

**WORKING ARRANGEMENT BETWEEN**

**THE EUROPEAN AVIATION SAFETY AGENCY - EASA**

**AND**

**THE GENERAL AUTHORITY OF CIVIL AVIATION - GACA**

**OF THE**

**KINGDOM OF SAUDI ARABIA**

**REGARDING APPROVALS OF CHANGES IN TYPE DESIGN AND OF REPAIR DESIGNS**

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The General Authority of Civil Aviation of the Kingdom of Saudi Arabia (GACA) and the European Aviation Safety Agency (EASA) referred to in this document, for convenience, as the "Contracting Authorities";

Whereas EASA carries out on behalf of the Member States of the European Union and of the European third countries that participate in the activities of EASA under Article 55 of Regulation (EC) No 1592/2002<sup>1</sup>, the functions and tasks of the State of Design;

Whereas the GACA has determined that the standards used by and the system of the EASA for design approvals of civil aeronautical products, covered by this Working Arrangement, are sufficiently equivalent to its own to make this Arrangement practicable;

Whereas the GACA has determined that the EASA has demonstrated the required capabilities to make findings of compliance to the GACA standards for design approvals of civil aeronautical products;

Whereas, in the interest of promoting the free movement of civil aeronautical products, each Contracting Authority will cooperate to reduce, to the minimum, the economic burden imposed on the Contracting Authorities and the aviation industries and operators by avoiding redundant technical evaluations, tests and inspections; and

Whereas this Working Arrangement does not affect the need for more formalised arrangements to establish co-operation between the European Community and the Kingdom of Saudi Arabia in all domains of civil aviation;

Have reached the following understanding:

## 1. GENERAL

### 1.1 Purpose

(a) This Working Arrangement establishes the principles, conditions and working procedures for the GACA validation and acceptance of design change and repair design approvals held by European companies<sup>2</sup> other than European Type Certificate holders. It also establishes provisions for technical assistance.

(b) While at the time of signing there is no established need to also cover the corresponding validation and acceptance by the EASA of GACA design change approvals, both Contracting Authorities endeavor to mutually agree on an appropriate amendment to this Working Arrangement once the need arises.

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<sup>1</sup> As of 1 January 2007, Iceland, Liechtenstein, Norway and Switzerland.

<sup>2</sup> European companies are those located in any of the Member States of the European Union or in any of the European third countries that participate in the activities of EASA under Article 55 of Regulation (EC) No 1592/2002.

## 1.2 Scope

The scope of this Working Arrangement covers the EASA design change and repair design approvals as specified in Chapter 3 issued by the EASA itself or by approved design organizations under the EASA system and applicable to eligible aircraft as defined in this Working Arrangement.

The scope of this Working Arrangement excludes noise abatement and anti-pollution requirements.

## 1.3 Definitions and acronyms

(a) For the purpose of this Working Arrangement, the following definitions apply:

"Additional Technical Conditions" means the terms, as documented in the certification basis for the design change, established and notified by the GACA for the validation or acceptance of a Supplemental Type Certificate to account for differences between the Contracting Authorities in:

- (i) national airworthiness standards, including associated policies and means of compliance. For the purpose of this Arrangement applicable regulatory differences between the EASA Certification Specifications (CS) and the GACA/FARs are to be included;
- (ii) special conditions relating to novel or unusual features of the design change which are not covered by the national airworthiness standards;
- (iii) exemptions or equivalent safety findings from the airworthiness standards;
- (iv) elections to comply with airworthiness standards; and
- (v) operational and maintenance requirements.

"Approved design organization" means an engineering organization that has been formally approved by the EASA in accordance with the requirements of EASA Part 21 subpart J to show compliance and make findings of compliance in support of aircraft modifications and repairs.

"Eligible aircraft" means those aircraft in the small, commuter and transport airplane categories as defined in GACA/FAR parts 23 and 25, that are registered in the KSA and have received an EASA Type Certificate (through certification or validation processes).

"FAA advisory material" means any non-regulatory information issued by the FAA applicable to the certification of an aircraft, and includes but is not limited to rule-making preambles, Advisory Circulars, Orders, and Policy Memoranda.

"Finding of compliance" means a design change approval by an approved design organization after it has found that one or several – but not necessarily all – applicable airworthiness requirements have been satisfied.

"GACA/FAR" means the U.S. Code of Federal Regulations, Title 14, as adopted by the GACA.

"Handbook for the approved design organization" means the document which describes, either directly or by cross-reference, the organization, the relevant procedures, and the products or changes to products to be designed.

"Installation" (approval) means a design change approval by the EASA after it has found that all applicable airworthiness requirements have been satisfied and which can be used for an installation in its entirety.

"Statement of Compliance" (SoC) means a statement made by EASA to declare compliance with EASA requirements and/or as necessary with the GACA ATCs and any special condition required by GACA and verified by EASA.

"Validation Item" means a design requirement for which the finding of compliance is made by the GACA and which involves:

- (i) new technology, i.e., technology that is new to either of the Contracting Authorities as a whole (but not necessarily to certain individuals within the Contracting Authorities);
- (ii) novel applications of existing technology, i.e., a particular technology is being used in a manner that causes the precepts of the technology to be questioned. Novel again applies to the Contracting Authorities as a whole;
- (iii) unconventional use of the product, i.e., a product is being used for a purpose for which it was previously not designed;
- (iv) unsafe condition, i.e., the product contains design features where experience with other products in service worldwide has shown that an unsafe condition, with respect to the overall level of safety intended, might occur in that product, even though compliance with the GACA/FARs can be demonstrated;
- (v) new GACA/FAR interpretations or new means of compliance for the existing GACA/FARs that are different from those already agreed to between the GACA and the EASA; or
- (vi) an equivalent safety finding.

(b) For the purpose of this Arrangement, the following acronyms apply:

AD	Airworthiness Directive
AFM	Aircraft Flight Manual
AG	Airworthiness Guide
ALI	Airworthiness Limitation
ATC	Additional Technical Condition
CAA	Civil Aviation Authority
DOA	Design Organization Approval (EASA)
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
ICA	Instructions for Continued Airworthiness
KSA	Kingdom of Saudi Arabia
MF&D	Malfuctions, Failures, and Defects

MOE	Maintenance Organization Exposition
GACA	General Authority of Civil Aviation
PCA	Presidency of Civil Aviation (now GACA)
GACA-S&ER	GACA-Safety & Economic Regulation
SoC	EASA Statement of Compliance
STC	Supplemental Type Certificate
VI	Validation Item
U.S.	United States

#### **1.4 Reference documents**

- (a) Regulation (EC) No 1592/2002 on common rules in the field of civil aviation and establishing EASA<sup>3</sup>
- (b) Commission Regulation (EC) No 1702/2003 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 organizations (EASA Part-21)<sup>4</sup>
- (c) EASA Certification Specifications
- (d) GACA Federal Aviation Regulations (GACA/FAR)
- (e) GACA-S&ER AG-4, GACA Designated Engineering Representative (DER) Airworthiness Guide.
- (f) GACA-S&ER AG-5, Repair Stations
- (g) GACA-S&ER AG-6, Airworthiness Directive Policies and Procedures
- (h) GACA-S&ER AG-7, Aircraft Alterations and Repairs

#### **1.5 Changes in Contracting Authority aircraft certification systems**

This Working Arrangement is based upon the Contracting Authorities' aircraft certification systems being in place at the time of signing. Therefore, both Contracting Authorities will keep each other informed of significant changes within those systems, such as but not limited to: statutory responsibilities; regulations, policies and procedures; organizational structure (e.g. key personnel, management structure, technical training, and office location); airworthiness standards and procedures; and delegated functions or the kinds of organizations to which functions have been delegated.

#### **1.6 Contracting Authority meetings**

The Contracting Authorities agree to meet as necessary to review this Arrangement and its continued validity. The frequency of these meetings will be mutually agreed

<sup>3</sup> 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. OJ L 240, 7.9.2002, p. 1, as last amended.

<sup>4</sup> 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 (EASA Part-21), as last amended.

by both Contracting Authorities, and will depend on the number and significance of the issues to be discussed between the Contracting Authorities.

### **1.7 Communications**

(a) The activities of this Arrangement will be performed through meetings, on site visits and correspondence between the GACA and the EASA. All communications between the GACA and the EASA related to the activities of this Arrangement will be made in the English language, unless otherwise specified.

(b) Each Contracting Authority has identified a primary and an alternate technical representative responsible for the technical implementation of the activities of this Arrangement (see Appendix A). All formal communications will take place between the technical representatives.

### **1.8 Financial responsibilities**

Each Contracting Authority is responsible for its own incurred cost associated with the activities of this Arrangement and may be reimbursed by a third party as per its own policies and procedures. Either Contracting Authority will not be responsible to the other Contracting Authority for any financial obligations incurred under this Arrangement.

### **1.9 Entry into force and termination**

This Arrangement will enter into force upon signature and will remain in force until terminated by either Contracting Authority. Either Contracting Authority may terminate this Arrangement upon sixty days written notice to the other Contracting Authority. Termination will not affect the validity of activity conducted under this Arrangement prior to termination.

### **1.10 Interpretation**

Any disagreement regarding the interpretation or application of this Arrangement will be resolved by consultation between the Contracting Authorities. Any resulting amendment to this Arrangement will be made as per paragraph 1.11 of this Working Arrangement.

### **1.11 Amendments**

This Arrangement may be amended by mutual consent of the GACA and EASA. Such amendments will be made effective by signature of the duly authorized representatives of the GACA and the EASA.



## 2. PRINCIPLES AND CONDITIONS

### 2.1 General

(a) The GACA AGs are intended to provide GACA airworthiness personnel, GACA designees and other aviation professionals responsible for the airworthiness of aircraft registered in the KSA with GACA policies and directives, as well as with instructions and procedural guidance. These are necessary to specify GACA airworthiness requirements and to facilitate consistent application and compliance with GACA/FAR requirements.

(b) For the purpose of this Working Arrangement, the EASA system for approval of design changes and repair design will be applied, as detailed in EASA Part-21.

### 2.2 Validity of EASA certification

This Arrangement is based on a high degree of GACA confidence in the EASA's technical competence and regulatory capabilities to perform these tasks within the scope of this Arrangement. In this paragraph, EASA includes both the EASA itself and the EASA approved design organizations. The GACA will give the same validity to the certification made by the EASA as if the certification had been made by the GACA in accordance with its own applicable laws, regulations, and requirements. Also, when a finding is made by the EASA in accordance with the laws and regulations of the GACA and with this Arrangement, that finding is given the same validity as if it were made by the GACA. The fundamental principle of this Arrangement is therefore to maximize the use of the EASA's aircraft certification system to ensure that the airworthiness standards of the GACA are satisfied.

### 2.3 Applicable airworthiness standards

(a) As the State of Registry, the KSA must discharge its national responsibilities and fulfill its international obligations under Annex 8, *Airworthiness of Aircraft*, to the *Convention on International Civil Aviation*. Specifically, the KSA, when approving the design of a modification or of a repair, must do so on the basis of satisfactory evidence that the aircraft continues to comply with the design aspects of the airworthiness standards used for the type certification of that aircraft type.

(b) The KSA has adopted the U.S. FARs, designated as the GACA/FARs, as the airworthiness standards applicable in the KSA. Any airworthiness activities must therefore be carried out such that compliance with those airworthiness standards is ensured. The applicable guidance material is that contained in the FAA advisory material related to those airworthiness standards and in the GACA Airworthiness Guides, in particular AG-7. Additionally, the KSA has adopted the U.S. type certificates as applicable to aircraft registered in the KSA.

(c) Consequently, according to KSA regulations, any EASA design change approval for an eligible aircraft must comply with the airworthiness standards listed in the certification basis of the U.S. type certificate for that aircraft type (e.g, GACA/FAR part 23

or 25). For STCs, any ATCs must be clearly addressed in the EASA design change approval. Furthermore, the designation of the applicable regulations must be as per GACA/FAR 21.101.

(d) The classification of Major/Minor modifications and repairs will be done in accordance with EASA Part 21 requirements (21A.91 and 21A.435).

#### **2.4 Technical interpretations**

In the case of conflicting technical interpretations of the GACA/FARs, FAA advisory material or GACA AGs pertaining to activities under this Arrangement, the GACA interpretation will prevail.

#### **2.5 Type investigation under the EASA system**

Under the EASA system the task of showing compliance with applicable airworthiness requirements is the responsibility of the design organization. The EASA supervises individual projects of the design organization as required. Separately, for the approved design organizations, the EASA supervises adherence to the procedures defined in the handbook of the organization.

#### **2.6 Assistance from third country CAAs**

It is acceptable to obtain assistance from certain third country CAAs for an EASA design change approval within the scope of this Arrangement to the extent necessary to support such an approval. The only CAAs that are eligible to provide such assistance are the FAA and the CAAs of the State of Design of aircraft that are the subject of such EASA design change approvals.

### **3. EASA DESIGN CHANGE APPROVALS ACCEPTABLE TO THE GACA**

The GACA will validate and accept the following EASA design change approvals as per the working procedures detailed in Appendix B of this Working Arrangement.

#### **3.1 Minor design changes**

The GACA will accept minor design changes applicable to eligible aircraft, when approved by EASA or by an approved design organization

#### **3.2 Major design changes**

(a) Supplemental Type Certificates

The GACA will validate and accept EASA STCs for which EASA assumes the responsibilities of the State of Design.

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(b) Statement of Compliance

The GACA will accept EASA statement of compliance for major design changes applicable to eligible aircraft when EASA is not issuing itself a STC.

#### **4. WORKING PROCEDURES**

This Working Arrangement shall be implemented in accordance with working procedures (See Appendix B). Such procedures shall be consistent with the principles and conditions specified in the present Working Arrangement and may be amended by mutual consent of the Contracting Authorities by exchange of letters.

#### **5. TECHNICAL ASSISTANCE BETWEEN CONTRACTING AUTHORITIES**

(a) Upon request and after mutual agreement, and as resources permit, the EASA and GACA may provide technical assistance to each other when significant activities are conducted in either the European Community and its associated Member States or the Kingdom of Saudi Arabia. These technical assistance activities will help to avoid the undue burden imposed on each of the Contracting Authorities in the undertaking of its regulatory surveillance and oversight functions out-of-country.

(b) Each authority will use its own policies and procedures when providing technical assistance to the other authority, unless other special arrangements are agreed upon.

(c) The types of assistance may include, but are not limited to:

- (i) those activities as specified in Appendix B of this Arrangement; and
- (ii) determination of compliance activities under a GACA STC project, such as witnessing test, performing compliance or conformance inspection, reviewing reports, obtaining data, etc.

## 6. AUTHORITY

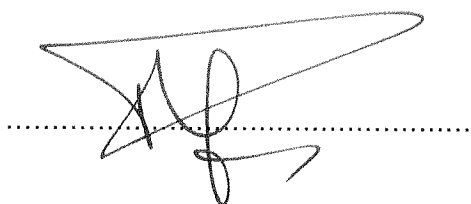
The Contracting Authorities agree to the provisions of this Working Arrangement as indicated by the signature of their duly authorized representatives.

Done in duplicate in the English language.

European Aviation Safety Agency

General Authority of Civil Aviation

By

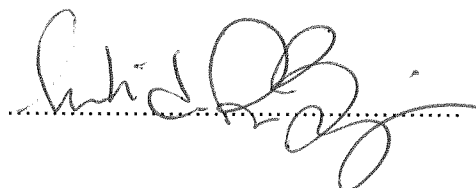


Title: Executive Director

Date

13/03/08

By



Title V.P. Safety & Economic Regulation

Date

18 MAR 2008

## APPENDIX A - EASA AND GACA TECHNICAL REPRESENTATIVES

EASA representative:

**Primary:**

European Aviation Safety Agency  
Certification Directorate

Postfach 10 12 53  
D-50452 Koeln, Germany  
Telephone: + 49 221 8999 000  
Fax: + 49 221 8999 099

**Alternate:**

European Aviation Safety Agency  
Rulemaking Directorate  
International Co-operation

Postfach 10 12 53  
D-50452 Koeln, Germany  
Telephone: + 49 221 8999 5007  
Fax: + 49 221 8999 5507

GACA representative:

**Primary:**

General Authority of Civil Aviation  
Vice President  
Safety & Economic Regulation  
21165 Jeddah  
Kingdom of Saudi Arabia  
Telephone: ++966 2 685 5582  
Fax: ++966 2 685 5142

**Alternate:**

General Authority of Civil Aviation  
Safety & Economic Regulation  
Director of Airworthiness  
P.O. Box 887  
21165 Jeddah  
Kingdom of Saudi Arabia  
Telephone: ++966 2 685 5481  
Fax: ++966 2 685 5745

## APPENDIX B – WORKING PROCEDURES

### 1.1 Issuance and validation of EASA design change and repair design approvals

#### 1.1.1 Classification of design changes and repair design

(a) It is recognized that the classification of design changes and repair design as major or minor will be established by the approved design organization in accordance with EASA requirements as per paragraph 2.3.d of this Working Arrangement.

(b) The EASA will supervise the classifications as established by the approved design organization as part of the continued surveillance.

#### 1.1.2 Minor design change and minor repair design approvals

(a) It is recognized that minor design changes or minor repair designs will be approved by the EASA or by the approved design organization in accordance with EASA Part 21A.95(b).

(b) It is also recognized that the GACA will accept minor design change and minor repair approvals applicable to eligible aircraft. GACA will confirm its acceptance on the basis of information provided by the applicant.

#### 1.1.3 Major design change approvals (changes in type design)

The GACA will validate and accept major design change approvals for changes in type design as follows.

##### 1.1.3.1 Issuance of EASA SoC or EASA STC

(a) Approvals of major changes in type design (installation) applicable to eligible aircraft will be signified by the issuance by the EASA of an EASA SoC, or of an EASA STC stating compliance with the EASA certification requirements for that change in type design and, as required, issuance by the EASA of a letter listing the ATCs and stating compliance with them.

(b) It can be noted that approvals of major changes in type design (finding of compliance) applicable to eligible aircraft will be signified by an approved design organization by the issuance of a Declaration of Compliance. The Declaration of Compliance states compliance with the EASA certification requirements for that change in type design, also lists the applicable ATCs and states compliance with them. Alternatively, the Declaration of Compliance states compliance with GACA certification requirements. Such Declarations of Compliance are made only as part of the process leading to a GACA STC.

### 1.1.3.2 GACA validation of EASA SoC or EASA STC

Unless indicated otherwise, the following procedure will apply for the GACA validation of EASA SoC's or EASA STC's, whether new or existing. A new EASA SoC or EASA STC is one that has been issued using an eligible aircraft as the prototype after entry into force of this Arrangement. An existing EASA SoC or EASA STC is one that has been issued not using an eligible aircraft as the prototype, or that has been issued using an eligible aircraft as the prototype before entry into force of this Arrangement.

#### 1.1.3.2.1 Application for GACA validation

(a) The application for GACA validation will be forwarded through EASA to the GACA Director of Airworthiness and will include the following:

- (i) GACA form 8110-12, Application for Type Certificate Validation or Supplemental Type Certificate Validation. For new EASA SoC or EASA STC's, block 5.f. is to read "N/A";
- (ii) a detailed description, including novel technology and unusual features ( if applicable ) of the change in type design, including necessary drawings and/or schematics. The use of any approvals such as foreign STC, TSO, PMA, etc. will also be identified;
- (iii) a description of the GACA certification basis for the aircraft;
- (iv) a description of the proposed GACA certification basis for the type design change as per GACA/FAR 25.101, including GACA/FAR amendment level, new special conditions, new findings of equivalent safety, new exemptions and new elections to comply. Design requirements stated in operational rules should also be addressed;
- (v) the identification of all the tests planned to show compliance;
- (vi) a proposed schedule for the GACA validation process, including information about aircraft location and any other maintenance work planned concurrently;
- (vii) a copy of the existing EASA SoC or EASA STC, if applicable;
- (viii) for new EASA SoC's or EASA STC's, a request for GACA concurrence to use an aircraft registered in the KSA as the prototype; and
- (ix) for new EASA SoC's or EASA STC's, the proposed EASA certification basis.

(b) EASA will nominate an EASA certification project manager as the point of contact for GACA.

#### 1.1.3.2.2 GACA acceptance of application for GACA validation

(a) If required to gain a better understanding of the change in type design, the GACA will request additional information from the EASA. This could result in the need for a familiarization briefing by the applicant to the GACA, with the EASA in attendance. Such briefing would normally take place at the applicant's facility.

(b) If the application is accepted, GACA will send a letter of acceptance to EASA and the applicant. The acceptance letter will specify the following:

- (i) For new EASA SoC's or EASA STC's, GACA authorization to use the aircraft registered in the KSA as the prototype;
- (ii) GACA agreement on the GACA certification basis for the change in type design;
- (iii) GACA proposal for the ATCs and VIs. However, if changes in the validation project warrants it, the list of ATCs and VIs may need to be amended;
- (iv) GACA agreement on the validation schedule; and
- (v) Level of involvement definition and certification items to be retained by GACA.

(c) GACA will nominate a GACA certification project manager as the point of contact for EASA.

#### 1.1.3.2.3 Findings of compliance

(a) It is recognized that the applicant is responsible for showing and verifying compliance with the GACA validation basis and for demonstrating compliance to both authorities.

(b) The EASA will use its own procedures to make the findings of compliance for all the applicable design requirements, including ATCs but excluding VIs. The GACA will not get involved in the EASA finding of compliance process unless:

- (i) its own findings of compliance for the VIs require it;
- (ii) flight testing is required, in which case the procedures contained AG-7 will be used;
- (iii) the EASA requests it, or
- (iv) defined in the level of involvement

(c) For the VIs, the GACA will use its own procedures to make its findings of compliance. The GACA procedures are contained in AG-7. The GACA findings of compliance will be signified in the form of a letter to the EASA.

#### 1.1.3.2.4 Issuance of EASA SoC or EASA STC

For new EASA SoC's or EASA STC's, the EASA will issue the EASA SoC or EASA STC stating the EASA certification basis and the GACA certification basis. The EASA will then forward a copy of the EASA SoC or EASA STC to the GACA.

#### 1.1.3.2.5 EASA letter addressing ATCs

Once it has received the GACA letter signifying finding of compliance with the VIs, if applicable, and has made its own findings of compliance for the ATCs, the EASA will send a letter to the GACA stating compliance with the ATCs. This letter is not required if the EASA SoC or EASA STC already lists the GACA certification basis.

#### 1.1.3.2.6 Issuance of GACA STC validating the EASA SoC or EASA STC

Once the GACA has been presented with the EASA SoC or EASA STC and, if applicable, with the letter addressing ATCs, the GACA will issue the GACA STC to the applicant with a copy to the EASA. The GACA STC will state that it is issued based

on the validation of an EASA SoC or EASA STC, specifying the EASA SoC or EASA STC number.

#### 1.1.3.2.7 Approved and accepted aircraft documents

(a) Approved aircraft documents include AFM supplements and new Airworthiness Limitations in the ICAs. Accepted aircraft documents include ICAs other than Airworthiness Limitations.

(b) If applicable, AFM supplements and ICAs will be listed on the EASA SoC or EASA STC as well as on the GACA STC. AFM-S and ALI's will be approved and issued by GACA on the basis of EASA approvals.

#### 1.1.3.2.8 Data to be submitted to and retained by the GACA

In closing the EASA SoC or EASA STC validation project, the GACA will review the data submitted during the process and might request additional data from the EASA to complete its file to the extent necessary to ensure its capability to address continued airworthiness. The GACA will not review and investigate such additional data to question the validity of the EASA SoC or EASA STC. Any concern arising from such additional data should be further investigated and addressed as part of this Working Arrangement.

#### 1.1.3.3 Declaration of Compliance by an approved design organization for changes in type design

It is noted that the Declaration of Compliance by an approved design organization for changes in type design will be accepted by GACA in an authorization letter or by issuance of a GACA STC project authorization number.

### 1.1.4 Major repair design approvals (repair designs)

#### 1.1.4.1 Issuance of major repair design change approvals by the EASA or by the approved design organization.

(a) Approvals of major repair designs applicable to eligible aircraft will be signified by the issuance of an EASA repair design approval, stating compliance with the EASA type certification requirements.

(b) It can be noted that approvals of major repair designs (finding of compliance) applicable to eligible aircraft will be signified by an approved design organization Declaration of Compliance. The Declaration of Compliance will state compliance with the EASA type certification requirements, with the applicable GACA FAR's and with the ATCs.

#### 1.1.4.2 GACA acceptance of EASA repair design approval

(a) The EASA is to advise the GACA before starting the EASA repair design approval process to seek the GACA's concurrence. The GACA will either advise the EASA to pursue the EASA repair design approval process and specify certain conditions as it deems necessary, or advise the EASA and the applicant that a GACA Approval is required instead. If an EASA repair design approval is to be pursued, the GACA will accept the EASA repair design approval, after it has been issued, by way of a letter to the EASA.

(b) Upon completion of the EASA repair design approval process, the EASA will send a copy of the EASA repair design approval to the GACA for its record.

#### 1.1.4.3 GACA validation of Declaration of Compliance by an approved design organization for a repair design

It is noted that the Declaration of Compliance by an approved design organization for repair design will be accepted by GACA in an authorization letter or by issuance of a GACA project authorization number.

## 1.2 Continued Airworthiness

The continuing airworthiness of aircraft is to be as follows.

### 1.2.1 General

(a) As the CAA of the State of Registry, the GACA is responsible for determining the continuing airworthiness of an aircraft in relation to the GACA/FARs and AGs.

(b) Assuming the responsibilities of the State of Design, the EASA is responsible for resolving in-service safety issues related to design change approvals under this Arrangement. The EASA will provide applicable information which it has found to be necessary for mandatory modifications, required limitations and/or inspections (ADs) to the GACA to ensure continued operational safety of the product, part, or appliance. The GACA will review and normally accept the corrective actions taken by the EASA as per AG-6.

(c) At the request of the GACA, the EASA will assist the GACA in determining what action is considered necessary for the continued operational safety of the product, part, or appliance.

### 1.2.2 Reporting of Malfunctions, Failures, and Defects

The GACA will perform the following functions:

- (i) advising the EASA and the STC holder of MF&D and accidents/incidents which are believed to be potentially unsafe conditions occurring on eligible aircraft attributable to Design Changes performed under this Arrangement;



- (ii) supporting the EASA in investigations of such unsafe conditions and their occurrences; and
- (iii) advising the EASA if, as a result of investigations made by the GACA into MF&D and accidents/incidents related to changes performed under this Arrangement, it has determined that it will make corrective actions mandatory.

**APPENDIX C - FORMS**

**(reserved)**

