EU) 1321/2014:
 - Annex I (Part-M), art. M.A.501, items (a)(4) and (a)(5)
 - Acceptable Means of Compliance to Part-M:
 - AMC1 M.A.501(a)(4) and AMC2 M.A.501(a)(4)
 - AMC M.A.501(a)(5)
- 3. *Components for nationally regulated aircraft:*
 - Dutch Aviation Act, chapter 3 (aircraft), art. 3.13
 - Besluit luchtvaartuigen 2008, chapter 3 (supplemental type-certificates) and chapter 6 (approvals, art. 17)
 - Regeling nationale veiligheidsvoorschriften luchtvaartuigen, hoofdstuk 4 (wijziging van een luchtvaartuig), hoofdstuk 5 (onderhoud)
 - Regeling erkenningen luchtwaardigheid 2008, Bijlage C, artikel 11 (deugdelijkheid van toegeleverde materialen, onderdelen en producten en uitbestede werkzaamheden)
 - Agreement between the Government of the United States of America and the Government of the Netherlands for promotion of aviation safety:

APPENDIX 1, PAGE 3

- Implementation procedures for design approval, production activities, export airworthiness approval, post design approval activities, and technical assistance between authorities:
 - Chapter 3.0 (Design approval procedures)
 - Chapter 3.1 (Serial production and surveillance activities)
 - Chapter 3.2 (Export airworthiness approval procedures)
 - Chapter 3.3 (Post Design Approval Procedures)
- Technical arrangement on airworthiness between the Aviation Regulation Directorate, Transport Canada, and the Department of Civil Aviation, Netherlands Ministry of Transport and Public Works, signed on April 21, 1987
 - Chapter 4 (Type design approval)
 - Chapter 5 (Product airworthiness acceptance)

4. Software and database-updates:

- Regulation air operations (EU) 965/2012:
 - Annex IV (Part-CAT), Subpart D, art. CAT.IDE.A.355 (Electronic navigation data management)
- Acceptable Means of Compliance and Guidance Material to Part-CAT:
 - AMC 1 CAT.IDE.A.355
 - GM 1 CAT.IDE.A.355

5. (Suspected) unapproved parts:

- Regulation initial airworthiness (EU) 748/2012:
 - Annex I (Part-21), art. 21.A.165, item (f)
- Regulation continuing airworthiness (EU) 1321/2014:
 - Annex I (Part-M), art. M.A.202
 - Annex II (Part-145), art. 145.A.60
- Agreement between the United States of America and the European Community on Cooperation in the regulation of civil aviation safety, Annex 2 (maintenance):
 - Appendix 1 (Special conditions), par. 2.1.1 (b)(iv)
 - EASA-FAA Maintenance Annex Guidance (MAG):
 - Appendix 1, chapter 8 (Reporting of unairworthy conditions to the FAA)
- Dutch regulation aircraft safety requirements (Regeling nationale veiligheidsvoorschriften luchtvaartuigen), art. 43
- Dutch regulation airworthiness approvals 2008 (Regeling erkenningen luchtwaardigheid 2008), art. 6, 40 and 52

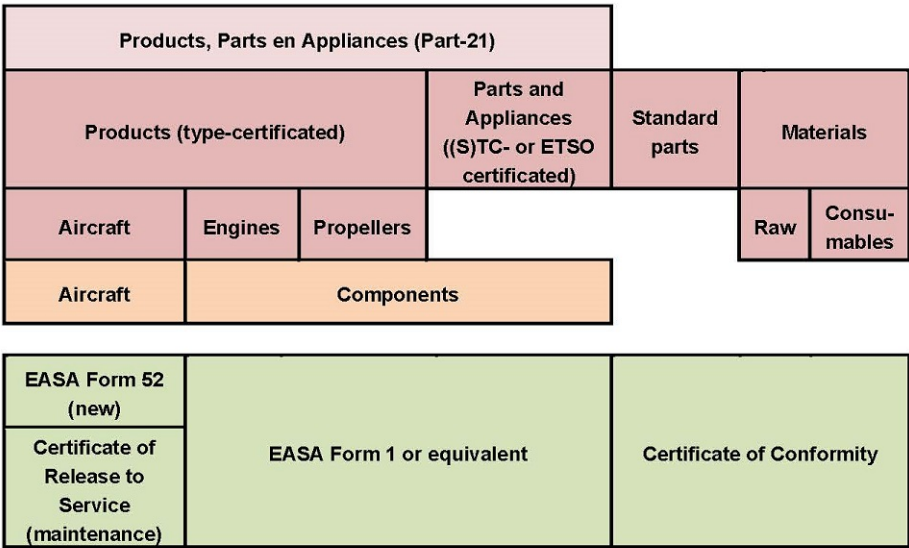
APPENDIX 1, PAGE 4

ABBREVIATIONS

AC:	Advisory Circular
AD:	Airworthiness Directive
AMC:	Acceptable Means of Compliance
AMM:	Aircraft Maintenance Manual
ANAC:	Agência Nacional de Aviação Civil (National Civil Aviation Agency Brazil)
AOG:	Aircraft on Ground
APAA:	Atestado de Produto Aeronáutico Aprovado (Attestation of Approved Aeronautical Product)
BASA:	Bilateral Aviation Safety Agreement
CAAC:	Civil Aviation Administration of China
CAT:	Commercial Air Transport
CMM:	Component Maintenance Manual
CoC:	Certificate of Conformity
COP:	Certificado de Organização de Produção (Production Organization Certificate)
EASA:	European Union Aviation Safety Agency
EU:	European Union
ELA:	European Light Aircraft
EPA:	European Parts Approval
ETSO:	European Technical Standard Order
FAA:	Federal Aviation Administration
GM:	Guidance Material
IDE:	Instruments, Data, Equipment
IPA:	Implementation Procedures Airworthiness
IPC:	Illustrated Parts Catalog
JAA:	Joint Aviation Authorities
MAG:	Maintenance Annex Guidance
MLA:	Micro Light Aeroplanes
MLE:	Militaire Luchtvaartteisen
MLH:	Micro Light Helicopters
MOE:	Maintenance Organisation Exposition
MOM:	Maintenance Organisation Manual
PDA:	Parts Design Approval
PMA:	Parts Manufacturer Approval
SB:	Service Bulletin
SUP:	Suspected Unapproved Part
SRM:	Structural Repair Manual
STC:	Supplemental Type Certificate
TC:	Type Certificate
TCCA:	Transport Canada Civil Aviation
TIP:	Technical Implementation Procedures for airworthiness and environmental certification

SCHEMATIC OVERVIEW OF PRODUCTS, PARTS EN APPLIANCES

APPENDIX 2



Note: The new Basic regulation (EU) 2018/1139 has introduced the term 'non-installed equipment' as an alternative to the term appliances. As however this change is not yet implemented in Part-21, this AIC-B continues to use the term 'appliances'.

USE FOR EASA-AIRCRAFT

APPENDIX 3, page 1

COMPONENTS, MATERIALS AND STANDARD PARTS FROM EASA-COUNTRIES ¹⁾				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ²⁾			REQUIRED IDENTIFICATION ³⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: COMPLEX MOTOR-POWERED AIRCRAFT OR AIRCRAFT USED FOR COMMERCIAL AIR TRANSPORT				
ENGINE or PROPELLER	EASA FORM 1 (Part-21)	EASA FORM 1 (Part-145) + Updated maintenance history		Identification in accordance with Part 21, Subpart Q
PART, APPLIANCE or EPA PART			EASA FORM 1 (Part-145)	
FAA PMA PART				Mandatory FAA PMA markings
MATERIAL AND STANDARD PART	Certificate of Conformity			Marked with design specification
APPLICATION: OTHER AIRCRAFT				
ENGINE or PROPELLER	EASA FORM 1 (Part-21)	EASA FORM 1 (145, M/F or CAO) + Updated maintenance history		Identification in accordance with Part 21, Subpart Q
PART, APPLIANCE or EPA PART			EASA FORM 1 (145, M/F or CAO)	
FAA PMA PART				Mandatory FAA PMA markings
MATERIAL AND STANDARD PART	Certificate of Conformity			Marked with design specification

1) EASA-countries are the EU Member States plus Iceland, Norway, Liechtenstein and Switzerland.

2) See par. 3.7 of this AIC-B.

3) See par. 3.8 of this AIC-B.

APPENDIX 3, page 2

COMPONENTS, MATERIALS AND STANDARD PARTS FROM THE USA				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ¹⁾			REQUIRED IDENTIFICATION ²⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: ALL AIRCRAFT				
ENGINE or PROPELLER	FAA Form 8130-3 ³⁾	FAA Form 8130-3 "other regulation" (EASA Part-145) + Updated maintenance history		Identification in accordance with Part 21, Subpart Q ⁴⁾
PART AND APPLIANCE			FAA Form 8130-3 "other regulation" (EASA Part-145)	
FAA PMA PART				
MATERIAL AND STANDARD PART	Certificate of Conformity			Marked with design specification

1) See par. 3.7 of this AIC-B.

2) See par. 3.8 of this AIC-B.

3) Issued by a Production Approval Holder (PAH), a Type Certificate Holder approved for production, a holder of a TSO Authorisation or a FAA PMA-holder, or by the FAA or a FAA designated representative (DAR, DMIR).

4) See par. 3.5.2 and 3.5.7 of Annex 1 of the EU-USA agreement and par. 5.5.2 of the TIP-USA.

COMPONENTS, MATERIALS AND STANDARD PARTS FROM CANADA				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ¹⁾			REQUIRED IDENTIFICATION ²⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: ALL AIRCRAFT				
ENGINE or PROPELLER	TCCA FORM ONE ³⁾	TCCA FORM ONE ⁴⁾ + Updated maintenance history		Identification in accordance with Canadian Aviation Regulations, particularly CAR 201 ⁵⁾
PART, APPLIANCE or PDA PART			TCCA FORM ONE ⁴⁾	
FAA PMA PART				Mandatory FAA PMA markings
MATERIAL AND STANDARD PART	Certificate of Conformity			Marked with design specification

1) See par. 3.7 of this AIC-B.

2) See par. 3.8 of this AIC-B.

3) Issued by a Manufacturing Approval Holder (MAH).

4) Issued by a CAR573 approved maintenance organisation.

5) See par. 5.1.3 of Annex A of the EU-CAN agreement and par. 5.4 of the TIP-CAN.

APPENDIX 3, page 3

COMPONENTS, MATERIALS AND STANDARD PARTS FROM BRAZIL				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ¹⁾			REQUIRED IDENTIFICATION ²⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: ALL AIRCRAFT				
ENGINE or PROPELLER	ANAC FORM F-100-01 (SEGV00 003) ³⁾	ANAC FORM F-100-01 (SEGV00 003) "other regulation" (EASA Part-145) + Updated maintenance history		Identification in accordance with Brazilian Aviation Regulations ⁴⁾
PART AND APPLIANCE			ANAC FORM F-100-01 (SEGV00 003) "other regulation" (EASA Part-145)	
MATERIAL AND STANDARD PART	Certificate of Conformity			Marked with design specification

1) See par. 3.7 of this AIC-B.

2) See par. 3.8 of this AIC-B.

3) Issued by a holder of a Production Organization Certificate (COP).

4) See par. 5.1.3 of Annex A of the EU-BRZ agreement and par. 5.4 of the TIP-BRZ.

COMPONENTS, MATERIALS AND STANDARD PARTS FROM CHINA				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ¹⁾			REQUIRED IDENTIFICATION ²⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: ALL AIRCRAFT				
ENGINE or PROPELLER	CAAC Form AAC-038 ³⁾			Identification in accordance with EASA Part 21, Subpart Q ⁴⁾
PART AND APPLIANCE				
FAA PMA PART				
MATERIAL AND STANDARD PART	Certificate of Conformity			

1) See par. 3.7 of this AIC-B.

2) See par. 3.8 of this AIC-B.

3) Issued by the CAAC or the Production Certificate Holder (PCH)

4) See par. 4.6.4.1(c) of Annex 1 of the EU-CHINA agreement and par. 7.2.2.1 of the TIP-CHINA.

APPENDIX 3, page 4

COMPONENTS, MATERIALS AND STANDARD PARTS FROM JAPAN				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ¹⁾			REQUIRED IDENTIFICATION ²⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: ALL AIRCRAFT				
ENGINE or PROPELLER	JCAB Form 18 ³⁾			Identification in accordance with EASA Part 21, Subpart Q ⁴⁾
PART AND APPLIANCE				
FAA PMA PART				
MATERIAL AND STANDARD PART	Certificate of Conformity			

1) See par. 3.7 of this AIC-B.

2) See par. 3.8 of this AIC-B.

3) Issued by a Production Approval Holder (PAH), listed as Production Approval Holder on the EASA-website

4) See par. 5.4 of the TIP-JAPAN.

COMPONENTS, MATERIALS AND STANDARD PARTS FROM the UK				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ¹⁾			REQUIRED IDENTIFICATION ²⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: ALL AIRCRAFT				
ENGINE or PROPELLER	CAA Form 1 ³⁾			Identification in accordance with EASA Part 21, Subpart Q ⁴⁾
PART AND APPLIANCE				
FAA PMA PART				
MATERIAL AND STANDARD PART	Certificate of Conformity			

1) See par. 3.7 of this AIC-B.

2) See par. 3.8 of this AIC-B.

3) Issued by a Production Approval Holder (PAH) for components in recognised product categories as listed in Appendix 1 of the TIP-UK

4) See par. 6.4 of the TIP-UK.

APPENDIX 3, page 5

COMPONENTS, MATERIALS AND STANDARD PARTS FROM AUSTRALIA ¹⁾				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ²⁾			REQUIRED IDENTIFICATION
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT				
MOTOR or PROPELLER	CASA Form 001 ³⁾			Identification in accordance with Australian Aviation Regulations
PART or APPLIANCE				

- 1) Limited to the Australian companies Kavanagh Balloons Australia Pty. Ltd. and GippsAero Pty. Ltd., which have been accepted as 'foreign manufacturers' by EASA through ED Decision 2018/041/ED, see par. 3.3 of this AIC-B. The acceptance of Gippsaero applies to the aircraft type GA8.
- 2) See par. 3.7 of this AIC-B.
- 3) Issued by authorised staff at the 'foreign manufacturer'

COMPONENTS, MATERIALS AND STANDARD PARTS FROM NEW ZEALAND ¹⁾				
TYPE	REQUIRED CERTIFICATES AND DOCUMENTS ²⁾			REQUIRED IDENTIFICATION ³⁾
	NEW	USED		
		LIFE-LIMITED AND TIME-CONTROLLED	OTHER	
APPLICATION: OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT				
MOTOR or PROPELLER	CAA Form One ³⁾			Identification in accordance with New Zealand's Aviation Regulations
PART or APPLIANCE				

- 1) Limited to the New Zealand companies Pacific Aerospace Ltd. and Alpha Aviation Manufacturing Ltd., which have been accepted as 'foreign manufacturers' by EASA through ED Decision 2018/040/ED for respectively the aircraft types 750 XL and R2000 series, see par. 3.3 of this AIC-B.
- 2) See par. 3.7 of this AIC-B.
- 3) Issued by authorised staff at the 'foreign manufacturer'.

