

TECHNICAL IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS AND ENVIRONMENTAL

CERTIFICATION

Between

The Civil Aviation Bureau of the Ministry of Land,
Infrastructure, Transport and Tourism of Japan

And

The European Union Aviation Safety Agency

Modification 1
to
Initial Issue

1st April, 2022

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CHAPTER 1: PURPOSE AND GENERAL MATTERS

The purpose of this document is to modify the Technical Implementation Procedures (TIP) for Airworthiness and Environmental Certification between the Civil Aviation Bureau of the Ministry of Land, Infrastructure, Transport and Tourism of Japan and the European Union Aviation Safety Agency.

This modification has been developed in accordance with Annex 1 article 6 of the Agreement, and will be incorporated into the TIP at the next revision.

CHAPTER 2: MODIFICATIONS

The following paragraphs replace the indicated paragraphs in TIP Initial Issue.

1.9 Points of contact

EASA

EASA Point of Contact for Applications

E-mail addresses:

- TCs: tc@easa.europa.eu
- STCs: stc@easa.europa.eu
- Major changes/ repair designs: MajorChange-MajorRepair@easa.europa.eu
- ETSOA: etsoa@easa.europa.eu

Note: These Points of Contact are applicable for the information provision mentioned in Note under paragraph 2.2.

Application Forms available on EASA website:

<https://www.easa.europa.eu/document-library/application-forms>

JCAB

JCAB Point of Contact for Applications

- hqt-cab-gij-kka@gxb.mlit.go.jp

Note: This Point of Contact is applicable for the information provision mentioned in Note under paragraph 2.2.

Application Forms available on JCAB website:

https://www.mlit.go.jp/koku/15_hf_000137.html

2.1.2. Certain design certificates are automatically accepted and others are subject to validation, as described in Articles 10 and 13 of Annex 1:

- a) For design certificates subject to automatic acceptance the provisions included in Article 13 of Annex 1 apply.
- b) For design certificates subject to validation, the validation process will be based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the other technical agent as CA. Therefore, the VA grants a validated design certificate with a reduced level of involvement compared to that of the CA.

Note: For the STCs issued by EASA for which the type design has not been approved by the JCAB (herein after referred to as “JCAB non-TC Aircraft”), acceptance or validation process will apply as described in Articles 10 and 13 of Annex 1. The validation process of significant STC for JCAB non-TC aircraft will follow JCAB Circular 1-001, Part-V. In that particular case, the application attached to the EASA letter will be a dedicated form for Repair and Alteration Design Approval system (JCAB Form 12-2) instead of STC (JCAB Form 11-4) and the approval issued by JCAB will be Repair and Alteration Design Approval (JCAB Form 12-3) instead of STC Approval (JCAB Form 11-3).

2.2 Automatic acceptance of design certificates

The technical agents conclude that certain design certificates can benefit from automatic acceptance. The VA will accept as equivalent the certificate issued by the CA to a design certificate issued by the VA without issuance of its corresponding design certificate. Therefore, no application for validation is required for the design certificates referred to in paragraphs 2, 3 and 4 of Article 13 of Annex 1.

Note: When a design certificate referred to in paragraphs 2, 3 or 4 of Article 13 of Annex 1 modifies the TCDS of the importing Party, the CA will promptly provide the VA with a description of the change in the TCDS and related technical information along with the clarification that the design certificate is classified accordingly with paragraphs 1 and 2 of Article 14 of Annex 1.

§2.4.1.2. (f)

An application form, which provides the necessary administrative elements and, where applicable, some of the elements quoted above.

Note: See paragraph 1.9 for links to available application forms

§2.4.4.3. c) (i)

A work-sharing programme is where the VA may make the findings of compliance on behalf of both the VA and CA. Work sharing may be advantageous when certification activity is occurring within the geographical area of the VA, or when limited CA resources make it advantageous to advance the project by using VA resources. Work sharing can be limited to a single issue or may be utilised extensively throughout the project and, if confirmed, may persist through the life of a programme into post-type certification activities. Such work sharing arrangements will be documented within the project and confirmed by the CA, VA and applicant.

5.4. Identification and Marking Requirements

Civil aeronautical products to be exported to the European Union will be identified in line with the requirements contained in EASA Part 21 Subpart Q¹. Civil aeronautical products to be exported to Japan will be identified in line with CAR Article 141, JCAB Circular 1-004 article 7 and JCAB Circular 1-008.

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications will be presented in English, or for export to EU possibly in other official language of the European Union acceptable to the competent authority of the Member State of registry or for export to Japan possibly in Japanese.

¹ Commission Regulation (EU) No 748/2012, as last amended.

CHAPTER 3: AUTHORITY

The JCAB and EASA confirmed the modification of the TIP, as indicated by the signature of their representatives.

CIVIL AVIATION BUREAU of JAPAN

EUROPEAN UNION AVIATION SAFETY AGENCY

JAPAN

EUROPEAN UNION

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Title Director of Airworthiness Division

Title Certification Director

Date Mar 24 / 2022

Date 01 April 2022