

Repair design data developed by U.S. organisations / persons for use on EU-Registered aircraft and related articles

1. Automatically approved data

All repair design data developed by US organisations / persons for use on an EU-Registered aircraft and related articles are approved by ED Decision 2004/04/CF, as amended by ED Decision 2007/001/C, except for critical component repair design data developed by organisations / persons which are not the TC/STC holder.

Note: A critical component is defined as a part identified as critical by the design approval holder during the validation process, or otherwise by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for Continued Airworthiness.

For each individual repair design, this EASA approval is based on:

- a) major repair data approved by FAA (as substantiated via an FAA letter or properly executed FAA Form 8110-3, 8100-9, or FAA Form 337)
- b) minor repair data submitted by the TC/STC holder or appliance design approval holder, or
- c) minor repair data determined to be acceptable data (under 14CFR part 43) as determined by a U.S. maintenance organisation under FAA's authorized system.

Limitations: Regarding the acceptable minor repair design data described in (3) above, an EASA Part 145 maintenance organisation located outside the US territory cannot declare that acceptable data under 14CFR43 may be used on an EU-registered aircraft unless that data has been previously used on a N-registered aircraft. Such data must be approved by EASA or under an EASA DOA for use by an EASA Part 145 maintenance organisation located outside the US territory.

Reference to the ED Decisions mentioned above shall be made in the release documents issued by the EASA 145 approved organisation, releasing the relevant EU registered aircraft or component to service.

2. Data which requires formal approval

Repair design data on critical components, developed by organisations / persons which are not the TC/STC Holder, shall be submitted to the Agency for approval following the standard application procedure, with an EASA Form 31. Applicants do not need to hold a DOA if the repair data has been approved by the FAA.