

**Working arrangement between  
The Civil Aviation Administration of Israel (CAAI)**

**And**

**The European Aviation Safety Agency (EASA)**

**on the implementation of the Agreement between Israel  
and Italy concerning the airworthiness certification,  
approval or acceptance of imported civil aeronautical  
products and the acceptance of maintenance services  
entered into force on 2 May 1990.**

**22 November 2004**

## **1. Introduction**

- 1.1. This working arrangement specifies the procedures to be used by CAAI and EASA for the implementation of the Agreement between Israel and Italy concerning the airworthiness certification, approval or acceptance of imported civil aeronautical products and the acceptance of maintenance services entered into force on 2 May 1990, as required by its article 10 (a), as EASA is now under Regulation (EC) 1592/2002 the civil airworthiness authority as defined in its article 10 (b).
- 1.2. It is understood between the parties to this working arrangement that its content does not affect the other provisions of the Agreement it is based on. Such provisions shall therefore be implemented as appropriate in as much as they are not contrary to this working arrangement.
- 1.3. This working arrangement constitutes the working arrangement specified in the EASA Management Board decision of 16 December 2003 defining the conditions for the allocation of certification tasks to national aviation authorities.
- 1.4. This working arrangement follows the assessment made by EASA that CAAI meets the accreditation criteria specified by the above mentioned EASA Management Board decision and the determination by the Agency that the rules, standards, practices, procedures and system for the CAAI approval and monitoring of design, production and continued airworthiness are an acceptable alternative to Part 21, in accordance with Commission Regulation (EC) No 1702/2003, articles 3.2 and 4.2.

## **2. Scope**

This Arrangement covers:

- 2.1. The acceptance of new and used aeroplanes produced in Israel for which the EASA has issued a Type Certificate or for which a Type Certificate has been deemed to have been issued under the Commission Regulation 1702/2003, article 2.3.a).
- 2.2. The certification of aeroplane types/models designed by an organisation under the regulatory oversight of CAAI, for which EASA Type Certification has been applied for.

- 2.3. The approval of Supplemental Type Certificates designed by organisations under the regulatory oversight of CAAI and listed in Appendix 3.
- 2.4. For aeroplane types/models designed by an organisation under the regulatory oversight of CAAI which have been issued a type certificate or an approval by EASA:
- the approval of changes and repairs designed by an organisation under the regulatory oversight of CAAI
  - the approval of new parts and appliances designed by an organisation under the regulatory oversight of CAAI.

### **3. Working Procedures**

- 3.1. The implementation procedures to be used are defined in the appendices, as follows:

Appendix 1: Type Certification of imported Aeroplanes (reference Part 21, Section A, Subpart B)

Appendix 2: Changes to Type Certificates (Reference Part 21, Section A, Subpart D)

Appendix 3: Supplemental Type Certificates (Reference Part 21, Section A, Subpart E)

Appendix 4: Conformity with Design (Reference Part 21, Section A, Subparts F and G)

Appendix 5: Certificates of Airworthiness for imported Aeroplanes (Reference Part 21, Section A, Subpart H)

Appendix 6: Imported Parts and Appliances (Reference Part 21, Section A, Subpart K)

Appendix 7: Repairs (Reference Part 21, Section A, Subpart M)

Appendix 8: ETSO Authorisation (Reference Part 21, Section A, Subpart O)

Appendix 9 Identification of Products, Parts and Appliances (Reference Part 21, Section A, Subpart Q)

- 3.2. CAAI and EASA may develop additional implementation procedures and additional validation project specific information procedures, as appropriate, in accordance with the provisions of paragraph 6 of this working arrangement.

#### **4. Interpretation**

Any disagreement regarding the interpretation or application of this working arrangement shall be resolved by common accord, in the following order, between:

- 4.1. The persons in charge of the implementation of this Arrangement within CAAI and the EASA.

For this purpose the following persons are identified herewith (to be communicated in writing between the contracting Parties):

For CAAI: Deputy Director CAAI- Airworthiness

For the EASA: The Certification Director

- 4.2. The executive agents (or their successors) who signed this Arrangement.

- 4.3. In the case of conflicting interpretations of the laws, airworthiness regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals or acceptance under this Arrangement, the interpretation of the airworthiness authority whose law, regulation/standard, requirement, or acceptable means of compliance is being interpreted shall prevail.

#### **5. Entry into Force**

This working arrangement shall enter into force at the date of its signature by both Parties.

#### **6. Review**

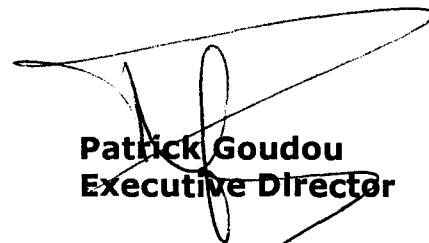
The Parties will jointly review this working arrangement from time to time and may amend it as appropriate by written agreement.

**7. Duration and Termination**

Either Party may at any time give written notice to the other Party of its decision to terminate this working arrangement. It shall terminate twelve months following the date of receipt of the notice by the other Party, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.


Signed in *Colegium*.....on *22/11/* 2004 on behalf of:  
*Jerusalem* *12.12.04*

**European Aviation Safety  
Agency (EASA)**



**Patrick Goudou  
Executive Director**

**Civil Aviation Administration of  
Israel (CAAI)**



**Udi Zohar  
Director General**

## **Appendix 1 (Issue 1)**

### **Type Certification of imported Aeroplanes**

#### **1. Introduction**

The procedures described in this Appendix are applicable to aeroplanes (to be) certificated by CAAI as the authority of the State of Design and to be validated by EASA.

#### **2. Application for EASA Type Certification**

An application for EASA Type Certificate for an aeroplane shall be made in accordance with Part 21, Section A, Subpart B. Applications may be submitted for aeroplanes with CAAI Type Certificate, or for aeroplanes where application for type certification has been accepted by CAAI. CAAI shall ensure the application has the following information:

**2.1.** The CAAI Type Certificate and TC Data Sheet, if available at that time, and a definition of the national airworthiness standards upon which the CAAI design approval was (or is to be) based, and the EASA airworthiness standards CAAI believes to be satisfied by its own standards; and

**2.2** A planning date for EASA type certification.

Also the application shall contain the following information if known at the time of the application:

**2.3.** A description of all novel or unusual design features known at the time of application which might necessitate issuance of EASA special conditions under 21A.16B of Part 21, or which might require a special review of acceptable means of compliance; and

**2.4.** All known or expected exemptions or equivalent level of safety findings relative to the CAAI's national standards for design approval that might affect compliance with the applicable EASA airworthiness standards.

The CAAI shall forward the application to EASA in the manner prescribed by EASA.

### **3. CAAI and EASA Communications and Procedures**

All formal correspondence between CAAI and EASA will be between the CAAI Certification Project Manager and EASA Project Certification Manager (PCM), as nominated for each project for which EASA certification has been applied for.

Direct informal discussion at the technical specialist level is necessary and may include the exchange of technical information.

The EASA will notify the CAAI of any meeting(s) it has with Israeli TC applicants and/or its suppliers as arranged through the TC applicant on certification matters. The EASA shall indicate those meetings particularly warranting CAAI attendance. For all other meetings, CAAI has the right to attend, and CAAI will notify EASA of their attendance.

### **4. EASA Responsibilities**

The EASA Certification Basis will be notified to the CAAI and the TC applicant.

The EASA will establish the EASA List of Differences (LOD) and notify the CAAI and TC applicant in writing of that LOD and changes thereto (see Figure 1). The EASA will provide the CAAI with appropriate acceptable means of compliance and guidance material to enable the CAAI to find compliance, on behalf of the EASA, with these conditions.

The CAAI and EASA will agree upon a date by which the delegation to the CAAI for findings of compliance with the LOD items must be complete.

For the purpose of administering the findings of compliance (e.g. the interpretations to be applied, the means of compliance agreed, and the stage at which the compliance finding was delegated to the CAAI) with LOD items, the EASA shall issue Certification Action Items (CAIs).

The EASA will identify as early as possible from the LOD the subjects for which the EASA wish to be involved to some degree directly in the demonstration of compliance findings, by issuing a CAI. The EASA will inform the CAAI in writing of the EASA conclusions concerning its investigation. The EASA is to notify CAAI and the TC applicant of any test witnessing in which it elects to participate.

The EASA will provide a Summary List and a copy of all Certification Review Items (CRIs) and CAIs, and revisions thereof, to the CAAI, including copies of EASA correspondence with the TC applicant relating to CRIs and CAIs.

The EASA will notify the CAAI (with copy to the TC applicant) concerning the status of each CRI or CAI and will request formal CAAI and TC applicant position statements.

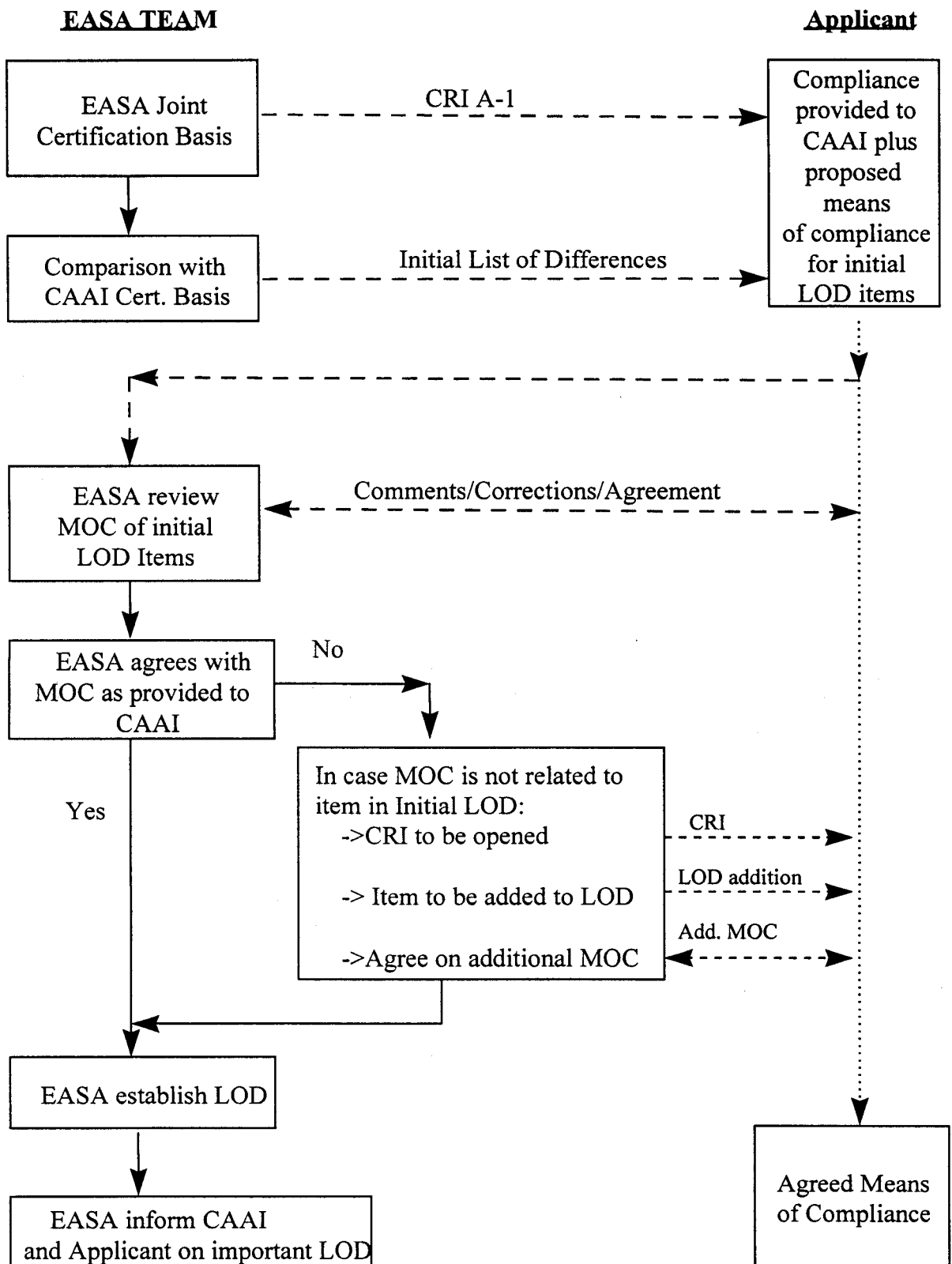
The EASA will contact the CAAI to discuss or clarify any aspect of Issue Papers raised by the CAAI and reissues thereof, which are of specific interest.

The EASA will provide the TC applicant and the CAAI with the List of important Differences (LOID). The only purpose of this list is to have an accessible overview of all important differences as noted by the EASA for the type validation of the aeroplane.

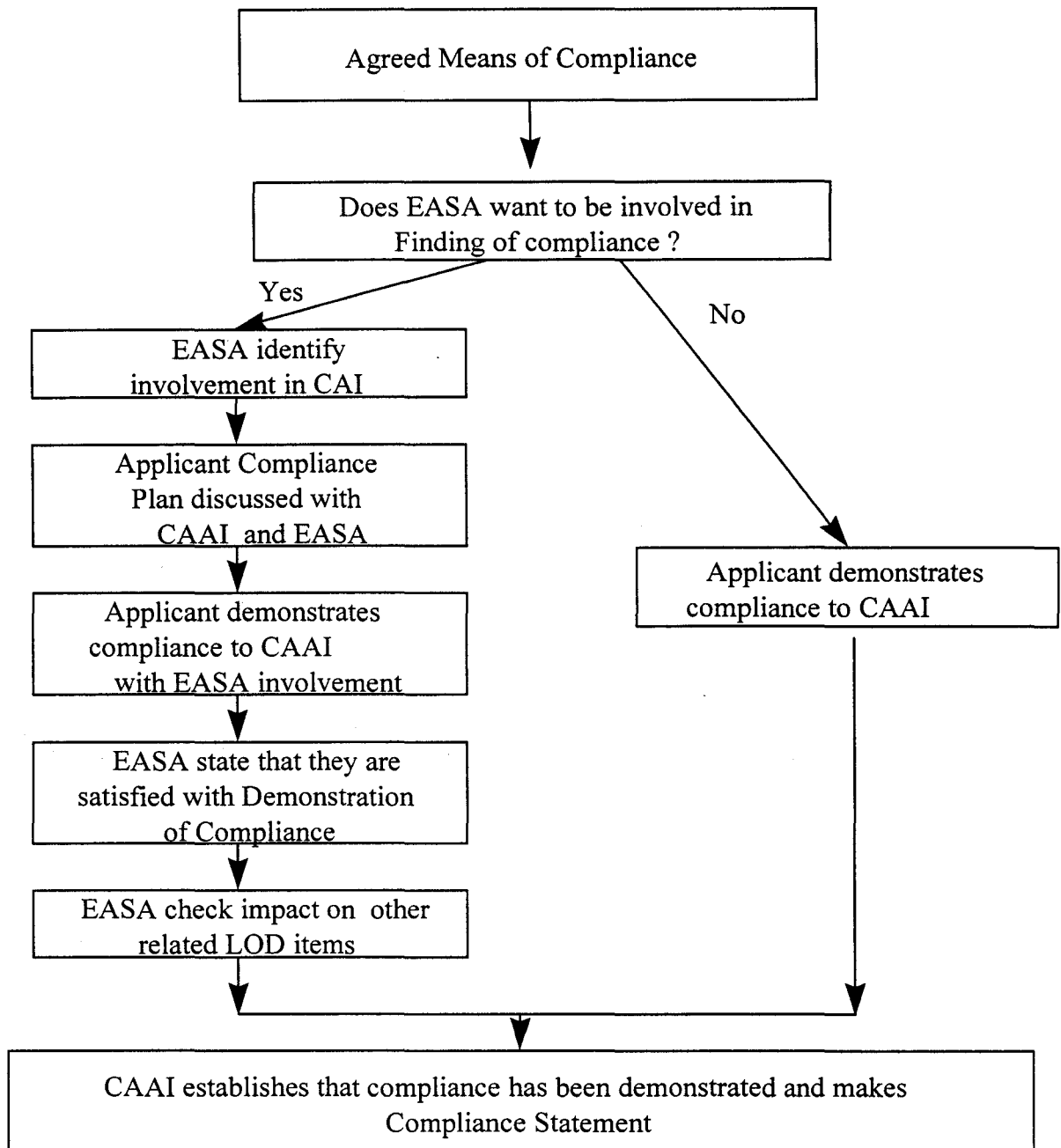
See Figure 1 for communications route: EASA LOD items.  
See Figure 2 for communications route: EASA Involvement



**FIGURE 1: COMMUNICATIONS ROUTE - EASA LOD ITEMS**



**Figure 2: COMMUNICATIONS ROUTE - EASA INVOLVEMENT**



## **5. CAAI Responsibilities**

CAAI will find compliance with EASA LOD items using EASA acceptable means of compliance and guidance material (see paragraph 3 above).

CAAI will initiate comments on CRIs and CAIs for which EASA has requested CAAI position statements, or as considered appropriate by the CAAI.

CAAI will provide EASA with a formal statement attesting that CAAI has determined that compliance has been demonstrated with CAAI certification basis plus the EASA LOD as notified by EASA.

CAAI will provide EASA with the Status of Issue Papers and revisions thereof and will keep EASA informed on the status of the certification program, including progress, schedules, problems and significant certification issues.

## **6. EASA Test Witnessing**

The EASA will notify CAAI and the TC applicant concerning requests for conducting or witnessing tests by CAAI on behalf of EASA and will identify the EASA approved test program to be used. CAAI will verify the reported certification test results and will forward them to the EASA. The EASA will review these test results and notify CAAI (with copy to TC applicant) of their conclusions.

The EASA may request CAAI to approve the test program and/or the test results report on behalf of the EASA.

## **7. Documentation**

### **7.1 Documents associated with Type Certification requiring formal approval by EASA**

During the certification process, there are documents which require formal approval by the EASA. These documents are:

- 1. Test Programs for which the test witnessing has been retained by EASA;**
- 2. Compliance documents on subjects which have been retained by the EASA;**
- 3. EASA Aeroplane Flight Manual (AFM);**

**4. EASA Airworthiness Limitations; and**

**5. EASA Certification Maintenance Requirements.**

## **7.2 Aeroplane Flight Manual Approval Procedure**

The AFM will be processed under the applicable EASA certification procedures. The EASA will review the relevant CAAI AFM, including any Supplements or Appendices. The EASA will provide comments on the content to the TC applicant and the CAAI.

The TC applicant will collate the comments and produce EASA AFM pages where relevant.

A complete EASA AFM (CAAI AFM amended with the relevant EASA AFM pages) will then be submitted to the EASA for further review. When EASA is satisfied that this AFM meets the specific EASA requirements, it will request the CAAI to sign approval on behalf of EASA.

## Appendix 2 (Issue 1)

### Changes to Type Certificates

#### A – CHANGES BY TC HOLDER

##### 1. Introduction

Purpose of this Appendix is to lay down procedures for the approval of changes to Type Designs, Type Certificates and associated Flight Manual amendments that are voluntarily generated by the TC holder.

##### 2. Post Type Certification Procedures

##### 2.1 Design Changes other than AFM Revisions

For the purpose of this procedure Design Changes are classified as **Major or Minor**. The TC holder's proposed classification of the Design Change shall be reviewed and agreed by CAAI.

**Major Design Changes** are design changes as defined by 21A.91 of Part 21. For example design changes which have an effect on:

1. Approved Airworthiness Limitations;
2. Type Certificate Data Sheet;
3. Certification Maintenance Requirement (CMR);
4. Level of safety demonstrated for Type Certification;
5. Means of Compliance.

**Minor Design Changes** are all other changes not classified as a Major Design change.

Design Changes classified as Major will be further categorised by CAAI as **Level 1 Major Design Change** or **Level 2 Major Design Change** as defined below.

##### **Level 1 Major Design Changes:**

1. Design Changes having an effect on the CAAI or EASA Type Certification Basis or involving new interpretations of the requirements, new special conditions new equivalent safety findings or novel methods of compliance.

**Note:** A method of compliance would be considered to be 'novel' if it had not been applied previously in a similar context by both the CAAI and the EASA.

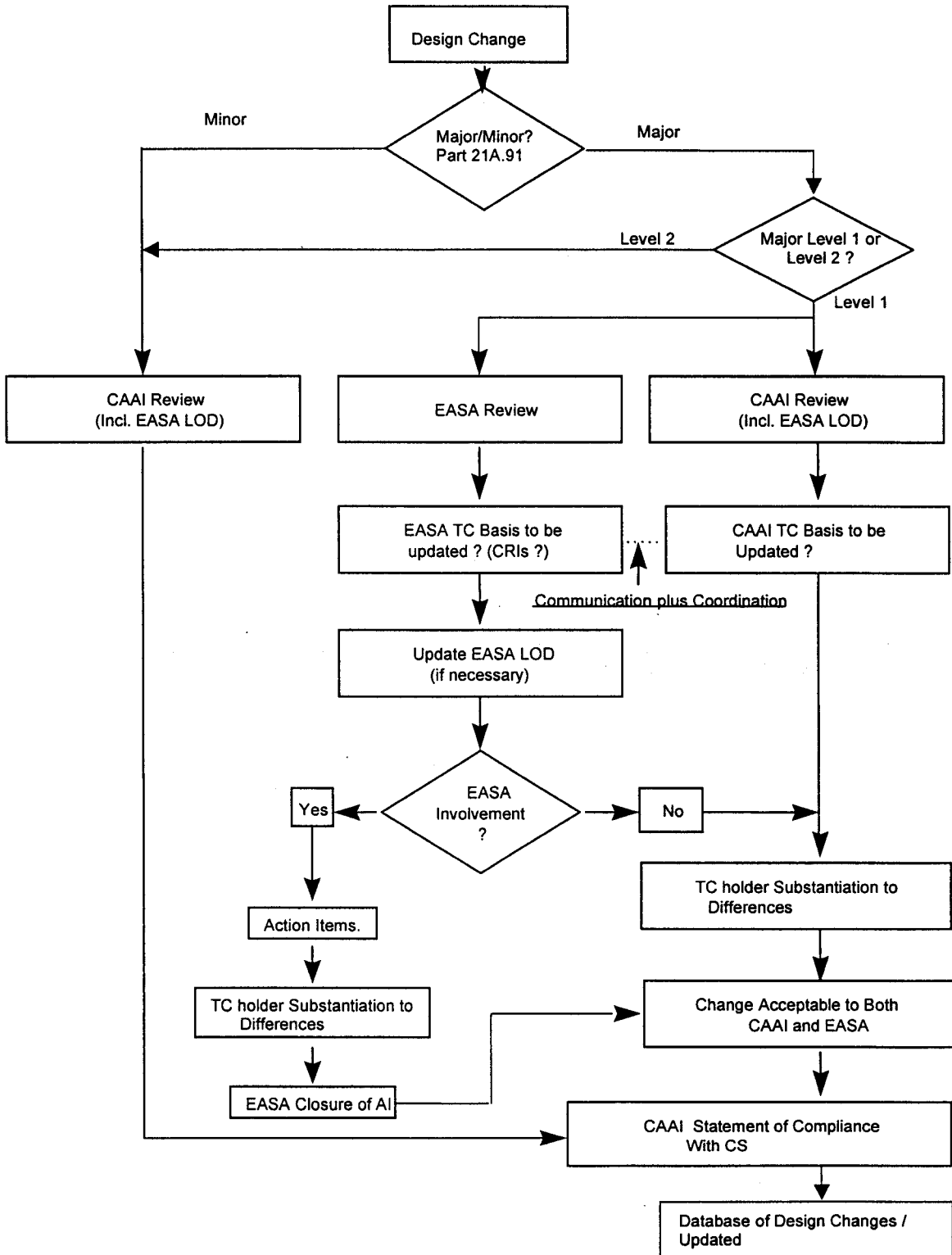
2. Design Changes involving a EASA LOD Item and involving the use of a method of compliance different from those agreed by CAAI and the EASA for use in the basic certification/validation.
3. Design Changes involving a EASA LOD Item for which the EASA has retained the responsibility for the compliance determination.
4. Design Changes involving approved manual revisions covering:
  - (a) Initial issues of new manuals, appendices or supplements.
  - (b) Introduction of configurations not previously approved by the EASA.
  - (c) Existing differences between CAAI and EASA approved manual content.
5. Changes having an effect on the environmental approval.
6. Any other Design Change categorised as Level 1 Major by EASA after consultation with CAAI.

**Level 2 Major Design Changes** are all other Major Design Changes not categorised as a Level 1 Major Design Change.

All Design Changes shall be approved by CAAI before an aeroplane, with such a Design Change installed, is exported to a Member State of the European Community. The EASA may specify the requirements for the acceptance of Major Design Changes.

See figure 1 for Communications Route for Design Changes

**Figure 1**  
**COMMUNICATIONS ROUTE FOR DESIGN CHANGES**



## 2.2 AFM Revisions

The CAAI will review all proposed revisions to CAAI AFM pages and EASA pages. In conjunction with the TC holder, CAAI will categorize revisions into **Significant** or **Minor**.

**Significant revisions** shall be submitted to EASA for review and acceptance before CAAI signature on behalf of EASA. In this case EASA will take primary responsibility for ensuring that the data fully meets EASA requirements and regulations. CAAI will only carry out an overview and highlight to EASA an unacceptable situation that is noted.

**Minor revisions** shall be submitted to CAAI for review and approval/signature on behalf of EASA. In this case CAAI will take primary responsibility for ensuring that the data meets EASA requirements and regulations.

## 2.3 Classification of AFM Revisions

The initial classification will be made by the TC Holder and agreed by the CAAI. During the review of a minor revision the CAAI shall, if necessary, change the classification to significant.

**Significant revisions:** The following criteria shall be used to identify significant revisions of the AFM:

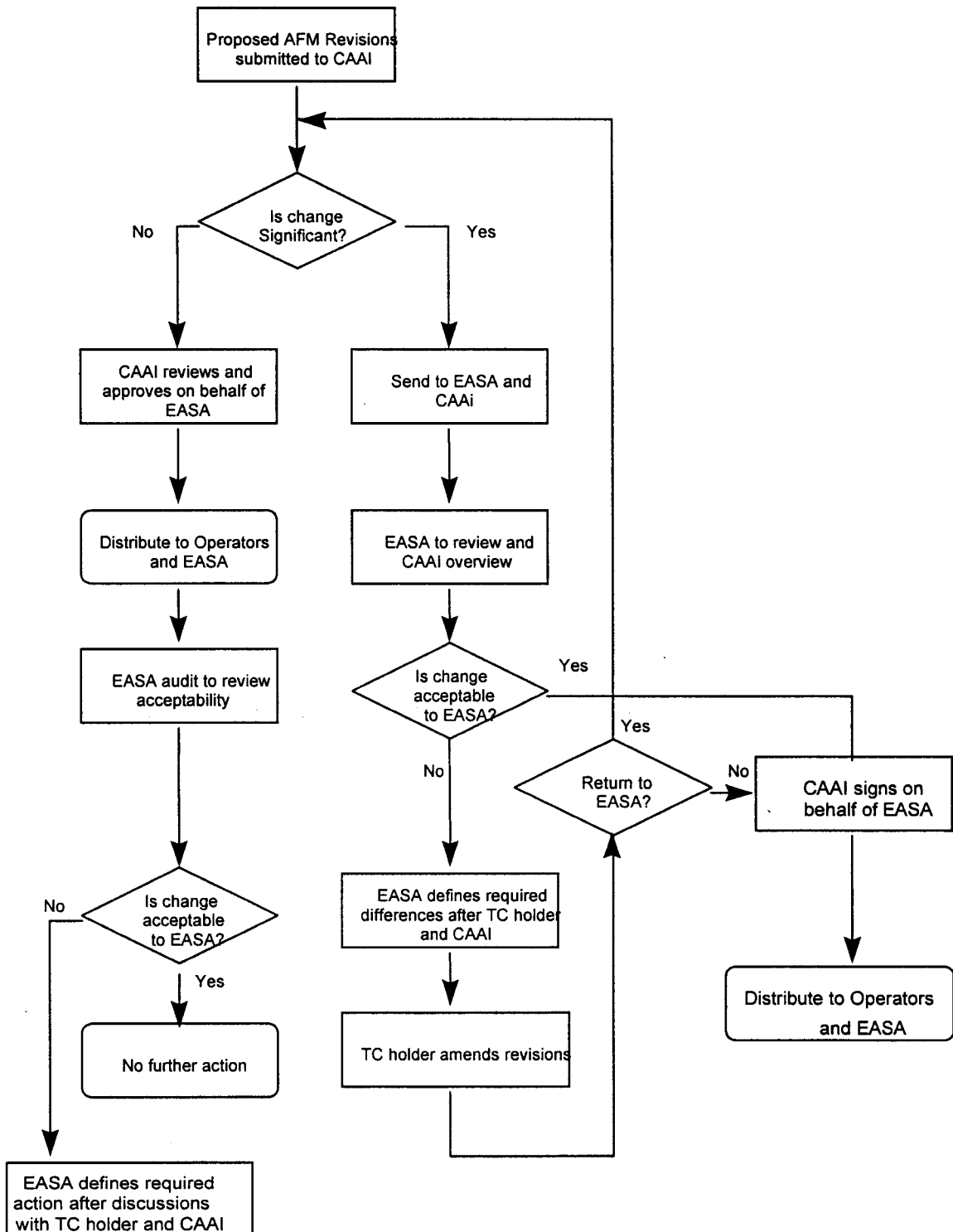
1. AFM revisions which affect the Type Certificate Data Sheet.
2. Initial issues of new Supplements or Appendices to the AFM
3. AFM revisions associated with major modifications of the EASA approved Type Design.
4. Revisions related to paragraphs where applicable requirements are significantly different (EASA LOD Items) and CAAI have not previously been involved in the finding compliance on behalf of the EASA.
5. Revisions which may impact on differences in Type Design, or existing AFM differences.
6. Other revisions deemed by the CAAI to require EASA review.



**Minor revisions:** All revisions of the AFM that do not fall within the agreed guidelines for significant revisions of the AFM as detailed above.

See Figure 2 for Communication Route for Flight Manual Revision Procedures

**Figure 2  
FLIGHT MANUAL REVISION PROCEDURES**



### **3. EASA Responsibilities**

The EASA may prescribe EASA Differences complementary to the EASA LOD used for the certification of the basic model. The EASA will notify CAAI in writing of these Differences.

Where the EASA has determined the need for the EASA involvement in a Major Level 1 Design Change, the EASA will notify CAAI in writing accordingly of the actions to be taken by means of a CAI. If no involvement is required, the EASA will notify it to CAAI.

### **4. CAAI Responsibilities**

CAAI will notify the EASA in writing, with CAAI endorsement, of all Design Changes classified as Level 1 Major by CAAI. Unless the EASA determines the need for EASA involvement in a Major Level 1 Design Change, CAAI will verify and state to the EASA that compliance has been demonstrated with the CAAI certification basis plus the EASA LOD plus the Differences as notified by the EASA.

For Major level 2, minor Design Changes CAAI will ensure that compliance with the CAAI certification basis plus the EASA LOD has been determined. All these approved changes will be incorporated in the EASA approved type design of the aeroplane.

In addition CAAI shall approve the following documents taking into account the EASA Certification Basis and the EASA approved Type Design of the aeroplane:

1. Service Bulletins,
2. Continuing Airworthiness Instructions, including Airworthiness Directives (ADs), and
3. Approval of the Structural Repair Manual and Repairs.

CAAI shall report to the EASA on a regular basis on the occurrence and the follow-up actions related to service difficulties, incidents and accidents. The frequency and extent of these reports are to be agreed by the EASA.

When considered appropriate by EASA, CAAI or the TC holder, a meeting shall be organised between EASA, CAAI and the TC holder to review and discuss these service difficulties, incidents and accidents and agree on appropriate actions.

### **5. Delivery of an aeroplane to a Member State of the European Community**

Timely in advance of the aeroplane delivery to a Member State of the European Community the build standard, including the embodiment of all

Minor and Major Design Changes, should be made available by the TC Holder to the EASA.

If compliance of a Design Change with the applicable Certification Specifications (CSs) cannot be shown at the date of aeroplane delivery, the TC Holder should notify the customer that, for these Design Changes, exceptions of the applicable CSs must be obtained from the EASA.

## **B – CHANGES BY OTHERS THAN TC HOLDERS**

### **1. Minor changes**

For aeroplane types/models designed by an organisation under the regulatory oversight of CAAI which have been issued a type certificate or an approval by EASA, EASA will accept minor changes to TC by others than TC Holder when the CAAI Engineering and Manufacturing Branch has ensured that compliance with the CAAI certification basis plus the EASA LOD has been determined. In addition, information concerning the model designation of the type certificated product for which the part is eligible for installation must be furnished.

### **2. Major changes**

See Appendix 3.

## **Appendix 3 (Issue 1)**

### **Supplemental Type Certificates**

#### **1. Introduction**

This appendix covers STC applications from the following Israeli organisations:

- Israel Aircraft Industries: Bedek Aviation Group and Commercial Aircraft Group

#### **2. Application to EASA for Supplemental Type Certification**

An application for EASA Supplemental Type Certificate shall be made in accordance with 21A.113(a) of Part 21, and include the information required in 21A.113(b) except that the date of application shall be the date application was made to the CAAI for the STC. In cases where the STC applicant has not entered into an arrangement with the Type Certificate holder, the CAAI shall review the applicant's justification and concur with the applicant's position that an arrangement is not necessary. The applicant's justification and the CAAI concurrence statement will be provided to the EASA. The application may be submitted for Supplemental Type Certificates already approved by CAAI, or for Supplemental Type Certificates where application for approval has been made to CAAI. CAAI shall ensure the application has the following information:

1. The CAAI Supplemental Type Certificate and a definition of the national airworthiness standards upon which the CAAI design approval was (or is to be) based, and the EASA airworthiness standards CAAI believes to be satisfied by its own standards; and
2. A planning date for EASA supplemental type certification.

Also, the application shall contain the following information if known at the time of the application:

3. A description of all novel or unusual design features known to the applicant and CAAI at the time of application which might necessitate issuance of EASA special conditions under 21A.16B of Part 21, or which might require a special review of acceptable means of compliance; and

4. All known or expected exemptions or equivalent level of safety findings relative to the CAAI's national standards for design approval that might affect compliance with the applicable EASA airworthiness standards.

The CAAI shall forward the application to the EASA in the manner prescribed by the EASA.

### **3. CAAI and EASA Communications and Procedures**

See appendix 1, with simplification as relevant to take into account the nature of the STC.

### **4. EASA Responsibilities**

See appendix 1, with simplification as relevant to take into account the nature of the STC.

### **5. CAAI Responsibilities**

See appendix 1, with simplification as relevant to take into account the nature of the STC.

### **6. EASA Test Witnessing**

See appendix 1, with simplification as relevant to take into account the nature of the STC.

### **7. Documentation**

- 7.1 Documents associated with STC requiring formal approval by EASA
1. Compliance Documents as deemed necessary by EASA
  2. EASA Supplement to Airplane Flight Manual, as relevant
  3. EASA Supplement to Airworthiness Limitation Section, as relevant
  4. EASA Supplement for Certification maintenance Requirements, as relevant

#### **7.2 AFM Supplement approval procedure**

The AFM Supplement will be processed under the applicable EASA certification procedures. The EASA will review the relevant CAAI AFM Supplement. The EASA will provide comments on the content to the STC applicant and the CAAI.

The applicant will collate the comments and produce EASA AFM Supplement pages where relevant.

A complete EASA AFM Supplement (CAAI AFM amended with the relevant EASA AFM Supplement pages) will then be submitted to the EASA for further review. When EASA is satisfied that this AFM Supplement meets the specific EASA requirements, it will request the CAAI to sign approval on behalf of EASA.

**8. Changes to STC by STC Holder**

The procedures of Appendix 2 are applicable, with the necessary adaptations to address changes to STC made by the STC Holder himself.



## **Appendix 4 (Issue 1)**

### **Conformity with Design Serial Production and Surveillance Activities**

#### **1. Production Quality System**

All products, parts and appliances exported under the provisions of these Procedures shall be produced in accordance with a production quality system which ensures conformity to the approved design of the EASA and ensures that completed products are in a condition for safe operation. This production quality system covers the fabrication of products, parts and appliances within and outside of Israel.

#### **2. Surveillance of Production Activities**

- 2.1. CAAI, as exporting authority, shall conduct regulatory surveillance of manufacturers, and its suppliers, in accordance with the CAAI's specific policies, practices, and/or procedures. Both ongoing and scheduled evaluations shall be conducted to verify that manufacturers are in continued compliance with their production quality system, manufacturing products, parts and appliances which fully conform to the approved design, and are in a condition for safe operation.
- 2.2. Production surveillance includes the surveillance of manufacturers and their suppliers who may be fabricating prototype or pre-production parts for aeroplanes which are still undergoing type certification. These parts must be produced with the concurrence of the CAAI. CAAI must ensure the prototype or pre-produced parts are properly controlled so that a final determination of airworthiness can be undertaken prior to their export.
- 2.3. CAAI production approval and supplier surveillance programs and manufacturer's responsibilities for surveillance of suppliers are described in CAAI Aircraft Certification procedures.

#### **3. Extensions of Production Approvals**

- 3.1 When a production approval has been granted or extended by CAAI as exporting authority, to include manufacturing sites and facilities for parts, components, and subassemblies, in a Member State of the European Community or in a third country, the CAAI

remains responsible for the surveillance and oversight of these manufacturing sites and facilities.

- 3.2. CAAI may seek assistance from the civil airworthiness authority of a third country in the undertaking of CAAI regulatory surveillance and oversight functions when a production approval has been granted or extended by formal agreement/Arrangement to that third country.

#### **4. Supplier Surveillance - Outside the Exporting Country.**

- 4.1. CAAI, as exporting authority, shall include in their regulatory surveillance and oversight programs a means of surveilling suppliers who are located outside Israel. This surveillance and oversight program for suppliers located outside of Israel will be equivalent to that program for domestic suppliers. This surveillance activity will assist CAAI in determining conformity to approved design and whether parts are safe for installation on type certificated products.
- 4.2. CAAI may seek assistance from a third country civil airworthiness authority at the supplier's location when an agreement has been formalized with that authority in the undertaking of CAAI regulatory surveillance and oversight functions at suppliers.
- 4.3. The manufacturer may not use a supplier in a country where the CAAI is denied unimpeded access, by either the supplier or the supplier's civil aviation authority, to the supplier's facility to perform surveillance activities.

## **Appendix 5 (Issue 1)**

### **Certificates of Airworthiness for imported Aeroplanes**

#### **1. Export Airworthiness Certificates.**

CAAI shall issue export airworthiness certificates for products exported to Member States of the European Community under the conditions defined in 2., 3. and 4.

#### **2. New Aircraft.**

- a. CAAI shall issue an "*Export Certificate of Airworthiness*", for a new aircraft certifying that the aircraft:
  1. Conforms to a type design approved by the EASA and any additional supplemental type certificates approved/accepted by the importing authority;
  2. Is marked in accordance with Appendix 9 of this Arrangement
  3. Is in a condition for safe operation, including compliance with applicable importing authority Airworthiness Directives, as notified; and
  4. Meets all additional requirements prescribed by the EASA, as notified.
- b. Each aircraft exported to a Member State of the European Community with CAAI airworthiness approval will have an CAAI Form EN 806 Export Certificate of Airworthiness, issued in accordance with the requirements of Air Navigation Regulations ( Certification Procedures for Aircraft and parts thereof) -1977. The CAAI Form EN 806 should contain a statement such as: "*The aeroplane covered by this certificate has been examined, tested and found to conform to the type design approved under the EASA type-certificate [Insert TC Number] and is in a condition for safe operation.*"

### **3. Export Certificate of Airworthiness Exceptions.**

The CAAI shall notify the EASA prior to issuing an Export Certificate of Airworthiness in which a non-compliance to the EASA approved type design is to be noted under the "Exceptions" section of the Export Certificate of Airworthiness. This notification should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate. This notification shall be to the EASA. A written acceptance from the EASA is required before the issuance of the CAAI's Export Certificate of Airworthiness.

### **4. Used Aircraft for Which There Has Been a Design Approval Granted by the CAAI or the EASA**

- a. For a used aircraft which design has been approved by the EASA, CAAI shall issue an "*Export Certificate of Airworthiness*" certifying that the aircraft:
  1. Conforms to a type design approved by the EASA and any additional supplemental type certificates approved/accepted by the EASA, as notified by the EASA to CAAI;
  2. Is in a condition for safe operation, including compliance with all applicable importing authority Airworthiness Directives, as notified;
  3. Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records); and,
  4. Meets all additional requirements prescribed by the EASA, as notified.
- b. Acceptance of Used Aircraft Manufactured in Third Countries.

The EASA shall also accept CAAI Export Certificate of Airworthiness for used aircraft manufactured and/or assembled in a third country when that country has a bilateral agreement/Arrangement with both the CAAI and the EASA covering the same class of product, and the conditions of paragraph 4.a.1. to 4. have been met.

- c. The Member State of the European Community, as importing country, may also request inspection and maintenance records which include, but are not limited to: the original or

certified copy of the Export Certificate of Airworthiness, or equivalent, issued by CAAI; records which verify that all overhauls, major changes, and repairs were accomplished in accordance with approved data; and maintenance records and log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

- d. When a used aircraft produced in Israel is to be imported into a Member State of the European Community from a third country, CAAI will, upon request, assist the Member State in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. The CAAI will also provide, upon request, information regarding subsequent installations on the aircraft that have been approved by CAAI.

## **Appendix 6 (Issue 1)**

### **Imported Parts and Appliances**

#### **1. New Parts and Appliances**

##### **1.1 Authorized Release Certificate**

For a new part, including a modification and/or replacement part, CAAI shall certify that each part designed and manufactured in Israel (or by subcontractors):

- Is eligible for installation in an aeroplane which has been granted an EASA Type Certificate, within the limitations of the CAAI form 8130-3;
- Conforms to EASA approved design data and is safe for installation;
- Is marked in accordance with Appendix 9 as applicable; and
- Meets all additional requirements prescribed by the EASA, as notified.

For new articles produced by an ETSOA holder, CAAI shall certify that each article:

- Is eligible and intended for installation in an aeroplane which has been granted an EASA Type Certificate;
- Conforms to EASA approved design data in accordance with the applicable ETSO or other accepted standards of EASA which provide an equivalent level of safety, and is safe for installation;
- Is marked in accordance with Part 21 Subpart Q; and
- Meets all additional requirements prescribed by the EASA, as notified.

##### **1.2 Conformity Statement**

All parts exported to a Member State of the European Community with CAAI airworthiness approval shall have CAAI Authorized Release Certificate, CAAI form 8130-3. The Authorized Release Certificate shall contain the following certifying statement:

*"The referenced parts conform to the approved design data as identified in [INSERT DOCUMENT IDENTIFIER] and are in condition for safe operation."*

*Note: Attached form 8130-3. It is installers responsibility to assure that the part or APA item are eligible for the respective product.*

**Appendix 7  
(Issue 1)**

**Subpart M: Repairs**

**1. Repairs designed by type-certificate holder:**

See Appendix 2

**2. Repairs designed by others than type-certificate holder:**

2.1 Major repair: see Appendix 3 when a STC is issued. Otherwise, consult EASA on a case-by-case basis.

2.2 Minor repairs: EASA will accept minor repairs when the CAAI Engineering and Manufacturing Branch has ensured that compliance with the CAAI certification basis plus the EASA LOD has been determined.

## **Appendix 8 (Issue 1)**

### **Subpart O: ETSO Authorisations**

#### **1. Application**

The applicant for a ETSO Authorisation is required to make an application in accordance with 21A.603 in writing through CAAI, with a request that the application and related information be forwarded to EASA. CAAI should contact EASA for its latest technical policy and procedures related to the ETSO performance standard.

#### **2. Issuance of ETSOA**

2.1 EASA will issue an ETSO Authorisation to the applicant after:

- a. Receipt of all the required data/documentation pertaining to the proper installation, performance, operation, and maintenance of the article for which an Approved Aeronautical Part (APA) Authorisation was, or will be, issued by CAAI;
- b. Receipt of other specific technical data, as jointly agreed between CAAI and EASA, needed to demonstrate compliance with an ETSO standard (e.g., in the case of a first-of-a-kind ETSO);
- c. Receipt and approval of all proposed deviations; and
- d. Receipt of a certifying statement from the applicant through CAAI, with certification by CAAI, that the performance of the appliance or article complies with the applicable ETSO or other accepted standards of EASA which provide an equivalent level of safety.

2.2 EASA may issue the ETSO Authorisation without further investigation when the ETSO and equivalent CAAI A.P.A Specification are identical, unless there are deviations to, or it is a first-of-a-kind JTSO (paragraphs ii and iii above).

#### **3. Surrender**

If a CAAI APA holder that is also a ETSO Authorisation holder elects to surrender the APA issued by the CAAI, CAAI will immediately notify EASA in writing of the action. CAAI shall accomplish all actions necessary to ensure continued airworthiness of the article, until such time as the APA is formally withdrawn by CAAI.



**4. Withdrawal**

If an APA associated to an ETSOA is withdrawn, CAAI will immediately notify EASA in writing of the action. CAAI shall accomplish all actions necessary to ensure continued airworthiness of the article produced under its APA. In the event of withdrawal of a APA for non compliance, CAAI will investigate all non compliances for corrective action and will notify EASA of the corrective action. CAAI still has responsibility for the continued airworthiness of those articles manufactured under its authority.

**5. Change of Ownership**

Upon notification of a change of ownership of the APA, CAAI will notify EASA. EASA will agree to the change of ownership.

**Appendix 9**  
**(Issue 1)**

**Subpart Q: Identification of Products, Parts and Appliances**

1. Each EASA certified / validated airplane must be identified as required in Part 21 Subpart Q.
2. Each part or appliance produced in accordance with design data not belonging to the type certificate holder of the related product (i.e., replacement or modification part) must be marked in accordance with Part 21 Subpart Q.