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# IMPLEMENTATION PROCEDURES

FOR

## AIRWORTHINESS

COVERING

DESIGN APPROVAL, PRODUCTION AND SURVEILLANCE  
ACTIVITIES,  
EXPORT AIRWORTHINESS APPROVAL,  
POST DESIGN APPROVAL ACTIVITIES, AND  
TECHNICAL ASSISTANCE

Under the Agreement between  
The Government of the United States of America  
and  
The Government of the Republic of Iceland  
For Promotion of Aviation Safety

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# IMPLEMENTATION PROCEDURES for AIRWORTHINESS

Design Approval, Production and Surveillance Activities, Export Airworthiness Approval, Post  
Design Approval Activities, and Technical Assistance

## SECTION I    GENERAL

### 1.1    Authorization

- 1.1.1    These Implementation Procedures for Airworthiness (referred hereafter as Implementation Procedures or IPA) are authorized by Article III of the Agreement between the Government of the United States of America (U.S.) and the Government of the Republic of Iceland (Iceland) for the Promotion of Aviation Safety, dated September 27, 2004, also known as the Bilateral Aviation Safety Agreement (BASA, or "BASA Executive Agreement".) The Federal Aviation Administration (FAA) and the Icelandic Transport Authority (ICETRA), formerly the Icelandic Civil Aviation Administration (ICAA), have determined that the aircraft certification systems of each Authority for the design approval, production approval, airworthiness certification, continuing airworthiness, and environmental certification of the civil aeronautical products and articles identified in this document are sufficiently equivalent or compatible in structure and performance to support these Implementation Procedures.
- 1.1.2    The Government of Iceland has participated in the European Aviation Safety Agency (EASA) (now named the European Union Aviation Safety Agency) since 1 June 2005 on the basis of the Agreement on the European Economic Area (EEA Agreement), which entered into force on January 1, 1994, requiring European Union (EU) legislation in the field of transport to be incorporated into Icelandic law. For this reason, all laws and regulations on civil aviation passed by the EU and subsequently adopted by the EEA Joint Committee, established in the aforementioned agreement, are incorporated into Icelandic law (EEA-Act No. 2/1993). According to the EEA Agreement, EASA is the single approval Authority in Iceland for design-related activity, as specified under the provisions of Regulation (EU) 216/2008 (Basic Regulation) of the European Parliament and of the Council of 20 February 2008.

### 1.2    Purpose

- 1.2.1    The purpose of these Implementation Procedures is to define the civil aeronautical products and articles eligible for import into the U.S. and Iceland as importing States, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import. These Implementation Procedures reference the FAA-EASA Technical Implementation Procedures (TIP) for Airworthiness and Environmental Certification in effect under the Agreement between the Government of the United States of America (U.S.) and the European Union

(EU) on Cooperation in the Regulation of Civil Aviation Safety (U.S.-EU Agreement). These Implementation Procedures reference the FAA-EASA TIP for procedures related to design approvals, continuing airworthiness, administration of design approvals, and export approvals between the FAA and ICETRA. These Implementation Procedures take precedent over the FAA-EASA TIP.

- 1.2.2 Adherence to the procedures in the TIP as of the date of the signature of these Implementation Procedures shall apply when EASA is fulfilling its role as ICETRA's technical agent. Amended versions of the FAA-EASA TIP shall become applicable for the purpose of these Implementation Procedures.

### 1.3 Principles

- 1.3.1 These Implementation Procedures are based on mutual confidence and trust between the FAA and ICETRA on their technical competence, regulatory capabilities, and compatibility of each other's certification and approval systems. When a finding is made by one Authority in accordance with the laws and regulations of the other Authority and these Implementation Procedures, that finding is given the same validity as if it were made by the other Authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the Certifying Authority's aircraft certification system to ensure that the airworthiness and environmental requirements of the Validating Authority are satisfied.
- 1.3.2 The FAA and ICETRA recognize and accept each other's delegation systems as part of their overall aircraft certification systems. To the maximum extent permitted by these Implementation Procedures and each Authority's regulations, the findings, compliance determinations and approvals made through this system are given the same validity as if made by either the FAA or ICETRA.
- 1.3.3 The FAA and ICETRA will not routinely notify the other of their designees', delegates', or delegated organizations' activities in advance of any of those persons traveling to the U.S. or Iceland to witness tests, to perform conformity inspections, and/or to make determinations of compliance. However, there may be situations where one Authority may communicate directly with a designee or delegate of the other Authority. In this case, prior notification to the other Authority is required.
- 1.3.4 The FAA and ICETRA agree that all information, including technical documentation, exchanged under these Implementation Procedures shall be in the English language.

### 1.4 Changes in the Authority Aircraft Certification Systems

- 1.4.1 These Implementation Procedures are based upon sufficiently equivalent or compatible aircraft certification systems being in place at the time of signing. Therefore, the FAA and ICETRA shall keep each other informed of significant changes within those systems, such as:

- 1.4.1.1 Statutory responsibilities;
  - 1.4.1.2 Organizational structure (e.g., key personnel, management structure, technical training, office location);
  - 1.4.1.3 Revisions to airworthiness, certification, and environmental standards and procedures;
  - 1.4.1.4 Production quality system oversight, including oversight of out-of-country production of products and articles; or
  - 1.4.1.5 Delegated functions or the kinds of organizations to which functions have been delegated, and those mechanisms of the systems that manage their interface.
- 1.4.2 The FAA and ICETRA recognize that revision by either Authority to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality system oversight, or delegation system may affect the basis and scope of these Implementation Procedures. Accordingly, upon notice of such changes by one Authority, the other Authority may request a meeting to review the need for amendment to these Implementation Procedures.

## 1.5 Governance

The FAA and ICETRA agree to meet, through management meetings, as necessary, to review these Implementation Procedures and ensure their continued validity. The frequency of these meetings will be mutually agreed upon by both Authorities, and will depend on the number and significance of the issues to be discussed between the Authorities. Every effort should be made to alternate the location of these meetings between the U.S. and Iceland.

## 1.6 Continued Maintenance of Confidence

- 1.6.1 These Implementation Procedures shall be subject to periodic review and evaluation. There is an obligation placed on the FAA and ICETRA, as executive agents of the BASA, to ensure that both Authorities remain capable of carrying out the obligations contained in these Implementation Procedures beyond the period of initial assessment that resulted in this version of these Implementation Procedures. The periodic evaluations will focus on the equivalency or compatibility of the respective standards, rules, practices, procedures, and systems as prescribed by the BASA Executive Agreement, and maintaining the mutual confidence in the FAA's and ICETRA's technical competence and ability to perform regulatory functions within the scope of these Implementation Procedures.
- 1.6.2 The FAA and ICETRA agree to periodically share and exchange information to support continued maintenance of confidence in each other's system. The FAA and ICETRA may develop written procedures to share and exchange information.

## 1.7 Applicable National Requirements, Procedures, and Guidance Material

- 1.7.1 FAA standards for safety regulation are contained in Title 49 United States Code (49 U.S.C.), Subtitle VII, Part A, Subparts I, III, and IV; and Title 14 Code of Federal Regulations (14 CFR), Chapter 1, Subchapters A, C, and G. The FAA's standards for airworthiness and environmental certification are generally found at 14 CFR, parts 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, 39, 43, and 45. The FAA also uses EASA Certification Specifications (CS)-22, CS-VLA (Very Light Aeroplanes), Joint Aviation Requirements (JAR)-22, and JAR-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Orders, Notices, Policy Memoranda, Policy Statements and Advisory Circulars.
- 1.7.2 ICETRA's standards incorporate, by reference, EASA requirements for aircraft airworthiness and environmental certification as called out in European Commission regulations and EASA CS. Acceptable Means of Compliance (AMC) and Guidance Material are published by EASA and should be read in conjunction with the aforementioned regulations and directives. These can be found in the FAA-EASA TIP.

## 1.8 Technical Consultations

The FAA and ICETRA agree to consult as necessary to provide input when requested on technical issues and resolve technical disagreements. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.

## 1.9 Interpretations and Resolution of Conflicts between FAA and ICETRA

- 1.9.1 In the case of conflicting interpretations by the FAA and ICETRA regarding the laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the Authority whose law, regulations, standards, requirements, or acceptable means of compliance are being interpreted shall prevail.
- 1.9.2 The FAA and ICETRA agree to the timely resolution of issues through consultation or any other mutually agreed-upon means. Every effort should be made to resolve issues at the working staff level before elevating issues to higher management.

## 1.10 Cooperation of Investigation or Enforcement Action

Both the FAA and ICETRA agree to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violation of the U.S. or the Icelandic laws or regulations. Both Authorities shall cooperate in sharing information relevant to any investigation or enforcement action, including its closure. A request for information and cooperation will be sent to the other Authority's point of contact identified in the Appendix to these Implementation Procedures.

## 1.11 Revisions, Amendments, and Points of Contact

1.11.1 The designated contact points for these Implementation Procedures are:

1.11.1.1 For the FAA: Aircraft Certification Service, International Office (AIR-40);  
and

1.11.1.2 For ICETRA: Icelandic Transport Authority, Coordination and  
Facilitation, Legal Section.

1.11.1.3 Contact information for the identified offices is listed in Appendix A.

1.11.2 These Implementation Procedures may be amended by mutual consent of the FAA and ICETRA. Such amendments will be made effective by signature of the duly authorized representatives of the FAA and ICETRA.

## 1.12 Definitions

For purposes of these Implementation Procedures, the definitions in the Technical Implementation Procedures for Airworthiness and Environmental Certification (TIP), as amended, between the FAA and EASA under the U.S.- EU Agreement shall apply. Additional definitions can be found in Article II of the BASA Executive Agreement. If there is any inconsistency between the definitions in the TIP and those of Article II of the BASA Executive Agreement, the definitions in the BASA Executive Agreement shall prevail.



## SECTION II    SCOPE OF THESE IMPLEMENTATION PROCEDURES

### 2.1 General

2.1.1 These Implementation Procedures cover the products and articles identified below, their approvals, and the provisions set forth in the following paragraphs.

2.1.2 These Implementation Procedures apply to such aircraft type designs to be type certificated by the FAA and EASA (ICETRA's Technical Agent) for standard category airworthiness certification.

2.1.2.1 The FAA and EASA do not normally issue design approvals for products or articles manufactured outside their regulatory jurisdiction unless there is a demonstrated U.S. or Icelandic interest, as the importing State, in issuing the approval.

2.1.2.2 For the FAA, standard airworthiness certificates are issued in the normal, utility, acrobatic, commuter, and transport categories of aircraft, as well as for manned-free balloons and special classes of aircraft which include airships, very light airplanes (VLA), gliders, and other non-conventional aircraft.

2.1.2.3 For ICETRA, standard airworthiness certificates are issued in the normal, utility, aerobatic, commuter, transport, and large categories of aircraft, as well as for balloons and special classes of aircraft which include airships, very light aeroplanes, sailplanes, and other non-conventional aircraft.

2.1.2.4 Aircraft for which a special airworthiness certificate is issued by the FAA or ICETRA shall be dealt with on a case-by-case basis through the Special Arrangement provision in Section IX of this document.

2.1.2.5 These Implementation Procedures do not apply to non-EASA aircraft.

**Note:** "Non-EASA Aircraft" means aircraft excluded from the scope of the Basic Regulation (216/2008) by Article 4 (4) and Annex II, and therefore not subject to EASA's oversight.

### 2.2 Products, Articles, and Associated Approvals Accepted for Import by Iceland under these Implementation Procedures

#### 2.2.1 ICETRA Acceptance of the Following FAA Design Approvals as the Basis for EASA Design Approval:

2.2.1.1 Type Certificates (TCs) for products for which the U.S. is the State of Design (SoD); and

2.2.1.2 FAA Technical Standard Order Authorizations (TSOAs); and

2.2.1.3 FAA Part Manufacturer Approvals (PMAs).

#### 2.2.2 ICETRA Acceptance of the Following FAA-Approved Design Changes as the Basis for EASA Design Approval:

2.2.2.1 Amended TCs for products for which the U.S. is the SoD;

- 2.2.2.2 Supplemental Type Certificates (STCs) or Amended STCs for products that have been issued both an FAA and EASA type design approval; and
- 2.2.2.3 Other FAA-approved design changes for which the U.S. is the SoD and that are within the scope of the FAA-EASA TIP.
- 2.2.3 ICETRA Acceptance of the Following FAA-Approved Design Data

FAA-approved design data used in the support of repairs that are within the scope of the FAA-EASA TIP.
- 2.2.4 ICETRA Acceptance of Standard Parts

ICETRA shall accept Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established EU or U.S. industry or government specifications.
- 2.2.5 ICETRA Acceptance of FAA Export Certificates of Airworthiness

ICETRA shall accept aircraft that conform to a type design approved under an EASA TC including:

  - 2.2.5.1 New and used aircraft of the classes and categories listed in Table 1 of these Implementation Procedures for which the U.S. is the SoD; and
  - 2.2.5.2 New and used aircraft for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and Iceland covering the same class of products and if the conditions of the FAA-EASA TIP have been met.

**Note:** Acceptance of aircraft manufactured in a country or territory other than its SoD requires the development of a Special Arrangement per Section IX of these Implementation Procedures or ICETRA review and acceptance of an existing arrangement established between the SoD and State of Manufacture (SoM).
- 2.2.6 ICETRA Acceptance of FAA Authorized Release Certificates for the Following Engines, Propellers, and Articles
  - 2.2.6.1 Engines and Propellers that conform to a type design approved under an EASA TC including:
    - (a) New and rebuilt aircraft engines for which the U.S. is the SoD;
    - (b) New aircraft engines manufactured in the U.S. for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and Iceland covering engines;
    - (c) New propellers for which the U.S. is the SoD; and
    - (d) New propellers manufactured in the U.S. for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and Iceland covering propellers.

**Note:** Acceptance of products manufactured in a country or territory other than its SoD requires either the development of a Special Arrangement per Section IX of these Implementation Procedures or ICETRA review and acceptance of an existing arrangement established between the SoD and SoM.

2.2.6.2 Articles and replacement parts as detailed in the FAA-EASA TIP.

2.2.7 ICETRA Acceptance of FAA Findings of Environmental Requirements

ICETRA shall accept FAA findings for environmental requirements, including noise, fuel venting, and/or exhaust emissions, in accordance with the procedures established in the FAA-EASA TIP.

2.3 Products, Articles, and Associated Approvals Accepted for Import by the U.S. under these Implementation Procedures

2.3.1 FAA Acceptance of the Following EASA-Approved Design Changes as the Basis for FAA Design Change Approval:

STCs and Amended STCs for products that have been issued both an EASA and FAA type design approval and the product is of:

2.3.1.1 U.S. SoD; or

2.3.1.2 A third country SoD.

2.3.2 FAA Acceptance of the Following EASA-Approved Design Data:

EASA-approved design data used in support of repairs that are within the scope of the FAA-EASA TIP, for products and articles of:

2.3.2.1 U.S. SoD; or

2.3.2.2 A third country SoD, when both EASA and the FAA have issued a type design approval for the product.

2.3.3 FAA Acceptance of Standard Parts

The FAA shall accept Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established European or U.S. industry or government specifications.

2.3.4 FAA Acceptance of EASA Export Certificates of Airworthiness

The FAA shall accept aircraft that conform to a type design approved under an FAA TC including:

2.3.4.1 Used aircraft for the classes and categories listed in Table 1 of these Implementation Procedures for which the U.S. is the SoD; and

2.3.4.2 Used aircraft for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and Iceland covering the same class of products and if the conditions of the FAA-EASA TIP have been met.

**Note:** Acceptance of aircraft manufactured in a country or territory other than its State of Design requires either the development of a Special Arrangement per Section IX of these Implementation Procedures or the FAA review and acceptance of an existing arrangement established between the SoD and SoM.

2.3.5 FAA Acceptance of EASA Findings for Environmental Requirements

The FAA shall accept EASA findings for environmental requirements, including noise, fuel venting, and/or exhaust emissions, in accordance with the procedures established in the FAA-EASA TIP.

2.4 Provisions for Technical Assistance

Technical assistance activities in support of these Implementation Procedures are conducted in accordance with Section VIII.

2.5 Provisions for Special Arrangements

These Implementation Procedures provide for designated officials within the FAA and ICETRA to make Special Arrangements, with respect to design approval, export airworthiness approval, post design approval, or technical assistance, in unique situations which have not been specifically addressed in these Implementation Procedures, but which are within the scope of these Implementation Procedures, reference Section IX.

### SECTION III    DESIGN APPROVAL PROCEDURES

- 3.1    The relevant provisions of Section III of the FAA-EASA TIP, as amended, shall apply to the acceptance or validation of design change approvals for the products and articles covered within the scope of these Implementation Procedures.
- 3.2    References to the Certifying Authority (CA) or Validating Authority (VA) refer to the FAA or EASA as appropriate.

## SECTION IV   CONTINUING AIRWORTHINESS

The relevant provisions of Section IV of the FAA-EASA TIP, as amended, shall apply to the products and articles covered within the scope of these Implementation Procedures.

- 4.1 All references in Section IV of the FAA-EASA TIP to an “Aviation Authority”, “EU member state” (AA) or an “AA” are inclusive of ICETRA.
- 4.2 References to the Authority of the SoD or SoM, the CA, or the VA refer to the FAA or EASA as appropriate.

SECTION V    ADMINISTRATION OF DESIGN APPROVALS

The relevant provisions of Section V of the FAA-EASA TIP, as amended, shall apply to the design approvals within the scope of these Implementation Procedures.

SECTION VI    PRODUCTION AND SURVEILLANCE ACTIVITIES

[RESERVED]



SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES

The relevant provisions of Section VII of the FAA-EASA TIP shall apply to the products and articles within the scope of these Implementation Procedures.

## SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

The FAA or ICETRA may provide technical assistance to each other within the scope of these Implementation Procedures when activities are conducted in either the U.S. or Iceland. Each request will be handled on a case-by-case basis, as resources permit. Each written request will include sufficient information for the task to be performed and reported back to the requestor.

## SECTION IX    SPECIAL ARRANGEMENTS AND MANAGEMENT PLANS

- 9.1 It is anticipated that urgent or unique situations will develop that have not been specifically addressed in these Implementation Procedures, but which are within the scope of these Implementation Procedures. When such a situation arises, it will be reviewed by the FAA Aircraft Certification Service, International Office and the ICETRA Head of Airworthiness and Registration Section, and a procedure will be developed to address the situation. The procedure will be mutually agreed upon by the FAA and ICETRA in a separate Special Arrangement. If it is apparent that the situation is unique, with little possibility of repetition, then the Special Arrangement will be of limited duration. However, if the situation could lead to further repetitions, then these Implementation Procedures will be revised accordingly by the FAA and ICETRA.
- 9.2 When detailed terms and explanations of technical procedures are needed to carry out activities that fall within the scope of these Implementation Procedures or a Special Arrangement under these Implementation Procedures, then those terms and explanations will be set forth in management plans agreed to by the FAA and ICETRA.

## SECTION X    ENTRY INTO FORCE AND TERMINATION

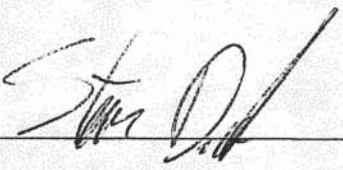
- 10.1 These Implementation Procedures for Airworthiness shall enter into force upon signature.
- 10.2 These Implementation Procedures for Airworthiness shall remain in force until terminated. Either Party may terminate these Implementation Procedures at any time by providing sixty (60) days' notice in writing to the other Party. Termination of these Implementation Procedures will not affect the validity of activity conducted thereunder prior to termination.
- 10.3 These Implementation Procedures for Airworthiness shall remain in force, provided that the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (U.S.-EU Agreement) remains in force and Iceland continues to participate in EASA by virtue of Aviation Act No. 60/1998, unless these Implementation Procedures are otherwise terminated in accordance with paragraph 10.2 above.

SECTION XI AUTHORITY

The FAA and ICETRA agree to the provisions of these Implementation Procedures as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration  
Department of Transportation  
United States of America

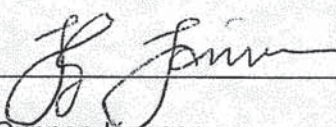
Icelandic Transport Authority  
Republic of Iceland



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Steve Dickson  
Administrator

Date



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Jón Gunnar Jónsson  
Director General

Date

## APPENDIX      ADDRESSES

The designated point of contact offices for these Implementation Procedures are:

### ***For the FAA:***

International Office (AIR-40)  
Aircraft Certification Service  
Federal Aviation Administration  
c/o Wilbur Wright Building, Room 6W1000  
800 Independence Avenue, SW  
Washington, DC 20591  
U.S.A.

Telephone: 1-202-267-0908

Fax: 1-202-267-1267

E-mail: [9-AWA-AVS-AIR400@faa.gov](mailto:9-AWA-AVS-AIR400@faa.gov)

### ***For ICETRA:***

Icelandic Transport Authority  
Coordination and Facilitation  
Legal Section  
Ármúla 2  
108 Reykjavík  
Iceland

Telephone: +354-480-6000

Fax: +354-480-6003

E-mail: [samgongustofa@samgongustofa.is](mailto:samgongustofa@samgongustofa.is)

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## **Key Contacts for these Implementation Procedures**

### **EASA Offices**

#### Mailing Address

European Union Aviation Safety Agency  
Postfach 10 12 53  
D-50452 Cologne  
Germany

#### Physical Location

European Union Aviation Safety Agency  
Konrad-Adenauer-Ufer 3  
D-50668 Cologne  
Germany

### **ICETRA / EASA Contact Point for Applications**

E-mail addresses:

- Supplemental Type Certificates (STC): [stc@easa.europa.eu](mailto:stc@easa.europa.eu)
- EASA Technical Standard Order Authorization (ETSOA): [etsoa@easa.europa.eu](mailto:etsoa@easa.europa.eu)
- Major changes/repair designs: [MajorChange-MajorRepair@easa.europa.eu](mailto:MajorChange-MajorRepair@easa.europa.eu)

### **EASA Contact Point for Airworthiness Directives**

- [ads@easa.europa.eu](mailto:ads@easa.europa.eu)

## FAA Offices

### Key Aircraft Certification Offices for these Implementation Procedures

#### **FAA Contact Point for FAA Airworthiness Directives**

##### Mailing Address:

Continued Operational Safety  
Policy Section, AIR-6D1  
P.O. Box 22082  
Oklahoma City, OK 73125

Telephone: 1-405-954-4103  
Fax: 1-405-954-2209  
E-mail: [9-amc-faa-mcai@faa.gov](mailto:9-amc-faa-mcai@faa.gov)

##### Office Address:

Continued Operational Safety  
Policy Section, AIR-6D1  
ARB, Room 304  
6500 S. MacArthur Blvd.  
Oklahoma City, OK, 73125

#### **FAA Contact Point for STC Applications from the European Union**

##### New York Aircraft Certification Office (ACO) Branch

AIR-7H0  
1600 Stewart Avenue, Suite 410  
Westbury, NY 11590

Telephone: 1-516-228-7300  
Fax: 1-516-794-5531  
E-mail: [7-AVS-NYA-ACO@faa.gov](mailto:7-AVS-NYA-ACO@faa.gov)

#### **FAA Headquarters**

##### International Office

AIR-40  
800 Independence Avenue, SW  
Washington, DC 20591  
Telephone: 1-202-267-0908  
Fax: 1-202-267-1261  
E-mail: [9-AWA-AVS-AIR400@faa.gov](mailto:9-AWA-AVS-AIR400@faa.gov)

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**FAA Environmental Policy and Regulations**

Office of Environment and Energy

AEE-1

800 Independence Avenue, SW  
Washington, DC 2059

Telephone: 1-202-267-3576

Fax: 1-202-267-5594

**FAA FM&D/SDR Reports**

Copies of U.S. Failures, Malfunctions, and Defects Reports/Service Difficulty Reports (FM&D/SDR) are available from the FAA Mike Monroney Aeronautical Center, Aviation Data Systems Branch, AFS-620.