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Australian Government  
Civil Aviation Safety Authority

**ADVISORY CIRCULAR**  
**AC 21-56 v1.0**

# **Implementation procedures for the technical arrangement on airworthiness between CASA and UK CAA**

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September 2026

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Advisory circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

**Advisory circulars should always be read in conjunction with the relevant regulations.**

## Audience

This advisory circular (AC) applies to persons:

- in relation to reciprocal acceptance or facilitate the recognition, findings of compliance made and certificates issued by either CASA or UK CAA
- who conduct business with aircraft design and production and require recognition by UK CAA
- holding an Approved Design Organisation (ADO) approval under Subpart 21.J of the *Civil Aviation Safety Regulations 1998 (CASR)* for the purposes of having their design accepted/approved by the UK CAA.

## Purpose

This AC provides guidance on a range of matters that need to be considered by the authority, operator and the design organisations to ensuring the appropriate methodologies used for reciprocal acceptance or facilitate the recognition, findings of compliance made and certificates issued by either CASA or the UK CAA.

## For further information

For further information or to provide feedback on this AC, visit CASA's [contact us](#) page.

## Status

This version of the AC is approved by the National Manager, Airworthiness and Engineering Branch.

**Table 1: Status**

| Version | Date           | Details          |
|---------|----------------|------------------|
| v1.0    | September 2026 | Initial release. |

Unless specified otherwise, all subregulations, regulations, Divisions, Subparts and Parts referenced in this AC are references to the *Civil Aviation Safety Regulations 1998 (CASR)*.

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### Acknowledgement of Country

The Civil Aviation Safety Authority (CASA) respectfully acknowledges the Traditional Custodians of the lands on which our offices are located and their continuing connection to land, water and community, and pays respect to Elders past, present and emerging.

Artwork: James Baban.

# 1 Reference material

## 1.1 Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

**Table 2: Acronyms**

| Acronym | Description                                                                                                 |
|---------|-------------------------------------------------------------------------------------------------------------|
| AC      | advisory circular                                                                                           |
| APMA    | Australian parts manufacture approval                                                                       |
| APU     | auxiliary power unit                                                                                        |
| ATSO    | Australian Technical Standard Order                                                                         |
| ATSOA   | Australian Technical Standard Order Authorisation                                                           |
| CASA    | Civil Aviation Safety Authority                                                                             |
| CASR    | Civil Aviation Safety Regulations 1998                                                                      |
| ADO     | Approved Design Organisation                                                                                |
| ATSO    | Australian Technical Standard Order                                                                         |
| BASA    | Bilateral Aviation Safety Agreement                                                                         |
| CMR     | certification maintenance requirements                                                                      |
| DOA     | design organisation approval                                                                                |
| EASA    | European Aviation Safety Agency                                                                             |
| ESF     | equivalent safety finding                                                                                   |
| ELOS    | equivalent level of safety                                                                                  |
| ICA     | instructions for continued airworthiness                                                                    |
| MMEL    | master minimum equipment list                                                                               |
| OSD     | operational suitability data                                                                                |
| SEI     | safety emphasis items                                                                                       |
| STC     | supplemental type certificate                                                                               |
| TAC     | type acceptance certificate                                                                                 |
| TC      | type certificate                                                                                            |
| TCDS    | type certificate data sheet                                                                                 |
| TSO     | technical standard order                                                                                    |
| UK CAA  | Civil Aviation Authority (CAA) of the United Kingdom of Great Britain and Northern Ireland (United Kingdom) |

| Acronym | Description                               |
|---------|-------------------------------------------|
| UKTSO   | UK technical standard order               |
| UKTSOA  | UK technical standard order authorisation |

## 1.2 References

### Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

**Table 3: Legislation references**

| Document       | Title                                                                                                            |
|----------------|------------------------------------------------------------------------------------------------------------------|
| CASR Part 21   | Certification and airworthiness requirements for aircraft and parts                                              |
| UK CAA Part 21 | Certification of aircraft and related products, parts and appliances, and of design and production organisations |

### Advisory material

CASA's advisory materials are available at <https://www.casa.gov.au/publications-and-resources/guidance-materials>

**Table 4: Advisory material references**

| Document   | Title                                                                     |
|------------|---------------------------------------------------------------------------|
| AC 21.J-01 | Approved Design Organisation                                              |
| AC 21-08   | Approval of modification and repair designs under Subpart 21.M            |
| AC 21-12   | Classification of Design Changes                                          |
| AC 21-13   | Type Certification                                                        |
| AC 21-14   | Production Certificate                                                    |
| AC 21-15   | Supplemental Type Certificates                                            |
| AC 21-16   | Approval of materials, parts, processes and appliances                    |
| AC 21-22   | Approval of Imported Engines, Propellers, Materials, Parts and Appliances |
| AC 21-30   | Type Acceptance Certificates for Imported Aircraft                        |
| AC 21-601  | Australian Technical Standard Order Authorisation                         |

## 2 Introduction

- 2.1 CASA engages with foreign National Aviation Authorities (NAAs) to strengthen bilateral relationships and enhance international aviation cooperation. In the areas of aircraft design and production, CASA has established agreements with several NAAs. These agreements are intended to support the mutual recognition of design and production approvals and the reciprocal acceptance of design data. They also facilitate the free movement of aeronautical products, parts, and services between participating countries.
- 2.2 In 2026, CASA entered into a bilateral arrangement with the United Kingdom Civil Aviation Authority (UK CAA) through a technical arrangement on aeronautical design approval, known as the technical implementation procedures (TIP). The TIP for aircraft design and production establishes a framework for cooperation between CASA and the UK CAA in matters relating to initial and continuing airworthiness.
- 2.3 The arrangement enables the reciprocal acceptance, or recognition, of compliance findings, approvals, and certificates issued by either authority and their approved design organisations. In doing so, it reduces regulatory duplication, promotes efficiency in certification activities, and facilitates the free flow of civil aeronautical products and services between Australia and the United Kingdom.

## 2.4 Background

- 2.4.1 On 15 June 2026, CASA entered into a technical arrangement on aeronautical design approval with UK CAA called technical implementation procedures (TIP). See CASA website for latest version of the TIP [Technical Implementation Procedures - Australia and The United Kingdom](#).
- 2.4.2 The TIP allows reciprocal recognition of aeronautical design approval and parts & products between two countries.

## 2.5 Summary of agreement

- 2.5.1 This guidance material will focus on agreements related to Part 21 (CASA and UK CAA) related certificates/approvals only. The certificates/approvals under the umbrella of Part 21 are as follows:
- TC
  - changes to TC
  - STC
  - changes to STC
  - modification design
  - repair design
  - engine
  - propeller
  - material/parts/appliances.

## 2.6 Approval pathways

- 2.6.1 All design changes are subject to specific approval pathways established under the reciprocal recognition arrangements between CASA and the UK CAA. These arrangements are formalised through the Technical Implementation Procedures (TIP) agreed between Australia and the

United Kingdom to facilitate the acceptance and validation of aeronautical product design approvals issued by either authority.

- 2.6.2 For UK CAA approvals, CASA already recognises many approvals through the recognised countries provisions of regulation 21.010B of CASR. The TIP further strengthens and clarifies these arrangements by providing a comprehensive framework for the acceptance of UK CAA design approvals in Australia. As a result, the process is now more clearly defined, offering greater certainty and consistency for applicants seeking acceptance of UK CAA-approved designs.
- 2.6.3 For Australian designs intended for acceptance by UK CAA, the applicable approval pathway will depend on the nature of the approval and any associated conditions or limitations. In general, approvals fall within one of two categories:
1. **Acceptance** – The design approval is accepted directly by the UK CAA without the need for further technical assessment.
  2. **Validation** – The design approval is accepted via a validation process conducted by the UK CAA before the approval can be accepted.
- 2.6.4 For certain Australian approvals, an initial assessment by CASA may be required to determine whether the approval qualifies for acceptance under the TIP arrangements. As part of this process, CASA will review the design approval against the agreed criteria and determine the appropriate pathway to be applied by the UK CAA. CASA will then advise the applicant whether the approval is eligible for direct acceptance or whether validation by the UK CAA will be required.
- 2.6.5 Conversely, some Australian approvals require no additional assessment by either CASA or the UK CAA. Where the approval falls within the scope of direct acceptance under the TIP, applicants may apply those approved designs directly to UK-registered aircraft without further regulatory review, significantly reducing approval timelines and administrative burden.
- 2.6.6 Overall, the CASA–UK CAA TIP provides a structured and risk-based framework that promotes mutual confidence in each authority's approval system, reduces duplication of regulatory effort, and facilitates more efficient implementation of approved aircraft design changes across both jurisdictions.

## 2.7 Definitions

### 2.7.1 Recognised countries

- 2.7.1.1 Part 21 of CASR introduces the concept of a recognised country in order to automate some of the mutual recognition activities in relation to type certificates (TC), supplemental type certificates (STC), modifications, and repair designs. A recognised country is one which is covered by regulation 21.010B of CASR. This regulation provides for the acceptance of various approvals granted on behalf of recognised countries, including TCs, STCs and modification/repair design approvals. The recognised countries include Canada, France; Germany; Netherlands; New Zealand; United Kingdom; and the United States of America.
- 2.7.1.2 Under regulation 21.010A of CASR, a reference to the NAA of a recognised country includes a reference to the European Aviation Safety Agency (EASA). This is regardless of whether EASA is performing the function on behalf of a recognised country. Any reference in this AC to the NAA of a recognised country also includes EASA.

### 2.7.2 Safety Elements

- 2.7.2.1 The UK CAA will establish the scope of its technical review of CASA TC, STC or major changes to TC/STC based upon the applicability of the Safety Elements provided below. If one or more of the following Safety Elements is applicable, the UK CAA will conduct a Technical Validation. CASA will make compliance determinations on CAA's behalf:

- a. novel technology or a novel application of existing technology in a manner, and that has an appreciable effect on safety
- b. new Means of Compliance (MOCs), or novel application of existing MOCs in a manner where the change has an appreciable effect on safety
- c. significant standards differences and Safety Emphasis Items (SEIs), see section 2.7.3 for details on SEIs
- d. sensitive issues usually associated with an accident or incident on a civil aeronautical product with similar design features
- e. unconventional use of a civil aeronautical product, for which it was not originally designed and that have an appreciable effect on safety
- f. significant major change in aircraft type
- g. application of Certification issue papers (this includes for example, Special Conditions, deviations, exemptions or Equivalent Safety Finding/ Equivalent Level of Safety (ESF/ELOS)) and that have an appreciable effect on safety
- h. acoustical or emissions changes
- i. new standards.

### 2.7.3 Safety Emphasis Items (SEI)

- 2.7.3.1 Safety emphasis items (SEIs) are used by the UK Civil Aviation Authority (UK CAA) during the validation of foreign design approvals, including those issued by the Civil Aviation Safety Authority (CASA). Similarly, the European Union Aviation Safety Agency (EASA) applies SEI when validating non-European aircraft, engine and propeller designs. SEI identify specific design features, technologies, certification topics, or safety-critical areas that warrant additional regulatory attention during a validation programme.
- 2.7.3.2 As a validating authority, the UK CAA uses SEI to determine the extent of technical involvement required for a validation project. Projects affecting one or more SEI are typically subject to increased scrutiny because they involve areas of heightened safety significance, novel technologies, complex certification challenges, or known differences in regulatory interpretation.
- 2.7.3.3 Both the UK CAA and EASA publish and maintain SEI lists to provide transparency and predictability for applicants seeking validation of their products and design changes. The current SEI lists are organised into five major categories: Large Aeroplanes, General Aviation, Rotorcraft, Propulsion, Aircraft Engine Emissions and Fuel Venting.
- 2.7.3.4 These lists identify certification subjects that may trigger a more detailed technical review during validation and help applicants understand the areas where additional compliance data, justification, or regulatory engagement may be required.
- 2.7.3.5 Accordingly, when seeking a UK CAA validation of Australian design approvals, early assessment of the applicable SEI is recommended. Identifying relevant SEI at the outset of a project can help applicants anticipate validation expectations, reduce certification risks, and support more efficient engagement with the UK CAA.

**Note:** UK CAA uses SEI in the validation of CASA design approvals. EASA also uses this for non-European designs. The list is available on the UK CAA website: [Safety Emphasis Items \(SEI\) | UK Civil Aviation Authority](#) and also at EASA website: [EASA lists of Safety Emphasis Items \(SEI\) | EASA](#).

## 2.7.4 Operational Suitability Data (OSD)

2.7.4.1 Operational suitability Data (OSD) is a component of the UK type certification, and it is recorded as part of the certification basis within the Type Certificate Data Sheet (TCDS). UK Part 21 identifies the OSD as consisting of the following:

- a. Flight Crew Data (FCD): the minimum syllabus of pilot type rating training, including determination of type rating
- b. Simulator Data (SIM D): the definition of scope of the aircraft validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification
- c. Maintenance Certifying Staff Data (MCSD): the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating
- d. Cabin Crew Data (CCD): determination of type or variant for cabin crew and type specific data for cabin crew
- e. Master Minimum Equipment List (MMEL)
- f. other type-related operational suitability elements.

### Notes:

1. CASA do not use OSD as part of the certification basis for the issuance of a type certificate. However, where a type design or design change has the potential to affect approved OSD elements, the proposed change will need to be assessed to determine its impact on the associated operational suitability data.
2. As part of this process, the applicant is responsible for providing the OSD assessment to CASA, and CASA will provide the relevant information and assessment outcomes to the UK CAA to support the continuation, amendment, or validation of the approved OSD, as applicable. This ensures that any changes in the type design affecting operational suitability are appropriately considered.
3. OSD is only applicable to aircraft TCs and not to engine or propeller TCs. Therefore, changes to OSD are only relevant for changes to aircraft TCs.

## 2.7.5 Critical part

2.7.5.1 Critical part means a part identified as critical by the design approval holder or CASA/UK CAA during the type design certification process for the product or part. 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 ICAs.

## 2.7.6 Data package

2.7.6.1 A comprehensive data package must accompany an application for the validation of a Type Certificate (TC) or Supplemental Type Certificate (STC) submitted by CASA to the UK CAA. The data package should include, but is not limited to, the following:

- a. a description of the design change
- b. a copy of CASA's TC or STC that identifies the certification basis
- c. the applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness and environmental requirements
- d. other pertinent technical data as applicable:
  - i. Compliance checklist

- ii. Aeroplane/Rotorcraft flight manual or supplement
  - iii. Master Documentation List
  - iv. Master Drawing List
  - v. Manufacturing and installation instruction and drawings
  - vi. Weight and Balance data
  - vii. Instructions for Continued Airworthiness.
- e. if applicable, include the following:
- i. a description of all novel or unusual design features, which might necessitate issuance of special conditions or may require a review of the acceptable means of compliance
  - ii. all known or expected exemptions or deviations, equivalent level of safety (ELOS) findings
  - iii. issue papers
  - iv. OSD assessment.

## 2.7.7 Non-TSOA functions

- 2.7.7.1 Non-TSOA functions are those features of an article that are in addition to those prescribed by the TSO Minimum Performance Specification (MPS). The UK CAA allows such functions to be incorporated in the UKTSOAs, known as non-UKTSOA. On the other hand, CASA does not approve non-TSOA function under its current approval framework.
- 2.7.7.2 During the UKTSO Authorisation process, the additional functions are assessed to determine that they do not interfere with or have any adverse effect on the required MPS functions. UK CAA AMC 21.A.606(d) deal with this. The non-UKTSOA functions are assessed for proper function as part of the certification of its installation at product (aircraft) level (i.e. compliance with CS 2x.1301, 2x.1309 etc, rather than TSO MPS).

### Examples could include:

An aircraft seat may include features such as motorised functions with computer control, installation of In-flight entertainment lights (IFE) etc., none of which is required to satisfy the basic TSO functions (MPS) of ETSO-C127b.

## 3 Key elements of the reciprocal arrangements

CASA entered an arrangement of mutual recognition with the UK CAA on certification and production of aircraft. The arrangement is defined in the TIP. The TIP provides details of how to facilitate and outline cooperation in the field of aircraft design, certification, and production. It enables reciprocal acceptance of findings of compliance and facilitates and promote the free flow of products, parts designed and produced in each country

### 3.1 UK CAA approvals

- 3.1.1 Prior to the implementation of the TIP, the majority of UK CAA approvals were already accepted by CASA through the *recognised countries* provisions described in section 2.7.1 of this AC. The TIP expands and formalises these arrangements by providing comprehensive coverage for all relevant UK CAA approvals, including those that were not previously eligible for acceptance under the recognised countries framework.
- 3.1.2 Under the TIP, CASA is not required to undertake separate validation of UK CAA approvals. This approach reflects the agreed recognition arrangements between the two authorities and supports greater regulatory efficiency while maintaining appropriate oversight and safety assurance.
- 3.1.3 The detailed acceptance pathways for individual UK CAA approvals are set out in Section 4, which describes the applicable recognition mechanisms and any specific requirements associated with their acceptance by CASA.

### 3.2 CASA/Australian approvals

- 3.2.1 All Australian design changes follow certain approval paths for the UK CAA recognition. Depending on certain condition and limitations the approval paths are known as 'acceptance' and 'validation'. These approval paths apply only to Australian design approvals that require recognition by the UK CAA.
- 3.2.2 All Australian approvals that fall under 'validation' will require vetting by CASA to determine the validity of the Australian approvals acceptable to UK CAA.
- 3.2.3 The Australian approvals that fall under 'acceptance' are automatically accepted by the UK CAA. There is no need for the design approval holder or ADO to contact CASA for confirming 'acceptance'. If ADO judges the design change meets the eligibility for 'acceptance' as per the TIP, they may pass on the design to the recipient directly.
- 3.2.4 The detailed acceptance pathways for individual Australian approvals are set out in Section 5, which describes the applicable recognition mechanisms and any specific requirements associated with their acceptance by the UK CAA

**Notes:**

1. It is important for the Australian holders of approved designs to understand how their designs will be applicable to the UK. The processes for acceptance and validation are key concepts for this guidance materials for all stakeholders to be familiar with.
2. The Australian certificate or design holder's procedures manual must include a detailed description of the arrangements that ensure its certificates or designs are eligible for acceptance by the UK CAA under the applicable acceptance/validation process. The manual must also clearly identify and distinguish those certificates or designs that require consultation with CASA, enabling CASA to liaise with the UK CAA to obtain the necessary acceptance/validation.

### 3.2.5 Acceptance

3.2.5.1 The acceptance pathway is intended for relatively simple Australian/CASA approved certificates or designs. Following items fall under 'acceptance' process:

- STCs that do not relate to the safety elements, check section 2.7.2 of this document for definition
- minor changes approved by the Type Certificate (TC) or Supplemental Type Certificate (STC) holder
- major changes approved by the Type Certificate (TC) or Supplemental Type Certificate (STC) holder that does not relate to safety elements items (SEIs)
- modification design classified as minor
- modifications classified as major provided issued by the TC/STC holder
- repair design data classified as minor
- repair design data classified as major provided issued by the TC/STC holder
- ATSOA
- non-ATSO function provided the part do not interfere with the functionality of the appliance
- APMA, excluding critical parts and critical components.

3.2.5.2 Under this pathway all approvals, certificates, or design data issued or approved by CASA or ADO or certificate holder are automatically accepted by the UK CAA. No application, validation, or approval action is required from the UK CAA, and no corresponding UK CAA certificate, approval, or design approval document will be issued. There is no need for the holder of approval to contact CASA for confirming 'Acceptance'. If the holder/ADO judges the design change meets the eligibility for 'Acceptance' as listed above, they may pass on the approved design to the recipient directly.

### 3.2.6 Validation

3.2.6.1 Validation means the process undertaken by the UK CAA to determine compliance and assess the acceptability of a design approval or design change that has been approved or certified by CASA.

3.2.6.2 Applications for validation may only be submitted through CASA. Applicants are not permitted to make a direct application to the UK CAA.

3.2.6.3 The validation process applies to the following approvals:

- Type Certificates (TCs)

- Restricted Type Certificates (RTCs)
- Supplemental Type Certificates (STCs)
- Major changes to approved type designs
- Major changes to product
- APMA, if critical or a critical component is embodied into the part

- 3.2.6.4 For designs and approvals listed above that are intended to be accepted by the UK CAA, the applicable validation pathway will depend upon the nature, complexity, and scope of the approval, as well as any associated conditions, limitations, or special certification requirements.
- 3.2.6.5 To initiate the process, the applicant must submit an application to CASA requesting support for UK CAA validation. Following its review, CASA will issue a letter confirming that the TC, STC, APMA, ATSOA, or major design change has been found acceptable for the purposes of validation by the UK CAA. This letter forms part of the application package submitted to the UK CAA. See Validation process at section 3.2.7 of this AC.
- 3.2.6.6 Upon receipt of the complete application package, the UK CAA will establish a validation work plan that identifies the scope and level of review required. The validation activities will generally focus on the safety elements, safety emphasis items, and/or critical components associated with the design approval. As part of this process, the UK CAA may review certification findings, compliance data, test results, design substantiation, and other supporting information necessary to demonstrate compliance with applicable UK requirements.
- 3.2.6.7 While the UK CAA may rely on CASA's certification findings to the maximum extent practicable, it retains responsibility for making an independent determination on matters that it considers significant to safety. The depth of the review will be proportionate to the complexity of the design and the associated safety risks, thereby avoiding unnecessary duplication of effort while maintaining an appropriate level of regulatory oversight.
- 3.2.6.8 Following satisfactory completion of the validation activities and resolution of any identified issues, the UK CAA will issue the corresponding UK certificate or design approval.

## 3.2.7 Validation process

### Application to CASA for validation by UK CAA

- 3.2.7.1 An application for validation must be submitted to CASA with an accompanying data package. CASA will ensure that the application package includes the following information:
- A description of the design change.
  - A copy of the TC or STC issued by the State of Design.
  - The applicant's proposed certification basis.
  - A data package as per section 2.7.6.
- 3.2.7.2 CASA will send UK CAA a cover letter and the data package.

### Review of initial documentation and technical familiarisation by UK CAA

- 3.2.7.3 The UK CAA will review the application package for completeness and consult with CASA and applicant for additional information as necessary.
- 3.2.7.4 the UK CAA will familiarise itself with the product, the applicant, and the certification activity of CASA. A technical familiarisation session will be held by the UK CAA. UK CAA will determine whether an on-site review will be required. If UK CAA conclude that there are no outstanding issues, it may delegate all compliance determination to CASA. A validation work plan will not be produced in this case.

- 3.2.7.5 On the other hand, UK CAA may decide to retain the entire compliance determination for themselves, or may wish to retain some and delegate some to CASA. In this case a validation work plan will be raised.

### **Validation work plan**

- 3.2.7.6 At the validation work plan the UK CAA will identify:
- the validation schedule or milestones, any unique features of the product
  - CASA's certification basis and determine the UK CAA's proposed certification basis, special conditions, understand the means of compliance, findings of equivalent level of safety, issued or proposed, exemptions or deviations, safety elements, identify areas for technical validation
  - outline the manner or method by which the UK CAA will conduct its validation, these may include ground or flight testing/witnessing, environmental testing and data review.
- 3.2.7.7 The validation work plan will be provided to CASA, who in turn will coordinate with the applicant to undertake requested activities or provide the requested information.

### **Environmental testing and approval**

- 3.2.7.8 The UK CAA will review compliance demonstration plans and reports required to determine compliance with its environmental requirements, taking into account any compliance findings made by CASA. The UK CAA may, if deemed required, review and approve compliance demonstration plans for noise, fuel venting, and exhaust emissions.

### **Review of final documentation and visits**

- 3.2.7.9 In accordance with the validation plan, UK CAA will review applicant documentation and, as necessary, liaise with CASA and applicant specialists. The UK CAA will notify CASA, of any concerns relating to the applicant's substantiation or CASA's certification activities.
- 3.2.7.10 Where documentation reviews indicate a need for further assessment, the UK CAA may conduct a visit to the applicant's facility. The UK CAA will communicate findings and observations to the applicant and CASA. CASA will coordinate and document the resolution of any outstanding findings to the satisfaction of the UK CAA.

### **Concluding the validation**

The UK CAA will notify CASA upon completion of its validation exercise and indicate its readiness to issue a corresponding approval of the design change. The UK CAA will then issue its corresponding validation certificate for approval or UK CAA TC or STC etc.

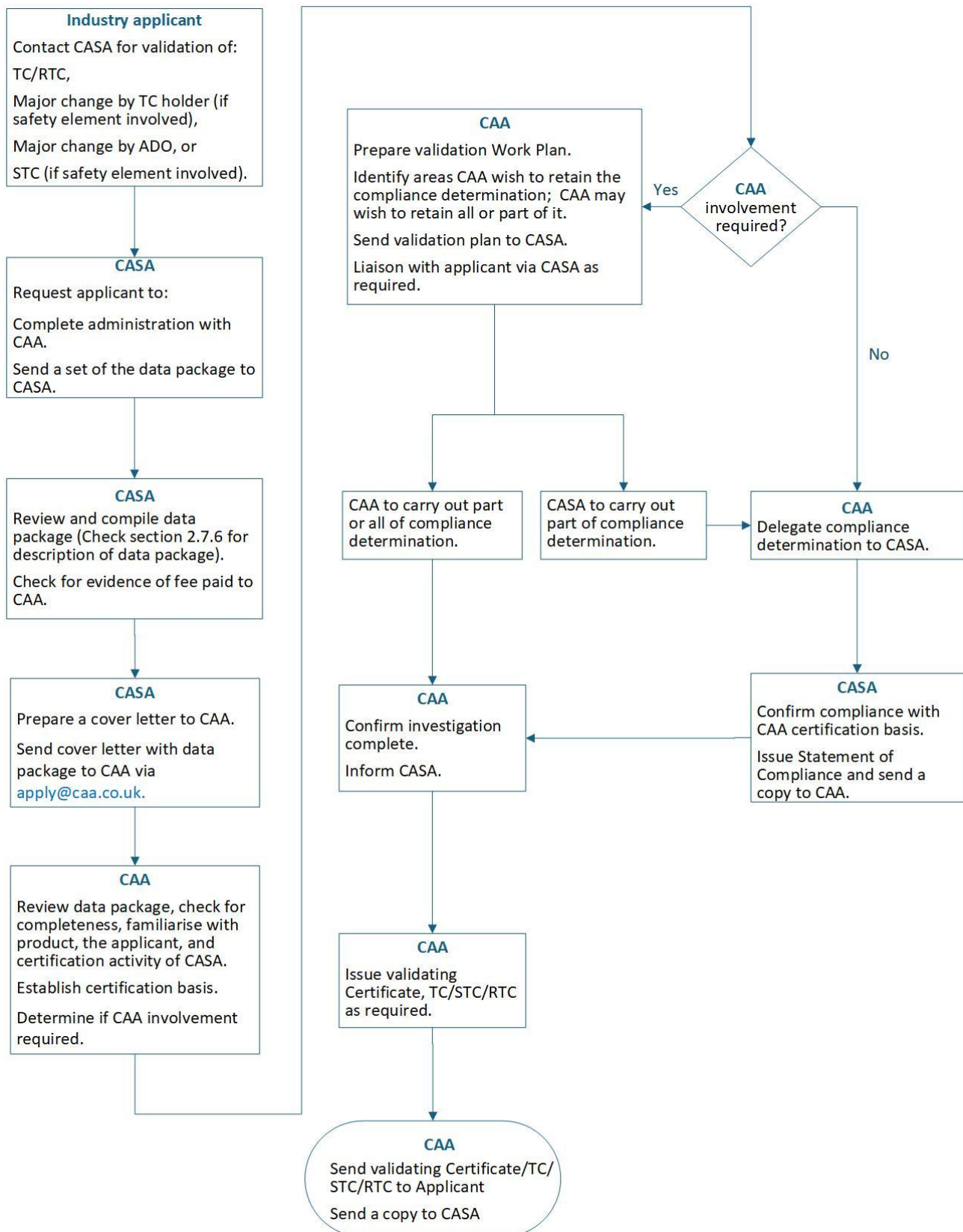


Figure 1: Validation process by UK CAA

## 4 UK CAA certificates/approvals - methods of recognition by CASA

- 4.1 All UK CAA design approvals and changes to approvals follow certain approval paths for the Australian recognition as per the arrangement defined at the TIP. According to the TIP all design approvals issued under UK law are accepted by CASA without any further validation, see section 3.1 of this AC for details, although in some cases the applicant must provide relevant technical information to CASA. Below is the list of the UK CAA certificates and approvals and methods of acceptance by CASA.

**Note:** For the purpose of this document, 'issued under UK law' refers to designs approved by the UK CAA acting as the certifying authority, by the holder of the relevant TC or STC, or by a DOA that has been granted approval and delegated authority under the applicable UK aviation regulations.

### 4.2 Type certificate (TC)

- 4.2.1 TCs issued by the UK CAA are eligible for type acceptance process by CASA (type acceptance certificates for imported aircraft). This also includes all changes to TC, major or minor made by the TC holder.

**Note:** If the TC and/or TCDS requires re-issue, that will be deemed as a new TC for the purposes of type acceptance process by CASA.

### 4.3 Restricted type certificate (RTC)

- 4.3.1 RTCs issued by the UK CAA are eligible for type acceptance process by CASA (Type acceptance certificates for imported aircraft). This also includes all changes to RTC, major or minor made by the RTC holder.

**Note:** If the RTC and/or TCDS requires re-issue, that will be deemed as a new RTC for the purposes of Type Acceptance Process by CASA.

### 4.4 Supplemental type certificate (STC)

- 4.4.1 All STCs issued under UK law, are accepted by CASA. This acceptance also extends to any subsequent changes or revisions to an STC.

### 4.5 Repair design

- 4.5.1 All repair design approvals, whether classified as major or minor and issued under UK law, are accepted by CASA. This acceptance also extends to any subsequent changes or revisions to an approved repair design.

## 4.6 Modification design

- 4.6.1 All modification/alteration approvals to a product, classified as minor and issued under UK law, are accepted by CASA. This acceptance also extends to any subsequent changes or revisions to an approved modification design.

## 4.7 UK Technical Standard Order Authorisation (UKTSOA)

### 4.7.1 UKTSOAs

- 4.7.1.1 All UKTSOAs issued under UK law, are accepted by CASA. This acceptance also extends to any subsequent changes or revisions to a UKTSOA.

### 4.7.2 Non-UKTSO functions

- 4.7.2.1 CASA will accept data relating to non-UKTSO functions (check section 2.7.7 for definition) that are integrated into a part approved under a UKTSO authorisation, or another standard accepted by CASA, provided that:

- the non-UKTSO functions do not adversely affect the functionality of the appliance or its ability to comply with the applicable UKTSO or another CASA-accepted standard
- the data associated with the non-UKTSO functions has been accepted or approved by the UK CAA through the applicable approval process and is considered valid technical data
- the non-UKTSO functions are controlled and managed within the applicant's approved quality system.

**Note:** The acceptance of the part by CASA does not constitute acceptance of the installation or use of the non-UKTSO functions on an aircraft. The integration and operational use of those functions must be assessed and certified at the aircraft level, and any required validation or approval will be undertaken by CASA in accordance with the applicable airworthiness requirements.

## 5 CASA Certificates/approvals - methods of recognition by UK CAA

- 5.1 All Australian design approvals and changes to approvals follow certain approval paths for the UK CAA recognition. Depending on certain condition and limitations the approval paths are known as 'acceptance' and 'validation'. These approval paths apply only to CASA approvals that require recognition by the UK CAA.
- 5.2 Holders of the approval will determine what process will be undertaken for the acceptance of their approvals by the UK CAA under the guidance from this document; 'acceptance' or 'validation'.
- 5.3 All approvals deemed to fall under 'validation' will require vetting by CASA to determine the validity of the Australian approvals acceptable to UK CAA. Once determined CASA will notify the applicant. Refer to the flowchart at Figure 1 for the validation process.

### 5.4 Type Certificate (TC)

- 5.4.1 TCs will be validated by the UK CAA using the procedures outlined at section 3.2.7 and the flowchart at Figure 1. UK CAA will issue their own TC and send a copy of the TC to CASA.
- 5.4.2 Change to TC:
- **Minor change** – all minor changes approved under Australian law will be accepted.
  - **Major change by TC holder** - A major change by the TC holder that does not relate to any of the Safety Elements is acceptable. However, even though it is accepted, an application for the administration validation will be required.  
  
A major change by the TC holder that consists of Safety Elements will be validated using the procedures outlined at section 3.2.7 and the flowchart at Figure 1.
  - **Major change by third party** - A major change to the type design by an ADO will be validated by the UK CAA using the procedures outlined at section 3.2.7 and the flowchart at Figure 1.
  - **Re-issue of TC and/or TCDS** - If the TC and/or TCDS requires re-issue, that will require acceptance by the UK CAA. A TC/TCDS will be issued by the UK CAA.

**Note:** Under UK CAA rules Subpart 21.D, a change to a TC means, Changes to the TCDS by the TC holder, Changes to the type design, AFM, ICA, or OSD or Modification design.

### 5.5 Restricted Type Certificate (RTC)

- 5.5.1 An RTC issued by CASA and all changes to RTC will be validated by the UK CAA using the procedures for TC as outlined at section 5.4.

### 5.6 Supplemental type certificate (STC)

- 5.6.1 An STC that does not relate to any of the safety elements is acceptable under the 'acceptance' process. An STC that consists of safety elements will be validated using the procedures outlined at section 3.2.7 and the flowchart at Figure 1.
- 5.6.2 A major change to an STC is deemed as a new STC and so may require validation using the procedures outlined at section 3.2.7 and the flowchart at Figure 1.

5.6.3 If validated, an STC will be issued by the UK CAA.

## 5.7 Modification design

5.7.1 Minor modification design approved under Australian law will be accepted by the UK CAA

## 5.8 Repair design

5.8.1 The following repair design types approved by CASA or approved by an ADO will be accepted under the 'acceptance' process by the UK CAA:

- A minor repair design approval issued by CASA or by an ADO.
- A major repair design approval issued by:
  - an STC/TC holder
  - anyone other than the STC/TC holder and approved by CASA for the STC/TC holder
  - anyone other than an STC/TC holder and certified by CASA.

## 5.9 Production approval

5.9.1 Production approvals issued by CASA will be accepted via Acceptance process by the UK CAA.

## 5.10 Production Certificate

5.10.1 The UK CAA will accept CASA production certificates issued under the provision of CASR 21.134. CASA up-issued PC including manufacturing sites and facilities in a third country is also acceptable to the UK CAA.

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

### 5.10.3 Split State of Design and State of Manufacture

5.10.3.1 For split State of Design and State of Manufacture projects, CASA is required to delineate State of Design and State of Manufacture roles.

5.10.3.2 The UK CAA accepts PC issued by CASA if the State of Design is other than Australia.

5.10.3.3 The UK CAA accepts PC issued by CASA if the State of Manufacture is other than Australia pending the CAA concluding an arrangement with that State.

**Note:** The production certificate holder's procedures manual must provide a detailed description of the arrangement of manufacture in a foreign country other than Australia. The manual must identify the need for informing UK CAA of the arrangement. UK CAA will formalise the arrangement with the foreign country for the purpose of production under the Australian PC.

### 5.10.4 Supplier Surveillance Outside the Exporting Country

5.10.4.1 CASA will oversee surveillance and oversight of Australian production approval holders' suppliers located in Australia.

5.10.4.2 The UK CAA may oversee surveillance and oversight of Australian production approval holders' suppliers located in the UK through technical assistance arrangement between the Participants.

## 5.11 Australian Technical Standard Order Authorisation (ATSOA)

- 5.11.1 ATSOAs issued by CASA are accepted via the 'acceptance' process by the UK CAA. This includes minor and major changes to an ATSOA.
- 5.11.2 The UK CAA also accept Non-ATSO functions provided:
- the non-ATSO functions included in the part do not interfere with the functionality of the appliance and/or its ability to comply with the ATSO or standard accepted by the UK CAA
  - the data provided with the part relative to non-ATSO functions is valid data, as processed by CASA
  - the non-ATSO functions should be included within the applicant's quality system.

### Notes:

1. The integration of non-ATSO functions in the aircraft will be certified at the aircraft level and will therefore be validated by UK CAA at the time of installation approval.
2. The ATSOA holder's procedures manual must provide a detailed description of the process for ATSOA intended for installation on UK-registered aircraft. The manual must identify the ATSOA types eligible for acceptance by the UK CAA under the Acceptance process and clearly distinguish those ATSOA types that require consultation with CASA, enabling CASA to liaise with the UK CAA to obtain Validation.

## 5.12 Australian Parts Manufacturing Approval (APMA)

- 5.12.1 APMA in the following cases will be accepted by the UK CAA via the 'acceptance process':
- the APMA part is approved via Identity without a licensing agreement with the holder of CASA issued TC or STC
  - the APMA part is approved via test and computations without a licensing agreement with the holder of CASA-issued TC or STC
  - design data obtained under a licensing agreement from the holder of the CASA-issued TC or STC and the TC/STC has been validated by the UK CAA
  - a UK CAA-issued STC and the design data was approved via identity
  - a UK CAA-issued STC and the design data was approved via test and computations.
- 5.12.2 The APMA part, if deemed critical, will be accepted by the UK CAA via the 'validation' process as per the procedures outlined at section 3.2.7 and the flowchart at Figure 1.

**Notes:** The APMA holder's procedures manual must provide a detailed description of the process for APMA parts intended for installation on UK-registered aircraft. The manual must identify the APMA types eligible for acceptance by the UK CAA under the acceptance process and clearly distinguish those APMA types that require consultation with CASA, enabling CASA to liaise with the UK CAA to obtain validation.