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## **European Aviation Safety Agency**

*DECISION NO 2007/003/C of 16-July-2007*

*“On the Acceptance of Certification Findings made by the Federal Aviation Administration of the United States of America (FAA) for Parts Designed in the United States of America under the Part Manufacturer Approval (PMA) System of the FAA”*

HYE-Tech Manufacturing does not hold a PMA for any “critical components” as defined in Article 1(a):

*A "critical component" is 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.*

Please contact us if you have any questions.

# ***European Aviation Safety Agency***

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**DECISION No 2007/003/C  
OF THE EXECUTIVE DIRECTOR OF THE AGENCY**

**OF 16 JULY 2007**

**On the Acceptance of Certification Findings made by the Federal Aviation Administration of the United States of America (FAA) for Parts Designed in the United States of America under the Part Manufacturer Approval (PMA) System of the FAA**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 1592/2002 of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency<sup>1</sup>, thereafter the "Basic Regulation", in particular Articles 4, 9(2)(a) & (b), and 13 thereof,

Whereas:

- (1) The Basic Regulation requires the Agency to issue certificates for the approval of the design of parts and appliance and of their installation into products subject to that Regulation.
- (2) The Basic Regulation recognises under Article 9 (2)(a) the possibility, in the absence of an agreement concluded by the Community, for the Agency to issue certificates in application of existing agreements between Member States and a third country.
- (3) Several Member States have concluded bilateral agreements with the United States of America covering the reciprocal acceptance of certification findings, in particular the approval, under certain conditions, of parts designed and manufactured in the United States of America under the Parts Manufacturer Approval (PMA parts) system of the FAA.
- (4) When the conditions specified in the above mentioned agreements are met, the Agency is bound to issue a certificate approving the design of those parts; it is more efficient to approve in advance the design of all those parts which meet the conditions specified by all the agreements and limit therefore direct Agency involvement to cases deserving specific attention.

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<sup>1</sup> OJ L 240, 07.09.2002, p. 1.

HAS DECIDED:

**Article 1**

**Approval of the design of certain PMA parts**

An approval is hereby issued by the Agency to an organisation under the regulatory oversight of the FAA for a part designed under their PMA system, provided that:

- (a) The PMA part is not a "critical component".  
A "critical component" is 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.  
The statement "This PMA part is not a critical component" should be written in Block 13 of the FAA Form 8130-3;  
  
OR
- (b) The PMA part conforms to design data obtained under a licensing agreement from the holder of the FAA design approval according to 14 CFR § 21.303(c)(4) of the Federal Aviation Regulations. The statement "Produced under licensing agreement from the FAA design approval holder" should be written in Block 13 of FAA Form 8130-3;  
  
OR
- (c) The PMA holder can show that the part has received an explicit approval by means of a design change or STC from the Agency or, when this approval was granted prior to 28 September 2003, from any of the National Aviation Authorities of the Members States of the European Union. The reference to this authorization should be written in Block 13 of the FAA Form 8130-3.

*Article 2*

1. This decision shall enter into force on the date of its signature.

2. This decision will remain in force as long as the bilateral agreements on which it is based remain into force, unless the Executive Director determines that the conditions for the reciprocal acceptance of certification findings for these approvals are not met anymore.

Done in Cologne, 16 July 2007

Patrick GOUDOU  
Executive Director