
IMPLEMENTATION PROCEDURES

FOR

Airworthiness

COVERING

DESIGN APPROVAL, PRODUCTION ACTIVITIES,
EXPORT AIRWORTHINESS APPROVAL,
POST DESIGN APPROVAL ACTIVITIES, AND
TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

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

REVISION 1
June 5, 2008

TABLE OF CONTENTS

	<u>Page</u>
<u>SECTION I</u>	
<u>GENERAL</u>	
1.0 Authorization.....	1
1.1 Purpose	1
1.2 Principles	1
1.3 Changes in Authority Aircraft Certification Systems	2
1.4 Authority Meetings.....	3
1.5 Applicable National Requirements, Procedures and Guidance Material	3
1.6 Interpretations	4
1.7 Amendments and Points of Contact	4
1.8 Entry Into Force and Termination	5
1.9 Definitions.....	5
<u>SECTION II</u>	
<u>SCOPE OF THESE IMPLEMENTATION PROCEDURES</u>	
2.0 General.....	10
2.1 Products Manufactured in the Country of the Exporting Civil Airworthiness Authority Accepted for Import Under these BASA Implementation Procedures	10
2.1.0 Canadian Acceptance of FAA Export Certificates of Airworthiness	10
2.1.1 Canadian Acceptance of FAA Authorized Release Certificates	10
2.1.2 U.S. Acceptance of TCCA Export Certificates of Airworthiness.....	10
2.1.3 U.S. Acceptance of TCCA Authorized Release Certificates	11
2.1.4 Acceptance of Standard Parts	11
2.1.5 Standard Airworthiness Certification	11
2.1.6 Special Airworthiness Certification	11

TABLE OF CONTENTS (Continued)

		<u>Page</u>
2.2	Acceptance of New and Used Aircraft	
	Manufactured in Third Countries	12
2.3	Provisions for Approval of Design Data Used in Support of Repairs	12
2.3.0	Canadian Acceptance of FAA-Approved Design Data	12
2.3.1	U.S. Acceptance of TCCA-Approved Design Data.....	12
2.4	Provisions for Environmental Testing and Approvals	12
2.4.0	Canadian Acceptance of FAA Findings for Environmental Requirements.....	12
2.4.1	U.S. Acceptance of TCCA Findings for Environmental Requirements.....	13
2.5	Amateur Built Aircraft Kits.....	13
2.6	Provisions for Technical Assistance	13
2.7	Provisions for Special Arrangements.....	13
2.8	Summary Tables	13

SECTION III DESIGN APPROVAL PROCEDURES

3.0	General.....	16
3.1	Design Approval Procedures for Type Certificates and Amended Type Certificates	18
3.1.0	Application Process	18
3.2	Design Approval Procedures for Supplemental Type Certificates for Aircraft, Engines, and Propellers	29
3.2.0	Application for U.S. Supplemental Type Certificate.....	29
3.2.1	Application for Canadian Supplemental Type Certificate	30
3.2.2	Establishment of Airworthiness and Environmental criteria, Documentation, and Approval Procedures for STCs	31
3.3	Design Approvals for Products Other Than Aircraft, Aircraft Engines, and Propellers.....	33
3.3.0	Application for FAA Letter of Technical Standard Order (TSO) Design Approval	33
3.3.1	Application for Canadian Appliance Type Certificate, or Equivalent	33
3.3.2	Issuance of an FAA Letter of TSO Design Approval/TCCA Appliance Type Certificate or Equivalent	35

TABLE OF CONTENTS (Continued)

	<u>Page</u>
3.3.3	Installation Approval 35
3.3.4	Acceptance of Non-TSO Functions 35
3.3.5	Submission of Electronic Data 36
3.4	Joint Design Approval Procedures 36
3.5	Procedures for Split Design/Production Projects 36
3.6	Amateur Built Aircraft Kits Acceptance 37
3.6.0	U.S. Evaluation of Canadian Amateur-Built Aircraft Kits 37
3.6.1	Canadian Evaluation of U.S. Amateur-Built Aircraft Kits 37
 <u>SECTION IV</u> <u>POST DESIGN APPROVAL PROCEDURES</u>	
4.0	Continued Airworthiness..... 38
4.0.0	General 38
4.0.1	Malfunctions and Defects (M&D)/Service Difficulty Reports (SDR) 39
4.0.2	Unsafe Condition and Mandatory Continuing Airworthiness Actions 40
4.0.3	Alternative Means of Compliance (AMOC) to a Mandatory Continuing Airworthiness Action..... 43
4.1	Design Changes 44
4.1.0	General 44
4.1.1	Procedures for Changes to a U.S. Type Certificate by The Canadian Type Certificate Holder 44
4.1.2	Procedures for Change to a Canadian Type Certificate by the U.S. Type Certificate Holder..... 46
4.1.3	Procedures for Changes to a Supplemental Type Certificate 47
4.1.4	Procedures for Changes to an AFM..... 47
4.1.5	Procedures for Changes to an FAA Letter of TSO Design Approval/TCCA Appliance Type Certificate or Equivalent 47
4.2	Approval of Design Data Used in Support of Repairs..... 47
4.2.0	Repair Design Approval of Civil Aeronautical Products..... 47

TABLE OF CONTENTS (Continued)

	<u>Page</u>
4.3 TCCA Acceptance of Other FAA Design Changes.....	49
4.3.0 Procedures for Acceptance of Design Data in Support Of FAA Alterations	49
 <u>SECTION V</u> <u>ADMINISTRATION OF DESIGN APPROVALS</u>	
5.0 Certificate Transfers General	50
5.1 Transfer of U.S. Type Certificate to a Person in Canada.....	50
5.2 Transfer of a Canadian Type Certificate to a Person in the U.S.....	51
5.3 Transfer of U.S. Supplemental Type Certificate to a Person in Canada	52
5.4 Transfer of TCCA Supplemental Type Certificate to a Person in the U.S.	53
5.5 Surrender of Type Certificate or Supplemental Type Certificate	53
5.6 Revocation or Suspension of Type Certificate or Supplemental Type Certificate	54
5.7 Surrender or Withdrawal of Letter of TSO Authorization/Appliance Type Certificate/ Part Manufacturer Approval/ Part Design Approval or Equivalent.....	54
5.8 Change of Ownership of TSO Authorization/Appliance Type Certificate or Equivalent.....	55
 <u>SECTION VI</u> <u>PRODUCTION AND SURVEILLANCE ACTIVITIES</u>	
6.0 Production Quality System Approval	56
6.1 Surveillance of Production Approval Holders.....	56
6.2 Extensions of Production Approvals	56
6.3 Production Approval Based on a Licensing Agreement.....	57
6.4 Supplier Surveillance - Outside the Exporting Country.....	58
6.5 Multi-National Consortia	58
 <u>SECTION VII</u> <u>EXPORT AIRWORTHINESS APPROVAL PROCEDURES</u>	
7.0 General	59

TABLE OF CONTENTS (Continued)

		<u>Page</u>
7.1	FAA Acceptance of TCCA Export Certificates of Airworthiness and Authorized Release Certificates	59
7.1.0	Complete Aircraft	59
7.1.1	Aircraft Engines and Propellers.....	60
7.1.2	TSO Appliances	60
7.1.3	New Modification and Replacement Parts	61
7.1.4	Coordination of Export Certificate of Airworthiness Exceptions	62
7.1.5	Coordination of Authorized Release Certificate Exceptions	62
7.2	TCCA Acceptance of FAA Export Certificates of Airworthiness and Authorized Release Certificates	62
7.2.0	Complete Aircraft, Aircraft Engines, Propellers and Rebuilt Engines	62
7.2.1	TSO Appliance and Parts.....	63
7.2.2	New Modification and replacement Parts.....	63
7.2.3	Coordination of Export Certificate of Airworthiness Exceptions....	64
7.2.4	Coordination of Authorized Release Certificate Exceptions	64
7.3	Acceptance of Used Aircraft	64
7.3.0	U.S. Requirement for Acceptance of Used Aircraft Exported By TCCA when Canada is the State of Design	64
7.3.1	Canadian Requirement for Acceptance of Used Aircraft Exported by FAA when U.S. is the State of Design.....	65
7.3.2	Acceptance of Used U.S. Aircraft Being Exported (Returned) to the U.S. when the U.S. is the State of Design.....	66
7.3.3	Acceptance of Used Canadian Aircraft Being Exported (Returned) to Canada when Canada is the State of Design	66
7.4	Acceptance of Used Aircraft for Which a Third Country is the State of Design	67
7.4.0	U.S. Requirements.....	67
7.4.1	Canadian Requirements	67
7.5	Additional Requirements for Imported Products	67
7.5.0	U.S. Requirements.....	67
7.5.1	Canadian Requirements	68

IMPLEMENTATION PROCEDURES

For

Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance Between Authorities

SECTION I GENERAL

1.0 Authorization

These Implementation Procedures are authorized by Article III of the Agreement between the Government of the United States of America and the Government of Canada for the Promotion of Aviation Safety, dated June 12, 2000, also known as the Bilateral Aviation Safety Agreement, or "BASA executive agreement." The Federal Aviation Administration (FAA) and Transport Canada Civil Aviation (TCCA) have determined that the aircraft certification systems of each authority for the design approval, production approval, airworthiness certification, and continuing airworthiness of civil aeronautical products are sufficiently similar in structure and performance to support these Implementation Procedures. This document replaces the earlier Implementation Procedures for Airworthiness (IPA), dated October 18, 2000.

1.1 Purpose

The purpose of this document is to define the civil aeronautical products eligible for import into the United States and Canada (See *Section II - Scope*), and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products.

1.2 Principles

These Implementation Procedures address the performance of design, production, airworthiness, and related certification functions, and are based on a high degree of mutual confidence in the FAA's and TCCA's technical competence and regulatory capabilities to perform these functions within the scope of these Implementation Procedures. The FAA and TCCA, as importing civil airworthiness authorities, shall give the same validity to the certification made by the other, as the exporting civil airworthiness authority, as if the certification had been made by the FAA or TCCA in accordance with its own applicable laws, regulations, and requirements. Also, when a finding is made by one authority in accordance with the laws and regulations of the other authority and with these Implementation Procedures, that finding is given the same validity as if the other authority made it. Therefore, the fundamental principles of these Implementation Procedures are to maximize the use of the exporting civil

airworthiness authority's aircraft certification system, avoid repetition of investigations and compliance determinations, and ensure that the airworthiness standards of the importing civil airworthiness authority are satisfied.

1.2.0 The FAA and TCCA agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.

1.2.1 The FAA and TCCA mutually recognize each other's delegation and designee systems as part of their overall aircraft certification systems. Findings made pursuant to these Implementation Procedures through these systems are given the same validity as those made directly by the authority.

1.2.2 Communications Regarding Designees and Approved Organizations

- (a) Compliance findings, conformity inspections, test witnessing, and other certification activities in support of an FAA or TCCA certification program sometimes take place in each other's territory. When resources or schedule do not permit the use of technical assistance (see Section VIII), designees or representatives of delegated or approved organizations may travel to the other's territory to perform these functions. Unless otherwise agreed for specific projects, the FAA or TCCA will not routinely notify the other of designee or organization activities in advance. This includes designees or representatives of approved organizations traveling, to the United States or to Canada, to make findings of compliance and/or to perform conformity inspections.
- (b) FAA and TCCA understand that there may be occasional situations where, upon mutual consent by both authorities, either may interact directly with an individual designee/delegate or approved organization of the other. In such cases it is the responsibility of the initiator of the contact to notify the other as soon as possible. Any such direct communication between FAA or TCCA and the other's designees/delegates or organizational representatives should be limited to information exchange. The FAA and TCCA will always consult with one another on significant validation program decisions.

1.3 Changes in Authority Aircraft Certification Systems

1.3.0 The FAA and TCCA shall keep each other informed of significant changes within their aircraft certification systems, such as:

- (a) statutory responsibilities;
- (b) organizational structure (e.g., key personnel, management structure, technical training, office location);

- (c) significant revisions to airworthiness and environmental standards and procedures;
- (d) production quality system oversight including oversight of newly initiated out-of-country production; or
- (e) delegated functions or the kinds of organizations to which functions have been delegated.

These changes should be forwarded to the offices identified in paragraph 1.7.1.

1.3.1 The FAA and TCCA recognize that revision by either authority to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality system oversight, or delegation and designee system may affect the basis and the 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.

1.4 Authority Meetings

The FAA and TCCA agree to meet as necessary to review these Implementation Procedures and their continued validity. These meetings will also be used to discuss and harmonize any major differences in standards and their interpretation that are identified during certification projects between FAA and TCCA and, when significant differences are identified, formal proposals will be raised through the applicable rulemaking committee. 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.

1.5 Applicable National Requirements, Procedures, and Guidance Material

1.5.0 The U.S. requirements for aircraft airworthiness and environmental certification are contained in the Code of Federal Regulations (CFR), Title 14, parts 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, and 36. Additional requirements are in parts 43 and 45. The FAA also uses European certification specification CS-22 and CS-VLA for some special classes of aircraft. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Orders, Notices and Policy Memoranda. These documents are available on the FAA website, <http://rgl.faa.gov>

1.5.1 The Canadian requirements for aircraft airworthiness and environmental certification are contained in Part V of the Canadian Aviation Regulations (CAR) (Refer to Appendix B, B.2 item 1). The aircraft identification requirements are in Part II of the CARs (Refer to Appendix B, B.2 item 2). The

standards related to each CAR are incorporated by reference and are contained in the corresponding CAR Standard or Airworthiness Manual (AWM) chapter of the same number. Advisory material is contained in TCCA advisory circulars, and guidance material is contained in TCCA Civil Aviation Directives and Staff Instructions. These documents are available through the TCCA Civil Aviation Documentation Framework website at <http://www.tc.gc.ca/CivilAviation/IMSdoc/menu.htm>.

1.6 Interpretations

In the case of conflicting interpretations of 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 civil airworthiness authority whose law, regulation/standard, requirement, or acceptable means of compliance is being interpreted shall prevail; however, immediate action will be taken to identify differences or conflicts, and subsequent remedial action will be taken to resolve the differences.

1.7 Amendments and Points of Contact

1.7.0 These Implementation Procedures may be amended by mutual consent of the FAA and TCCA. Such amendments shall be made effective by signature of the duly authorized representatives of the FAA and TCCA.

1.7.1 The designated offices for the technical implementation of these Implementation Procedures are:

For the FAA:

Aircraft Certification Service
International Policy Office (AIR-40)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591
U.S.A.

Telephone: (202) 385-8940
Fax: (202) 493-5144

For TCCA:

Director, Standards (AART)
Transport Canada Civil Aviation
2nd Floor, Tower C, Place de Ville
330 Sparks Street
Ottawa, Ontario, K1A 0N8
Canada

Telephone: (613) 952-4371
Fax: (613) 952-3298

1.7.2 The designated offices for inter-agency or inter-departmental coordination of these Implementation Procedures are:

For the FAA:

Office of International Aviation (API-1)
Federal Aviation Administration
800 Independence Ave., SW

For TCCA:

Standards Branch (AART)
Transport Canada Civil Aviation
2nd Floor, Tower C, Place de Ville

Washington, DC 20591
U.S.A.

Telephone: (202) 385-8900
Fax: (202) 267-5025

330 Sparks Street
Ottawa, Ontario, K1A 0N8
Canada

Telephone: (613) 952-4371
Fax: (613) 952-3298

1.8 Entry Into Force and Termination

These Implementation Procedures shall enter into force upon signature and shall remain in force until terminated by either party. Either the FAA or TCCA may terminate these Implementation Procedures upon sixty days' written notice to the other party. Termination will not affect the validity of activity conducted under these Implementation Procedures prior to termination.

1.9 Definitions

For the purpose of these Implementation Procedures the following definitions are provided to supplement and clarify those definitions that are found in Article II of the BASA Executive Agreement.

- (a) "Acoustical Change" means any voluntary change in the type design of an aircraft to be FAA-approved that may increase the noise levels of that aircraft (regardless of its classification of major or minor per 14 CFR 21.93(a)). (Ref. 14 CFR 21.93(b))
- (b) "Additional Technical Condition" means a requirement of the importing country that is in addition to the applicable airworthiness requirements of the State of Design of the product or that may be prescribed to provide a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing country.
- (c) "Aircraft Flight Manual" (AFM) means an authoritative document prepared for each aircraft type by the TC holder and approved by the certifying Airworthiness Authority. Its required content is specified in the appropriate design standards.
- (d) "Airworthiness Standards" for the FAA means regulations governing the design, manufacture, maintenance, and performance of civil aeronautical products. For TCCA, this term, with respect to the design, manufacture or maintenance of an aeronautical product, means the description, in terms of a minimum standard, of the properties and attributes of the configuration, material and performance or physical characteristics of that aeronautical product, and includes the procedures to ascertain compliance with or to maintain that minimum standard, as specified in CAR Part V. This term is equivalent to "Standards of Airworthiness" as defined in CAR Part I.

- (e) “Appliance” means any instrument, mechanism, equipment, apparatus, part, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, and is installed in or attached to the aircraft.
- (f) “Approved Manuals” means manuals, or sections of manuals, requiring approval by the FAA or TCCA as part of a certification program. These include the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICA), the engine and propeller installation and operating instruction manuals, and the certification maintenance requirements.
- (g) “Canadian Product” means a product for which TCCA is the authority of the State of Design.
- (h) “Critical Component” means a part identified as critical by the type design approval holder during the product 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 of the product’s maintenance manual or Instructions for Continued Airworthiness.
- (i) “Emissions Change” means any voluntary change in the type design of an airplane or engine to be FAA-approved that may increase fuel venting or exhaust emissions. (Ref. 14 CFR Part 21.93(c)).
- (j) “Environmental Approval” means an approval issued when a civil aeronautical product has been found to comply with standards concerning noise, fuel venting and/or exhaust emissions.
- (k) “Environmental Standards” means regulations or standards governing the certification of designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and appliances.
- (l) “Environmental Testing” means a process by which a civil aeronautical product is determined to comply with environmental standards.
- (m) “Equivalent Level of Safety Finding” means a finding that alternative action provides a level of safety equal to that provided by the airworthiness standards for which equivalency is being sought.
- (n) “Exemption” means a grant of permission to allow a noncompliance with a specific requirement when processed through the appropriate regulatory procedure by the FAA or TCCA, and found to have an acceptable level of safety and to be in the public interest.

- (o) “Export” means the process by which a product, part or appliance is released from one regulatory system for subsequent use by another country.
- (p) “Exporting Civil Airworthiness Authority” means the organization within the exporting State charged by the laws of the exporting State to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, parts, and appliances. The exporting civil airworthiness authority will be referred to herein as the “exporting authority”.
- (q) “Familiarization” means the process whereby the importing authority obtains information and experience on an aeronautical product designed in the exporting State in order to prescribe additional technical conditions for that product; gain knowledge to provide corrective airworthiness action in the event that the product experiences service difficulties during its operation in the importing State; and develop appropriate maintenance, operating, and pilot type rating information, if applicable, for the product.
- (r) “Finding” means a final determination of compliance/noncompliance from the FAA’s or TCCA’s system as the result of an airworthiness authority’s review, investigation, inspection, test, and/or analysis.
- (s) “Import” means the process by which an exported product, part, or appliance is accepted by a country’s civil airworthiness authority for its own use and subsequently placed under that authority’s regulatory system.
- (t) “Importing Civil Airworthiness Authority” means the organization within the importing State, charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. The importing civil airworthiness authority will be referred to herein as the “importing authority.”
- (u) “Issue Paper” means a document representing an item that requires resolution prior to the issuance of the TCCA or FAA TC or supplemental type certificate.
- (v) “Licensing Agreement” means a commercial agreement between a Type Certificate (TC) or Supplemental Type Certificate (STC) holder and a production approval holder/production organization approval holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or part.
- (w) “Maintenance” means the performance of inspection, overhaul, repair, preservation, and the replacement of parts, materials, appliances, or components of a product to assure the continued airworthiness of that product, but excludes alterations or modifications.

- (x) “Manufactured in” means the production process in the country of the exporting civil airworthiness authority in which products first come together as completed end units in final assembly and are first tested as a unit for airworthiness certification purposes.
- (y) “Manufacturer” means a person who, by FAA or TCCA regulation, is responsible for determining that all products or parts thereof produced within their quality system conform to an FAA or TCCA -approved design or established government or industry standard and are in a condition for safe operation.
- (z) “Multi-National Consortium” means a group of manufacturers from multiple countries who have agreed to form a single company for production of a particular product.
- (aa) “New Aircraft” means an aircraft that is still owned by the manufacturer, distributor, or dealer without any intervening private owner, lease or time sharing arrangement, and has not been used in any pilot school and/or commercial operation.
- (bb) “Part Design Approval” (PDA) for TCCA means a document that is issued to record the approval of the type design of a replacement part for an aeronautical product, and that references the documents and data defining the type design, the limitations, and the conditions applicable.
- (cc) “Person” means each individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- (dd) “Product” means a civil aircraft, aircraft engine, or propeller.
- (ee) “Production Quality System” means a systematic process, which meets the requirements of the exporting authority and ensures that products, parts, and appliances will conform to the approved type design and will be in a condition for safe operation.
- (ff) “Rebuilt Engine” means a U.S. engine that has been disassembled, cleaned, inspected, repaired, as necessary, reassembled, and tested by the production approval holder in accordance with 14 CFR part 43.
- (gg) “Special Condition” means an additional airworthiness standard(s) prescribed by the FAA or TCCA when the airworthiness standards for the category of the product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special Conditions contain such safety standards as the FAA or TCCA finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness standards.

- (hh) "Standard Airworthiness Certificate" means an airworthiness certificate issued in accordance with Article 31 of the Convention on International Civil Aviation for a normal, utility, acrobatic, commuter, or transport category of aircraft, or for a manned free balloon, airship, very light aircraft (VLA), or a glider.
- (ii) "Standard Part" means a part that is manufactured in complete compliance with an established government or industry-accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any party may manufacture the part.
- (jj) "Standards Equivalencies" means the FAA and TCCA airworthiness standards that are determined to be equivalent despite their language differences.
- (kk) "Supplier" means any person or organization contracted to furnish aviation products, appliances, parts, components, materials, or services (at any tier).
- (ll) "Suspension" means a lapse in the effectiveness of a certificate, approval or authorization as ordered by the airworthiness authority.
- (mm) "Used Aircraft" means each aircraft that is not a new aircraft as defined in paragraph (aa) above.
- (nn) "Type Design" means the description of all characteristics of a product, including its design, manufacturing processes limitations (e.g. approved section of the AFM), and continued airworthiness instructions, which determine its airworthiness. This includes drawings and specifications necessary to define the configuration and design features (e.g., dimensions, materials, and processes) and the data substantiating that the design meets the applicable airworthiness requirements.
- (oo) "U.S. Product" means a product for which the FAA is the authority of the State of Design.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

2.0 General

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

2.1 Products Manufactured in the Country of the Exporting Civil Airworthiness Authority Accepted for Import Under These BASA Implementation Procedures

2.1.0 Canadian Acceptance of FAA Export Certificates of Airworthiness for the Following Products:

- (a) new and used aircraft,
- (b) new and rebuilt aircraft engines and
- (c) new propellers.

See Summary Table 1 for listing of U.S. products, and their associated approvals, eligible for import into Canada.

Note: Should the U.S. documentation accompanying engines and propellers be changed, TCCA will continue to accept these products when accompanied by the appropriate form.

2.1.1 Canadian Acceptance of FAA Authorized Release Certificates for the Following Appliances and Parts:

- (a) new TSO appliances, and
- (b) new modification and/or replacement parts for aircraft, aircraft engines, propellers, and TSO appliances under the conditions outlined in paragraph 7.2.2.

See Summary Table 1 for listing of U.S. appliances, parts and associated approvals eligible for import into Canada.

2.1.2 U.S. Acceptance of TCCA Export Certificates of Airworthiness for the Following Products:

- (a) new and used aircraft,

See Summary Table 2 for listing of Canadian products, and their associated approvals, eligible for import into the United States.

2.1.3 U.S. Acceptance of Canadian Authorized Release Certificates for the Following Products, Appliances, and Parts:

- (a) new aircraft engines,
- (b) new propellers,
- (c) new appliances designed to an FAA TSO, and
- (d) new modification and/or replacement parts for aircraft, aircraft engines, propellers and appliances under the conditions outlined in paragraph 7.1.3.

See Summary Table 2 for listing of Canadian appliances, parts, and associated approvals eligible for import into the United States.

2.1.4 Acceptance of Standard Parts

- (a) Canadian Acceptance of Standard Parts. TCCA shall accept Standard Parts for products covered under these Implementation Procedures when they conform to established government or industry-accepted specifications, either U.S. or Canadian, including U.S. parts under TSOs c148 (fasteners), c149 (bearings), and c150 (seals).
- (b) U.S. Acceptance of Standard Parts. The FAA shall accept Standard Parts for products covered under these Implementation Procedures when they conform to established government or industry-accepted specifications, either U.S. or Canadian.

Note: Fasteners, bearings, and seals must meet corresponding FAA TSO requirements.

2.1.5 Standard Airworthiness Certification

These Implementation Procedures apply to aircraft type designs to be type certificated by the FAA and TCCA for standard category airworthiness certification, except as described in paragraph 2.1.6.

2.1.6 Special Airworthiness Certification

The FAA and TCCA have agreed to accept certain aircraft type-certificated in the restricted category that are not eligible for a standard airworthiness certificate. Other aircraft for which a special airworthiness certificate is to be issued will be dealt with on a case-by-case basis through the special arrangements provision in Section IX of this document.

- (a) For the FAA, restricted category aircraft will be handled in accordance with 14 CFR §§ 21.25 (a)(1) and (b)(1-7) and 21.185.
- (b) For TCCA, restricted category aircraft will be accepted where they are in compliance with the requirements of CAR, Part V, Subpart 7.
- (c) For the FAA and TCCA amateur-built aircraft: [Reserved].

Note: See paragraph 2.5 and 3.6 for more on the approval of kits for amateur built aircraft.

2.2 Acceptance of New and Used Aircraft Manufactured in Third Countries

These Implementation Procedures also apply to the acceptance of Export Certificates of Airworthiness for aircraft which have been manufactured and/or assembled in third countries and are subsequently exported from Canada to the U.S. or vice versa provided that an agreement for this purpose has been formalized between each authority (i.e., independent bilateral arrangements between all three parties).

2.3 Provisions for Approval of Design Data Used in Support of Repairs

2.3.0 Canadian Acceptance of FAA-Approved Design Data:

FAA-approved repair data will be accepted by TCCA as defined in Section IV, paragraph 4.2.

2.3.1 U.S. Acceptance of TCCA-Approved Design Data:

TCCA-approved repair data will be accepted by the FAA as defined in Section IV, paragraph 4.2.

2.4 Provisions for Environmental Testing and Approvals

2.4.0 Canadian Acceptance of FAA Findings for Environmental Requirements:

- (a) noise certification requirements for subsonic transport category large airplanes and subsonic turbojet powered airplanes;
- (b) noise certification requirements for propeller-driven small airplanes and propeller-driven commuter category airplanes;
- (c) noise certification requirements for helicopters; and
- (d) fuel venting and exhaust emissions certification requirements for turbine powered airplanes.

2.4.1 U.S. Acceptance of TCCA Findings for Environmental Requirements:

- (a) noise certification requirements for subsonic transport category large airplanes and subsonic turbojet powered airplanes;
- (b) noise certification requirements for propeller-driven small airplanes and propeller-driven commuter category airplanes;
- (c) noise certification requirements for helicopters; and
- (d) fuel venting and exhaust emissions certification requirements for turbine powered airplanes.

2.5 Amateur Built Aircraft Kits Acceptance

2.5.0 When updated FAA policy is issued per 73 FR 8925, FAA will accept Canadian amateur-built aircraft kits for review and publication in the FAA's listing of amateur-built aircraft kits (found at <http://www.faa.gov>). The process for acceptance is defined in paragraph 3.6.

2.5.1 TCCA will accept US amateur-built aircraft kits that have been evaluated by the FAA as complying with the U.S. "major portion" requirements of 21.191(g), per paragraph 3.6.1.

2.6 Provisions for Technical Assistance

The scope of all technical assistance activities between the FAA and TCCA is specified in Section VIII.

2.7 Provisions for Special Arrangements

Section IX of these Implementation Procedures provides for designated officials within the FAA and TCCA to make special arrangements -- with respect to design approval, production activities, 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 anticipated by the BASA. All special arrangements between the authorities are listed in Appendix C.

2.8 Summary Tables

The following tables summarize the new products designed and manufactured in the U.S. or Canada that are eligible for import under these Implementation Procedures. (These tables do not show third country products eligible for import.)

**Table 1: Summary of
U.S. Products, Including Appliances and Parts, and Their Associated FAA Approvals
Recognized by TCCA**

PRODUCT	FAA Type Certificate, and Amendments (14 CFR Part 21) (See Note 3)	FAA Supplemental Type Certificate (See Note 3)	FAA Technical Standard Order Authorization	FAA Parts Manufacturer Approvals
Airplanes in the following categories:				
Normal	v	v	N/A	N/A
Utility	v	v	N/A	N/A
Acrobatic	v	v	N/A	N/A
Commuter	v	v	N/A	N/A
Transport	v	v	N/A	N/A
Rotorcraft in the following categories:				
Normal	v	v	N/A	N/A
Transport	v	v	N/A	N/A
Manned Free Balloons	v	v	N/A	N/A
Engines	v	v	N/A	N/A
Rebuilt Aircraft Engines	v	v	N/A	N/A
Propellers	v	v	N/A	N/A
Aircraft in Special Classes (see note 2):				
Airships	v	v	N/A	N/A
VLA	v	v	N/A	N/A
Gliders	v	v	N/A	N/A
Powered Lift	v	v	N/A	N/A
Aircraft Type Certificated in the restricted category	(See Note 1)	(See Note 1)	N/A	N/A
TSO Appliances	N/A	N/A	v	N/A
<u>PARTS:</u>				
Replacement and Modification Parts for the above airplanes, rotorcraft, balloons, engines, propellers, special class aircraft, and appliances	v (Also need a production approval)	v (Also need a PC or PMA for production)	v	v

Note 1: Aircraft certified in the restricted category for the purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control and aerial advertising.

Note 2: TCCA does not recognize primary category aircraft.

Note 3: A Canadian TC, STC, or equivalent document is required.

**Table 2: Summary of
Canadian Products, Including Appliances and Parts and Their Associated TCCA Approvals
Recognized by the FAA**

PRODUCT	TCCA Type Certificates & Amendments (see Notes 2&3)	TCCA Supplemental Type Certs. (see Notes 2&3)	TCCA Appliance Type Certificates or Equivalent (see Note 7)	Repair Design Approvals (see Note 5)	Part Design Approvals (PDA)
Airplanes in the following categories:					
Normal	v	v	N/A	v	N/A
Utility	v	v	N/A	v	N/A
Acrobatic	v	v	N/A	v	N/A
Commuter	v	v	N/A	v	N/A
Transport	v	v	N/A	v	N/A
Rotorcraft in the following categories:					
Normal	v	v	N/A	v	N/A
Transport	v	v	N/A	v	N/A
Manned Free Balloons	v	v	N/A	v	N/A
Engines	v	v	N/A	v	N/A
Propellers	v	v	N/A	v	N/A
Aircraft in Special Classes:	v	v			
Airships	v	v	N/A	v	N/A
VLA	v	v	N/A	v	N/A
Gliders	v	v	N/A	v	N/A
Powered Lift	v	v	N/A	v	N/A
Aircraft type certificated in the restricted category	(See Note 1)	(See Note 1)	N/A	v	N/A
TSO Appliances (See Note 4)	N/A	N/A	v	N/A	N/A
<u>PARTS (See Note 6)</u>					
Replacement and Modification Parts for the above airplanes, rotorcraft, balloons, engines, propellers, special class aircraft, and appliances	v	v	v	N/A	v

Note 1: Aircraft certified in the restricted category for the purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control and aerial advertising.

Note 2: For Canadian products, the certificate designations of Type Certificate (TC)/Type Approval (TA) and Supplemental Type Certificate (STC)/Supplemental Type Approval (STA) are interchangeable.

Note 3: An FAA TC, STC, or equivalent document is required.

Note 4: Accepted only when the FAA has issued a corresponding TSO under 14 CFR Part 21.617.

Note 5: For repair design approvals, refer to paragraph 4.2. The certificate designation Repair Design Approval (RDA) and Repair Design Certificate (RDC) are interchangeable.

Note 6: For TCs, STCs, Appliance TCs or Equivalent, PDAs and TSOs, manufacturing is covered under CAR/STD 561 and for repairs manufacturing of parts is covered under CAR/STD 571.

Note 7: For appliance TCs or equivalent, refer to Appendix B, B.2 item 4.

SECTION III DESIGN APPROVAL PROCEDURES

3.0 General

- (a) The underlying principle behind these Implementation Procedures is that certification projects will be based on mutual trust by both authorities, which will lead to design acceptance in compliance with the importing authority's airworthiness standards. This process requires effective communication between the FAA and TCCA. The exporting authority, as delegated by the importing authority, makes determinations of compliance with the importing authority's certification basis. The importing authority should be able to make findings of compliance, without further showing, based upon the exporting authority's statements of compliance.
- (b) The FAA will normally conduct a review process of Canadian products in order to make a finding of compliance and issue the U.S. design approvals. This review will be conducted in accordance with the procedures in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States. The TC or other design approval issued by the FAA is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by TCCA.
- (c) The FAA does not normally issue a design approval for a product manufactured outside the U.S., unless it is to be imported, i.e., an aircraft to be U.S.-registered or an engine, propeller, appliance, or part to be incorporated into the design of a U.S.-registered aircraft or U.S. manufactured product. Therefore, Canadian applicants for U.S. design approval should provide the FAA with evidence that the product will be imported into the U.S., or will be installed on a U.S. registered aircraft or U.S. product.
- (d) TCCA will normally conduct a type design examination (review process) of U.S. products to facilitate the issuance of a Canadian design approval and the importation of U.S. products. This examination will be conducted in accordance with Part V of the CARs as applicable to the product (Refer to Appendix B, B.2 item 5). TCCA will issue a design approval that is based to the maximum extent on that issued by the FAA due to TCCA's confidence that the FAA's and TCCA's design approval processes produce equivalent results. Therefore, TCCA is prepared to accept most U.S. State of Design aircraft types and their associated engines through a type design examination process, which is based on defined levels of review. The specific level of review that will be utilized for a specific product is determined based on a number of factors, which utilize TCCA's familiarity with the type of product, elements of risk management and confidence in the responsible authority. Detailed procedures are outlined in related TCCA advisory and guidance material available through the TCCA Civil Aviation Documentation Framework

website at <http://www.tc.gc.ca/CivilAviation/IMSdoc/menu.htm>. Applicants for transport category products are encouraged to apply for TCCA type certification concurrent with their FAA type certification application.

- (e) Since the exporting authority must understand the importing authority's position on all the items for which the exporting authority will be making determinations of compliance, each authority must include the other throughout the certification program. Each authority will normally seek the other authority's opinions before significant issues are resolved and, accordingly, may postpone a meeting with the applicant to discuss and resolve technical issues until the other authority is adequately represented. Similarly, correspondence will be answered through, coordinated with, or copied to the other authority.
- (f) Close cooperation between the FAA and TCCA is necessary to provide for effective management of the certification projects and for the effective utilization of resources. It is the responsibility of the exporting authority to recommend issuance of a design approval to the importing authority together with making statements of compliance to the importing authority certification basis. Detailed instructions and further background information for each of the following steps can be found in FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States for the FAA*. FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*, identifies in Appendix 2 Canadian special requirements for the acceptance of U.S. products. TCCA advisory and guidance material for acceptance of U.S. products and FAA design approvals is available through the TCCA Civil Aviation Documentation Framework website at <http://www.tc.gc.ca/CivilAviation/IMSdoc/menu.htm>.
- (g) U.S. and Canadian design approval holders are required to hold relevant type design information (type design data, drawings, processes, materials specifications, operations limitations, test plans, test analysis reports, approved manuals, accepted manuals, and service bulletins) and to make it available to their respective authority upon request. This information is available to the FAA and TCCA from the design approval holders upon request via the authority from the State of Design. This is in accordance with:
 - (1) FAA regulations and policy (14 CFR §21.49 for TC holders; 14 CFR §21.49 and FAA Order 8110.4, *Type Certification*, for STC holders; 14 CFR §21.613 for TSO Authorization holders; and 14 CFR §21.303 and FAA Order 8110.42, *Parts Manufacturer Approval Procedures*, for PMA holders). (Note: U.S. approval holders using electronic formats must comply with FAA Order 8000.79, *Use of Electronic Technology and Storage of Data*.)

- (2) TCCA regulations specifying the responsibilities of a Canadian certificate (design approval) holder under Part V of the CARs (Refer to Appendix B, B.2 item 6), as applicable to the design approval.

3.1 Design Approval Procedures for Type Certificates and Amended Type Certificates

3.1.0 Application Process

3.1.0.1 Application for U.S. Type Certification

- (a) In accordance with 14 CFR §21.15, an application for a U.S. Type Certificate (TC), from an applicant in Canada should be sent to TCCA. TCCA should ensure the application has the following information:
 - (1) The TCCA TC and Data Sheet, if available, and a definition of the national airworthiness and environmental standards upon which the TCCA design approval was (or is to be) based, and the amendment level of the U.S. airworthiness and environmental standards TCCA believes to be satisfied by its own standards;
 - (2) A description of all novel or unusual design features known to the applicant or TCCA at the time of application which might necessitate issuance of FAA special conditions under 14 CFR §21.16 or 21.101, or which might require a special review of acceptable means of compliance;
 - (3) All known or expected exemptions or equivalent level of safety findings relative to TCCA's national standards for design approval that might affect compliance with the applicable U.S. airworthiness and environmental standards;
 - (4) A planning date for FAA type certification; and
 - (5) Available information on U.S. market potential, including specific customers and U.S. content of the product, if known.
- (b) Applications for certification as restricted category aircraft should also include information on the special purpose operations for which the aircraft will be used. The FAA will accept applications for the following special purposes:

- (1) agricultural;
- (2) forest and wildlife conservation;
- (3) aerial surveying;
- (4) patrolling;
- (5) weather control; or
- (6) aerial advertising.

Applications for other special purpose operations may be considered in accordance with Chapter 6, of FAA Order 8110.4, *Type Certification*.

- (c) TCCA should forward the application for the following products to the office indicated in the table below:

Product	FAA Office
Helicopters	Rotorcraft Standards Staff, ASW-110
Very Light Aircraft	Chicago ACO
Engines	Boston Engine Certification Office
All other products including fixed wing aircraft and appliances	New York ACO

Appendix A contains a list of addresses for these FAA offices.

- (d) If the application is for a product in a category not previously certificated by TCCA, or the product is of a level of complexity that has not been previously certificated by TCCA, the FAA may increase the scope of its certification program. TCCA should notify the FAA as soon as it becomes aware of this type of pending application, so that the FAA may plan for the additional resources required.

3.1.0.2 Application for Canadian Type Certificate

- (a) In accordance with Part V of the CARs (Refer to Appendix B, B.2 item 7), an application for a Canadian TC from an applicant in the United States should be sent to the FAA certifying office. This office should ensure the application contains the following documents/information:
- (1) A general description of the product which in addition to principal design features and specifications, shall include:
 - i. for an aircraft, a three view drawing of the aircraft and the available preliminary basic design and performance data; and
 - ii. for an aircraft engine or propeller, operating characteristics and the proposed operating limitations.
 - (2) Proposed basis of certification established under Part V of the CARs (Refer to Appendix B, B.2 item 8), including all other standards for which voluntary compliance will be demonstrated.
 - (3) All findings of equivalent safety or exemptions that are being requested.
 - (4) Listing of engines, propellers, and all appliances having or requiring separate TCs. Where one of these items is designed and/or manufactured outside Canada, the certification status in the country of the type design holder and/or of the manufacturer should be clearly stated.
 - (5) Proposed type certification schedule of the product including the schedules of items listed under (4) above requiring separate certification activity.
 - (6) When applicable, the following documents should accompany the application through the FAA:
 - i. TC and data sheet.
 - ii. Approved AFM.
 - iii. Limitations section of the instructions for continuing airworthiness.

- iv. Compliance program document (check list).
 - v. Airworthiness directives.
- (b) The certifying ACO should forward the application for type certificate to the Director, National Aircraft Certification Branch. Appendix A contains a list of addresses for TCCA.

3.1.0.3 Familiarization Meeting

- (a) The exporting authority will arrange a familiarization meeting with the importing authority and the applicant to discuss its certification program, the proposed domestic certification basis, and all novel or unusual features of the product.
- (b) At this meeting the importing authority will work to establish the domestic type certification basis and the means of compliance for the product under application by determining the importing authority's airworthiness and environmental standards that would be applied to a similar product if it were to be produced in its own country. The extent to which these activities are accomplished at the meeting will depend on each authority's familiarity with the product and applicant, the applicant's familiarity with the each authority's process and, in general, the overall preparedness of all parties.
- (c) For simple projects or less complex products, technical familiarization may be streamlined if agreed by both authorities.

3.1.0.4 Establishment of Project Certification Team

An important consideration that should be addressed at the familiarization meeting is the composition of the Project Certification Team. The composition of the team should include specialist representation to cover the technology level of the certification project consistent with the complexity of the aeronautical product and level of involvement agreed upon. Each authority will identify a Project Manager.

3.1.0.5 Establishment of Type Certification Basis

- (a) New type certificates:

The importing authority will develop the certification basis giving consideration to the applicable airworthiness standards in effect

at the time the application was made to the exporting authority for a domestic TC. Applicants for a U.S. or Canadian TC must also comply with the applicable environmental standards in effect on the date of U.S. or Canadian certification, respectively.

(1) U.S. Environmental (Type) Certification Basis

The regulatory basis for compliance with 14 CFR parts 34 and 36 is the effective amendment on the date of application to the FAA for type certification. An applicant for a TC or Supplemental Type Certificate (STC) must show that the aircraft meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards of 14 CFR Part 34 and the noise standards of 14 CFR Part 36.

(2) Canadian Environmental (Type) Certification Basis

The regulatory basis for compliance with the Canadian environmental requirements is specified in Part V of the CARs (Refer to Appendix B, B.2 item 9). An applicant for a TC must show that the aircraft meets applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards and noise standards specified in the Canadian environmental requirements. An applicant for an STC shall show that the aircraft meets the aircraft emission standards (both engine gaseous emissions and aircraft noise) recorded in the TC data sheet for the aircraft.

(b) Additional requirements:

- (1) In general, the importing authority may require the applicant to comply with additional technical conditions in the interest of safety. These requirements may include actions deemed necessary for continued safe operation in the importing state as a result of service history and actions taken by the exporting authority to correct unsafe conditions.
- (2) The importing authority will review all novel and unusual design features for development of special conditions. The importing authority will work closely with the exporting authority in the development of special conditions and

exemptions providing the exporting authority and the applicant an opportunity to comment.

(c) Changes of type certificates:

The FAA certification basis for a change to a product is established in accordance with 14 CFR part 21. The TCCA certification basis for a change to a product is established in accordance with Part V of the CARs (Refer to Appendix B, B.2 item 10) and related standards.

3.1.0.6 Agreement on Certification Criteria

The exporting authority should review the importing authority's proposed certification basis. Both authorities agree the proposed method of compliance will be to the Federal Aviation Regulations plus environmental standards and additional technical conditions of the importing country. The authorities will coordinate the development of and finding compliance with additional technical conditions.

3.1.0.7 Data Submittal & Design Review

In order to find compliance with additional technical conditions, special conditions, equivalent levels of safety, or any other previously agreed upon areas, the importing authority may make written requests for data to the exporting authority, may review the product, and may fly the product for familiarization purposes. These requests shall, in the spirit of the BASA, be the minimum necessary to ensure that the importing authority acquires the needed familiarity. The exporting authority will verify and transmit all data from the applicant to the importing authority.

3.1.0.8 Technical Meetings

- (a) In addition to the initial familiarization meeting, other technical meetings may be necessary to assure that any additional technical conditions that have been communicated to the exporting authority are well understood, and that any outstanding technical issues are resolved. These meetings should be held as early as possible in the certification process in order to permit timely design changes, if required. All technical meetings will normally be arranged through the exporting authority and will normally have both authorities' representatives in attendance.

- (b) Early in the program, based on the known design and information presented in the familiarization and technical meetings, the importing authority will identify the areas in which further importing authority activity will be required (e.g. providing required data and reports, tests and test witnessing, areas of concern or special emphasis). The anticipated level of involvement by the importing authority will be documented in writing and is consistent with the principles outlined in Section I, paragraph 1.2. This document may be revised if the initial design definition is incomplete or significant design changes are made.
- (c) The exporting authority should notify the importing authority's Project Manager as soon as possible of all additional novel or unusual design features, and all other design features that may require development of a special condition or the making of an equivalent level of safety finding.

3.1.0.9 Issue Papers and Identification of Areas of Concern

- (a) The importing authority should keep issue papers to a minimum. However, the importing authority will prepare issue papers which contain the certification basis and other unique import requirements. The importing authority may also prepare issue papers to address issues such as acceptable means of compliance, equivalent safety findings, special conditions, and additional technical conditions. When the exporting and importing authority's positions are equivalent, the exporting authority's issue papers may be used directly by the importing authority in lieu of an issue paper originated by the importing authority. However, for Canadian products, the FAA must process its own issue papers addressing findings of equivalent levels of safety or special conditions. For the FAA, concurrence with the TCCA issue paper by the product accountable directorate is still required.
- (b) Issue papers will be coordinated through the exporting authority. Such coordination will expedite the timely and mutually acceptable resolution of certification issues. The importing authority will incorporate the exporting authority's and the applicant's position in all issue papers originated by the importing authority.
- (c) In addition to issue papers, TCCA may document areas of concern to:

- (1) highlight and resolve any differences in expectations which may include the means and method of compliance to, or interpretation of, design standards; or
- (2) clarify an issue where TCCA does not understand a finding of compliance already made by the FAA. Areas of concern are raised to promote discussion, understanding and agreement between authorities with resolution taking the form of explanation, clarification or the need for further action. The resolution of areas of concern is an activity between authorities with the expectation that the FAA is committed to investigating TCCA's concern and providing a response. TCCA review of the FAA response determines actions (if any) prior to issuance of a Canadian approval. Areas of concern should be resolved at management meetings between the FAA and TCCA.

3.1.0.10 U.S. Environmental Testing and Approval Procedures

- (a) The FAA is authorized to make findings of compliance to 14 CFR parts 34 and 36 based upon FAA-witnessed tests, conducted in accordance with FAA-approved test plans, and based upon FAA review and approval of all data and compliance demonstration reports submitted via TCCA. The FAA, in accordance with paragraph 2.4.1, may delegate compliance test witnessing, conformity inspections, and other functions. FAA environmental requirements are documented in FAA Order 8110.4, *Type Certification*.

(b) Environmental Testing and Approval Process

In the absence of any FAA delegation to TCCA, the process for environmental testing and approvals includes the following:

- (1) Environmental (noise, fuel venting and exhaust emissions) certification compliance demonstration plans must be submitted to the FAA for review, comment, and subsequent approval prior to undertaking certification testing.
- (2) Information and data must be supplied to the FAA in order to make a finding in accordance with the Noise Control Act of 1972 (P.L. 92-574). The FAA, before issuing an original TC for an aircraft of any category, must assess the extent of noise abatement technology incorporated into the type design and determine whether additional noise reduction

is achievable. This examination must be initiated as soon as possible after the application for type certification in each original type certification project and reflect noise reduction potentials that become evident during the design and certification process.

- (3) Information and data must be supplied to the FAA in order to conduct an evaluation of the measurement and analysis methods and practices, and data correction procedures of the applicant for aircraft noise certification under 14 CFR Part 36, Subpart B and/or Subpart H.
- (4) Compliance demonstration aircraft noise test plans and engine exhaust emissions test plans to be used for demonstrating U.S. environmental certification compliance must be submitted to the FAA for review and comment, and subsequent approval not less than 90 days prior to commencing testing.
- (5) Proposed equivalent procedures to be used by the applicant during testing, data processing, data reduction, and data analysis must be specifically identified to the FAA and approved in advance by the FAA as part of items (1) and (4).
- (6) Compliance demonstration tests must be witnessed by FAA personnel, FAA designated engineering representatives, or TCCA when specifically requested to act on behalf of the FAA. Prior to the start of testing it is necessary to assure the conformity of the test article (aircraft or engine configuration) to that identified in the FAA approved compliance demonstration test plans.
- (7) Compliance demonstration reports must be submitted to the FAA for review and comment and subsequent approval prior to type certification approval.

3.1.0.11 Canadian Environmental Testing and Approval Procedures

- (a) TCCA is authorized to make findings of compliance to the environmental requirements under Part V of the CARs (Refer to Appendix B, B.2 item 11) based on TCCA witnessed tests, conducted in accordance with TCCA-approved test plans, and based upon TCCA review and approval of all data and compliance demonstration reports submitted via the FAA. Compliance test witnessing, conformity inspections, and other

functions may be delegated by TCCA to the FAA in accordance with paragraph 2.4.0.

(b) Environmental Testing and Approval Process

In the absence of any TCCA delegation to FAA, the process for environmental testing and approvals includes the following:

- (1) Environmental (noise, fuel venting, and exhaust emissions) certification compliance demonstration plans must be submitted to TCCA for review, comments, and subsequent approval prior to undertaking certification testing.
- (2) Information and data must be supplied to TCCA in order to conduct findings in accordance with Part V of the CARs (Refer to Appendix B, B.2 item 12). Before issuing an original TC TCCA will assess the extent of the noise abatement technology incorporated into the type design and determine whether additional noise reduction is achievable. This examination shall reflect noise reduction potentials that become evident during the design, testing and certification process.
- (3) Information and data must be supplied to TCCA in order to conduct an evaluation of the measurements and analysis methods and practices, and data correction procedures of the applicant for aircraft noise certification under Part V of the CARs (Refer to Appendix B, B.2 item 13).
- (4) Proposed equivalent procedures to be used by the applicant during testing, data processing, data reduction and data analysis shall be identified to TCCA and approved in advance by TCCA as part of paragraph 3.1.0.11 (b)(1).
- (5) Compliance demonstration tests shall be witnessed by TCCA, TCCA delegates, or the FAA when delegated to act on behalf of TCCA. Prior to the start of testing it is necessary to assure the conformity of the test article (aircraft or engine configuration) to that identified in TCCA approved compliance demonstration test plans.
- (6) Compliance demonstration reports shall be submitted to TCCA for review and comments and subsequent approval prior to type certification.

3.1.0.12 Final Certification Meeting/Issuance of the Type Certificate

- (a) For the FAA, upon completion of the certification program and issuance of its domestic TC, TCCA will verify with the FAA that the level of involvement document, referenced in paragraph 3.1.0.8(b), has been satisfied and shall forward a certifying statement to the FAA, in accordance with 14 CFR §21.29, along with all additional required materials. The FAA, upon receipt and review of the documents, will prepare the TC and TC Data Sheet and forward them to TCCA. A final meeting would only be necessary if there were areas of further discussion or if the sharing of information would be beneficial.
- (b) For TCCA, upon completion of the certification program and issuance of its domestic TC, the FAA shall forward a certifying statement to TCCA, in accordance with Part V of the CARs (Refer to Appendix B, B.2 item 14), along with any additional required materials. TCCA, upon receipt and review of the documents, will prepare the TC and TC Data Sheet and forward them to the FAA. A final meeting would only be necessary if there were areas of further discussion or if the sharing of information would be beneficial.

3.1.0.13 Evaluation of U.S. Operational and Maintenance Aspects

- (a) The FAA has established Aircraft Evaluation Groups (AEG) located at the product-accountable Directorates. The AEGs are responsible for the operational and maintenance aspects of the type certification/supplemental type certification process. The AEG will conduct Boards, as appropriate, to review the following items on Canadian products prior to entry into U.S. operations: Maintenance Review Board (MRB) Report and associated Instructions for Continued Airworthiness (ICA) Documentation; Operational Configuration, Pilot Training and Licensing Requirements; and the formulation and approval of a Master Minimum Equipment List (MMEL). The AEG will be invited to participate in the familiarization meeting by the FAA Project Manager and will generate issue papers as appropriate to the type design. Compliance with AEG requirements is not required at the time of FAA TC/STC issuance, but must be demonstrated before issuance of the first U.S. standard airworthiness certificate. To avoid operational suitability problems, applicants are encouraged to complete AEG requirements early in the project.

- (b) The AEG may develop operational and maintenance issue papers to address the FAA's operational requirements for a particular kind or condition of operation which would affect the design or performance of the product. These issue papers may address the provision of additional equipment required to meet the operational requirements of the FAA, supplementary advisory information in the AFM, provision of an aircraft operating manual with procedures for the dispatch of the aircraft with inoperative equipment or provision by TCCA of advisory maintenance information.

3.1.0.14 Evaluation of Canadian Maintenance Aspects

The TCCA Aircraft Evaluation Group in the National Aircraft Certification Branch is responsible for the maintenance aspects of the type certification process. They will conduct Maintenance Review Boards, review associated instructions for continued airworthiness and participate in the elaboration of the MMEL. The Aircraft Evaluation Group will participate in familiarization meetings as requested by the TCCA Project Manager and will generate issue papers as appropriate.

3.1.0.15 Joint Evaluation of Maintenance Aspects

The FAA and TCCA will accept a Maintenance Review Board (MRB) Report and associated Instructions for Continued Airworthiness documentation when developed jointly.

- (a) For the FAA, in the absence of a joint MRB, the FAA AEG will conduct its own MRB to develop acceptable Instructions for Continued Airworthiness.
- (b) For TCCA, in the absence of a joint MRB, TCCA will conduct its own MRB or equivalent process, if accepted and agreed by the applicant, to develop acceptable Instructions for Continued Airworthiness.”

3.2 Design Approval Procedures for Supplemental Type Certificates for Aircraft, Engines and Propellers

3.2.0 Application for U.S. Supplemental Type Certificates

- (a) U.S. Supplemental Type Certificates (STCs) may be issued to an applicant in Canada under the provisions of 14 CFR §21.117 for approval of major changes to the type design of an aircraft, aircraft

engine, or propeller which has been type certificated/validated by the FAA or TCCA:

- (1) when the FAA or TCCA is the authority of the State of Design of the product and TCCA has issued its STC, or
 - (2) when a country other than the U.S. or Canada is the original type certifying authority of the product, TCCA has issued its STC, or
 - (3) in special cases at the request of TCCA. The FAA may accept applications from Canadian companies who do not hold an equivalent Canadian STC because the specific model of the product to be modified has no Canadian TC. These cases will only be considered from applicants who hold other Canadian approvals for similar design changes and are under TCCA oversight. The application package should be forwarded to the New York Aircraft Certification Office with a letter from TCCA confirming that the applicant meets these conditions.
- (b) The FAA will not process applications for STCs from applicants who hold a Canadian STC for parts which do not constitute a major change to type design.
- (c) Canadian applicants shall submit STC applications to TCCA with a request that the application and related information be forwarded to the New York Aircraft Certification Office. Each application shall provide the following information:
- (1) Description of the change, together with the make and model of the product;
 - (2) Copy of the TCCA approval document and certification basis; and
 - (3) Information on all equivalent safety findings or exemptions granted by TCCA for the Canadian STC.

3.2.1 Application for Canadian Supplemental Type Certificates

- (a) Canadian STCs may be issued to applicants in the U.S. under the provisions of Part V of the CARs (Refer to Appendix B, B.2 item 15), Approval of Modification and Repair Designs, to signify the approval of a change to an aeronautical product type design. The STC can be issued against an aeronautical product which has a Canadian TC/Approval, an FAA TC, or an equivalent approval document which is recognized by TCCA.

- (b) A U.S applicant shall submit an application to TCCA through the FAA Aircraft Certification Office (ACO) that has cognizance over the existing STC or STC application. If the first affected aircraft is or will be registered in Canada, the ACO should send the STC application directly to the TCCA geographical regional office where the aircraft is located. Alternatively if an eligible aircraft is not yet registered in Canada, the application should be forwarded to TCCA National Aircraft Certification for processing by the Projects Management Division.
- (c) Each application should contain the following information as applicable:
 - (1) Description of the change, together with the make and model of the product;
 - (2) Copy of the FAA STC and certification basis;
 - (3) Documentation on equivalent safety findings or exemptions granted by FAA for the U.S. STC;
 - (4) Unusual design features; and
 - (5) AFM and Maintenance Manual Supplements.

3.2.2 Establishment of Airworthiness and Environmental Criteria, Documentation, and Approval Procedures for STCs

- (a) The approval basis for an STC shall normally be the airworthiness and environmental standards originally established by the importing authority for approval of the basic product (found in the TC data sheet).
 - (1) The importing authority may prescribe additional technical conditions when the circumstances of the design change make them necessary. For Canada, in such cases a corresponding Canadian STC will be required and a type design examination, at the appropriate level, may be undertaken, per Part V of the CARs (Refer to Appendix B, B.2 item 16) as appropriate to the design approval. In this case, TCCA will issue an STC when compliance with the applicable Canadian airworthiness and environmental requirements has been demonstrated, the FAA has made a compliance statement to TCCA's certification basis, and the FAA has issued its STC. The FAA upon request by TCCA may make findings of compliance against additional technical conditions.
 - (2) STCs, other than those described in (1) above, will normally be accepted by TCCA on the basis of the FAA STC under a minimal type design examination, described in advisory and guidance

material available through the TCCA Civil Aviation Documentation Framework website at <http://www.tc.gc.ca/CivilAviation/IMSdoc/menu.htm> and added to an Index of Familiarized and Accepted STCs published on the Transport Canada web site, <http://www.tc.gc.ca/aviation/applications/nico-celn/> , without issuance of a corresponding Canadian STC.

- (b) The following documentation will be required, as applicable, for review by the importing airworthiness authority:
 - (1) Compliance Checklist, as defined in AC 21-40 or the equivalent compliance program document required under Part V of the CARs (Refer to Appendix B, B.2 item 17);
 - (2) AFM Supplement;
 - (3) Master Documentation List/Master Drawing List;
 - (4) Manufacturing and Installation Instruction Drawings;
 - (5) Maintenance/Repair Manual Supplements, etc. ;
 - (6) Weight and Balance data;
 - (7) Instructions for Continued Airworthiness;
 - (8) Changed Product Rule (CPR) Checklist; and
 - (9) Fuel tank flammability reduction data (14 CFR 25.981 compliance statement) for Transport Category STCs.
- (c) When the technical complexity of the design change warrants additional technical conditions, it may be necessary to provide additional data such as engineering reports and flight test data. If no additional technical conditions are required by the FAA for Parts 23, 27, U.S. Civil Aviation Regulations (CAR) 3 and CAR 6 projects, an FAA STC may be issued without further showing.
- (d) The importing authority will review the STC application, together with the exporting authority's basis for certification and documentation. The importing authority will either concur with the exporting authority's basis of certification or propose additional technical conditions. Findings of compliance against these technical conditions will normally be made by the exporting authority upon request from the importing authority. This will not preclude the possibility that the importing authority, for

familiarization on complex STCs, will need to perform additional evaluations, such as flight tests, etc.

3.3 Design Approvals for Products Other Than Aircraft, Aircraft Engines, and Propellers

3.3.0 Application for FAA Letter of Technical Standard Order (TSO) Design Approval

- (a) The FAA only issues a Letter of TSO Design Approval for appliances of a kind for which a minimum performance standard has been published in an FAA TSO. A Canadian applicant for an FAA Letter of TSO Design Approval shall make application through TCCA with a request that the application and required information be forwarded to the FAA New York ACO. TCCA should contact the FAA for the latest FAA technical policy and procedures related to the TSO performance standard.
- (b) The application should contain the following, if known at the time of application:
 - (1) Evidence that the appliance will be imported into the U.S., installed on a U.S.–registered aircraft, or installed on a U.S.–manufactured product.
 - (2) The evidence must identify the FAA TSO appliance model at a minimum. The evidence provided must also be valid at the time of application in order for the project to be worked promptly.
- (c) The FAA will consider recognition of other performance standards as the basis for a new TSO design standard, after the standard is evaluated by the FAA, and published for public comment. A Canadian applicant with a TCCA Appliance TC or equivalent that is based on a performance standard other than an FAA TSO, should make a request for approval of this performance standard through TCCA to the Technical Programs and Continued Airworthiness Branch (AIR-120), Engineering Division, FAA headquarters. Once the alternative performance standard has been approved and published by the FAA, the application process for the approval of the appliance itself follows paragraph (a) above.

3.3.1 Application for Canadian Appliance Type Certificate, or Equivalent

- (a) Design standards for Canadian aeronautical appliances are contained in AWM 537. TCCA has adopted TSO performance standards that were found to be acceptable for use in Canada; these are referenced in AWM 537. An applicant should therefore determine if the proposed design has a suitable standard listed in AWM 537 and quote the appropriate standard in the application.

- (b) A U.S. applicant for a Canadian Appliance TC or equivalent who holds a TSOA for that article or appliance, where the applicable FAA TSO(s) are:
 - (1) adopted and identified in AWM 537, need not make application. The FAA issued TSOA will be accepted by TCCA without any further review being necessary.
 - (2) not adopted and identified in AWM 537, shall be required to make application through the ACO responsible for its TSOA approval with a request that the application and required information be forwarded to the National Aircraft Certification Branch for processing by the Project Management Division. This application will be treated in the same manner as an application under (c).
- (c) If the U.S. applicant does not hold an FAA TSOA for the article or appliance, the application should include:
 - (1) Complete information on the equipment for TCCA to make necessary findings of compliance to TCCA equipment requirements, including, but not limited to the following:
 - (i) all applicant's qualification testing information and results;
 - (ii) information regarding any FAA witnessing or participation in the applicant's qualification tests; and
 - (iii) sufficient information (description, drawings, etc.) for TCCA to make a decision as to whether to impose any additional requirements.
 - (2) Flight manuals, maintenance manuals, and all other documentation required for safe operation and continued airworthiness of the equipment.
 - (3) Engineering data containing the appliance's characteristics including levels of environmental effects with a reference to all corresponding FAA approved reports.
 - (4) A table containing the data on level of environmental effects (as per DO-160, *Environmental Conditions and Test Procedures for Airborne Equipment*) for which the equipment has been tested and the levels of software criticality (per DO-178, *Software Considerations in Airborne Systems and Equipment Certification*).

3.3.2 Issuance of an FAA Letter of TSO Design Approval/TCCA Appliance Type Certificate or Equivalent

The appropriate form of design approval, within the scope of these Implementation Procedures, may be issued to the applicant by the responsible authority after:

- (a) Receipt of all the required data/documentation pertaining to the proper installation, performance, operation, and maintenance of the appliance;
- (b) Receipt of other specific technical data, as jointly agreed between TCCA and the FAA, needed to demonstrate compliance with applicable standards;
- (c) Receipt and approval of all proposed deviations; and
- (d) Receipt of a certifying statement from the applicant through the exporting authority, with certification by the exporting authority, that the performance of the appliance complies with the applicable FAA TSO or other accepted standards which provide an equivalent level of safety.

3.3.3 Installation Approval

An FAA Letter of TSO Design Approval or a TCCA Appliance TC or equivalent does not constitute an installation approval for the appliance on an aircraft. The installer must obtain installation approval from their civil airworthiness authority for use on an aircraft registered under that authority.

3.3.4 Acceptance of Non-TSO Functions

- (a) FAA and TCCA will accept, without further validation, compliance findings related to non-TSO functions that are integrated into an existing or proposed appliance when:
 - (1) the non-TSO functions included in the article do not interfere with the article's functionality and/or ability to comply with the TSO standard; and
 - (2) the data provided with the article relative to non-TSO functions is valid data as processed by the FAA's or TCCA's system in accordance with the applicable importing authority policy.
 - (3) it is determined that the added non-TSO function(s):
 - (a) are not complex and difficult to review and fully understand without a concurrent installation evaluation;

- i. do not have a high degree of system flight deck to pilot interface;
 - ii. are of a simple nature individually but when combined in such a way or in sufficient quantities still meet the criteria of 3.3.4(3)(i); or
 - iii. do not incorporate new or novel technology.
- (b) the acceptance of this additional data does not constitute installation approval.

3.3.5 Submission of Electronic Data

- (a) Where an applicant intends to submit electronic data, the applicant must ensure that the data is in a format that is compatible with the FAA's and TCCA's respective information systems. There must be an arrangement between the applicant and TCCA or the FAA for the use, storage, and access to this electronic data under paragraph 3.0(g)(1).
- (b) For the purposes of the FAA, if an applicant in the U.S. or Canada complies with the FAA's Order 8000.79 the applicant is considered to have an arrangement acceptable to the FAA for the submission and storage of electronic data.

3.4 Joint Design Approval Procedures

The FAA and TCCA may undertake concurrent type certification projects and other design approval projects with respect to products, parts, and appliances covered by the scope of these Implementation Procedures when it is in the interest of both authorities. The FAA and TCCA will mutually agree on the procedures for such projects.

3.5 Procedures for Split Design/Production Projects

The FAA and TCCA recognize that some joint venture projects of their aviation industries may involve products, parts, or appliances designed under one authority's jurisdiction and manufactured under the other authority's jurisdiction. In such cases, the FAA and TCCA will work together to develop an arrangement defining their regulatory responsibilities to ensure accountability under ICAO Annex 8. Such special arrangements will address the continued airworthiness responsibilities of the State of Design and the State of Manufacture and will be documented in accordance with Section IX of these Implementation Procedures.

3.6 Amateur-Built Aircraft Kits Acceptance

3.6.0 U.S. Evaluation of Canadian Amateur-Built Aircraft Kits

- (a) A Canadian applicant with a design for an amateur-built aircraft kit will make application to TCCA for evaluation of the kit design.
- (b) Upon receipt of the application, TCCA will review the design for compliance with the U.S. “major portion” requirements of 14 CFR 21.191(g) and shall forward it to the FAA’s AIR-230 Airworthiness Certification Branch. The application shall contain the following which is based on the requirements of FAA Order 8130.2.
 - (1) A copy of the Letter of Eligibility sent by TCCA to the applicant, which states that the kit has been evaluated and found to meet the requirements of 14 CFR 21.191(g);
 - (2) A request by TCCA for the kit to be added to the FAA list of approved kits;
 - (3) Documentation that shows that the aircraft kit meets the “major portion” requirements; and
 - (4) The manufacturer’s documents (parts list, assembly manual, etc) identified with the date and revision level.
- (c) AIR-230 will review the submitted data and Letter of Eligibility, in accordance with order 8130.2, and add the Canadian amateur-built aircraft kit to the list of approved kits found at <http://www.faa.gov>.
- (d) After being entered onto the list, if the kit manufacturer later offers an option or makes changes to the kit that decreases the amount of fabrication and assembly required by the builder, the manufacturer must request a new Letter of Eligibility through TCCA, providing a revised checklist and a description of the option or change with drawings and/or photos as necessary.

3.6.1 Canadian Evaluation of U.S. Amateur-Built Aircraft Kits

TCCA will accept a U.S. amateur-built aircraft kit as eligible for compliance with the Canadian major portion requirements for amateur built aircraft if it is listed on the FAA list of approved kits found at:
http://www.faa.gov/aircraft/gen_av/ultralights/amateur_built/kit_listing/

SECTION IV POST DESIGN APPROVAL PROCEDURES

4.0 Continued Airworthiness

4.0.0 General

- (a) Under International Civil Aviation Organization (ICAO) Annex 8, the State of Design is responsible for resolving in-service safety issues related to a product's design or production. The State of Design (exporting authority) shall provide applicable information which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing authority to ensure continued operational safety of the product. The importing authority will review and normally accept the corrective actions taken by the exporting authority in the issuance of, or as part of, its own mandatory corrective actions.
- (b) At the request of the importing authority, the exporting authority shall assist the importing authority in determining any actions considered necessary by the importing authority for the continued operational safety of the product, part, or appliance. The FAA and TCCA will strive to resolve differences, but the decision as to the final action to be taken with respect to the products, parts, or appliances under the jurisdiction of the importing country lies solely with the importing authority following consultation with the exporting authority as described in paragraph 4.0.2(b).
- (c) The FAA and TCCA recognize the importance of the routine sharing of Continued Operational Safety (COS) information as a means to assist in the identification and resolution of emerging airworthiness issues. The FAA and TCCA will share their COS databases with each other to assist in their respective COS oversight. COS information related to engines and propellers installed on aircraft for which either the FAA or TCCA are acting as State of Design will normally be communicated to counterparts within the FAA or TCCA responsible for the validation of those engines and propellers.
- (d) The importing authority has the right to seek information, including access to design data, to understand and agree on findings of compliance made by the exporting authority to all requirements and on any mandatory corrective action or any significant on-going continued airworthiness topic and its means of resolution, necessary to ensure acceptable continued airworthiness of aircraft registered in the jurisdiction of the importing authority and engines, propellers, and appliances installed on any such aircraft.

4.0.1 Malfunctions and Defects (M&D)/Service Difficulty Reports (SDR)

- (a) The FAA and TCCA agree to perform the following functions for the products, parts, and appliances, for which it is the State of Design:
 - (1) Tracking of M&D reports/SDR and accident/incidents.
 - (2) Evaluating M&D reports/SDR and accident/incidents.
 - (3) Investigating and resolving all suspected unsafe conditions.
 - (4) Advising the importing authority of all known unsafe conditions and the necessary corrective actions (see paragraph 4.0.2).
 - (5) Upon request, providing the importing authority with the following:
 - i. Reports of M&D/SDR and accidents/incidents;
 - ii. Status of investigations into M&D/SDR and accidents/incidents;
 - iii. Copies of final reports reached in its investigation into M&D/SDR; and
 - iv. Copies of final reports reached in its investigation into accidents/incidents in accordance with ICAO Annex 13.
 - (6) Making a reasonable effort to resolve issues raised by the importing authority concerning matters of safety for products registered in the importing country.
- (b) The FAA and TCCA, as importing authorities, agree to perform the following functions:
 - (1) Advising the other authority of M&D/SDR and accidents/incidents which are believed to be potentially unsafe conditions occurring on the products, parts, or appliances which are imported from that country.
 - (2) Supporting the exporting authority in investigations of unsafe conditions and their occurrences on the imported aircraft.
 - (3) Advising the exporting authority, if as a result of investigations made by the importing authority into M&D/SDR and accidents/incidents, it has determined that it will make corrective actions mandatory.

- (c) For Continued Operational Safety (COS) issues related to investigations of Safety Recommendations, Service Difficulty Reports, accidents or incidents on the imported products, parts, or appliances registered under the importing authority's jurisdiction, the importing authority can directly request information from the manufacturer after informing the exporting authority of the investigation.
- (d) Copies of M&D/SDR reports are available
 - i. for the U.S., from the FAA Mike Monroney Aeronautical Center, Delegation and Airworthiness Programs Branch, AIR-140 (see Appendix A). Copies of U.S. M&D reports are also available on the Mike Monroney Aeronautical Center web site at <http://av-info.faa.gov/isdr>.
 - ii. for Canada, SDR reports are available from the National Aircraft Certification Branch (see Appendix A). SDR reports are also available through the TCCA Web Service Difficulty Reporting System (WSDRS) at <http://www.tc.gc.ca/wsdrs/>.

4.0.1.0 Sharing Information on Any Airworthiness Limitation Changes.

- (a) The FAA and TCCA will share information on any changes that affect operating limitations, life limits, or any other airworthiness limitation, including manual changes. These changes should be promptly sent to the importing authority in order to ensure the continued operational safety of the aircraft. The FAA and TCCA will treat a reduced life limit as an unsafe condition and will accordingly issue an Airworthiness Directive (AD). The FAA and TCCA may also issue an AD for other limitation changes if they are considered an unsafe condition.

4.0.2 Unsafe Condition and Mandatory Continuing Airworthiness Actions

- (a) The FAA (subject to 14 CFR Part 39) and TCCA (subject to Part V of the CARs (Refer to Appendix B, B.2 item 18)) agree to perform the following functions for the products, appliances, and parts for which it is the State of Design:
 - (1) Issuing a mandatory continuing airworthiness action (Airworthiness Directive) whenever the authority determines that an unsafe condition exists in a product, or is likely to exist or develop on a product of the same type design. This may include a product that has another product installed on it and the installation causes the unsafe condition. The contents of such a mandatory continuing

airworthiness action should include, but are not limited to, the following:

- i. Make, model, and serial numbers of affected aircraft, aircraft engines, propellers, appliances, and parts;
 - ii. Description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;
 - iii. Description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality, suspected unapproved part);
 - iv. The means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences;
 - v. Corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date;
 - vi. The number of aircraft world-wide needing corrective action;
 - vii. A statement on the availability of parts; and
 - viii. An estimate of the number of labor hours and the cost of parts required for the corrective actions. This total should include all applicable supplier labor hours and costs. (For Canada this data is included in the applicable service bulletin.)
- (2) Issuing a revised or superseding mandatory continuing airworthiness action whenever the exporting authority finds any previously issued mandatory continuing airworthiness action was incomplete or inadequate to fully correct the unsafe condition.
- (3) Notifying the importing authority of the unsafe condition and the necessary corrective actions by electronically submitting a copy of the mandatory continuing airworthiness action at the time of publication to the FAA's Delegation and Airworthiness Programs Branch (AIR-140) at the electronic mail address referenced in Appendix A. Additionally for Canadian products, copies of all relevant service bulletins referenced in the mandatory action, as well as other supporting documentation, shall be forwarded to appropriate focal point in the FAA product-responsible Directorate

and TCCA National or Regional Aircraft Certification Office, as applicable.

- (4) Providing advance electronic notice of anticipated emergency ADs (including security-sensitive ADs) or other significant safety events that affect continued airworthiness.
 - (5) Ensuring, in the case of emergency airworthiness information, special handling so that the importing authority is notified prior to adoption of the mandatory continuing airworthiness action. In addition to the electronic transmittal identified in 4.0.2(3) above, the authority TCCA will ensure that the information is transmitted by fax to AFS-610 in Oklahoma City and the New York ACO for a Canadian product. The FAA will ensure that information is faxed to the TCCA National Aircraft Certification office from the responsible directorate and/or AFS-610 in Oklahoma City when emergency airworthiness information is issued on U.S. products.
 - (6) Advising and assisting the importing authority in defining the appropriate actions for the importing authority to take in the issuance of its own mandatory continuing airworthiness action.
 - (7) Providing sufficient information to the importing authority for its use in making determinations as to the acceptability of alternative means of compliance to mandatory continuing airworthiness actions.
- (b) The FAA and TCCA recognize that they may disagree as to the finding of an unsafe condition and propose to issue a unilateral AD. In that case, it is expected that the authorities will consult in a timely manner as follows prior to issuing any AD that substantially deviates or is additional to those issued by the exporting authority.
- (1) The importing authority will consult with its counterpart organization in the authority of the State of Design to discuss the justification for the possible AD action. For TCCA the notification is to the Chief, Continuing Airworthiness and for the FAA it is to the Program Manager, FAA Certificate Management Office (CMO).
 - (2) If the State of Design agrees that the proposed mandatory action is needed, then it will issue an AD following normal AD development under its State of Design responsibilities.
 - (3) If the State of Design disagrees with the proposed mandatory action, it will notify the importing authority with its written justification via email. Notification will be sent as follows:

- i. FAA as exporting authority – from the FAA Program Manager to the TCCA Chief, Continuing Airworthiness, with copies to the Manager, FAA accountable directorate; Manager, FAA CMACO; and Director, TCCA National Aircraft Certification; and a courtesy copy to the Manager, FAA New York ACO.
 - ii. TCCA as exporting authority – from the TCCA Chief, Continuing Airworthiness, to the Program Manager, FAA CMACO, and the Manager, FAA New York ACO, with a copy to the Manager, FAA accountable directorate.
- (4) The importing authority will review the justification and determine whether or not to continue its AD action. The importing authority will make a decision without further written notification as to whether or not to take unilateral AD action.
- (5) If the importing authorities' decision is to continue with a unilateral AD, the importing authority will hold a teleconference between the accountable FAA Directorate Manager and the TCCA National Aircraft Certification Director to highlight awareness of the disagreement, to discuss the history and circumstances of the unsafe condition from both perspectives, and to determine a mutually agreeable path.
- (6) Based on the teleconference the importing authority will either continue or cease the AD action. If the importing authority continues with unilateral AD action it is with full cognizance of the exporting authority.
- (c) The FAA and TCCA, as importing authorities, agree to respond quickly to the issuance of a mandatory continuing airworthiness action by the exporting authority in making its own determination of the need for issuing its own similar mandatory continuing airworthiness action that addresses all unsafe conditions on affected products certified, approved, or otherwise accepted by the importing authority.

4.0.3 Alternative Means of Compliance (AMOC) to a Mandatory Continuing Airworthiness Action

- (a) If the exporting authority issues an AMOC of general applicability to an existing AD for its own State of Design products, the exporting authority will electronically notify the importing authority of the decision.
- (b) Upon request, TCCA will provide sufficient information to the FAA for its use in making a determination as to the acceptability of the AMOC.

Based on this information, the FAA will write an AMOC approval letter for U.S. operations.

- (c) An AMOC issued by the FAA to the TC holder for its State of Design products, is usually accepted by TCCA and does not require TCCA AMOC approval.
- (d) Upon request by the importing authority, the exporting authority shall assist in determining the acceptability of specific AMOC requests where the AD is issued by the exporting authority for its own State of Design products.

4.1 Design Changes

4.1.0 General

The FAA and TCCA agree that changes to approved type designs will be achieved in an efficient and practical manner, while at the same time ensuring that such design changes continue to comply with the certification basis of the importing authority.

4.1.1 Procedures for Changes to a U.S. Type Certificate by the Canadian Type Certificate Holder

- (a) Major changes (e.g., model changes, product improvements, etc.) to a type design sought by the TC holder may be issued as amendments to the TC issued under the provisions of 14 CFR § 21.29 or otherwise approved by the FAA. A certification procedure similar to that described in paragraph 3.1 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change. Under the Changed Product Rule this may also require a change to the certification basis in the case of the amended TC. The FAA retains the right to determine if the proposed change is so substantial so as to require a new TC for the changed type design.
- (b) Where design changes are declared by the TC holder they will be defined relative to the current definition of the approved U.S. type design.
- (c) To assist the FAA in determining its level of activity for approval of a specific design change, TCCA should notify the FAA of proposed type design changes in the following areas:
 - (1) Design changes affecting the 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 FAA and TCCA.

- (2) Design changes involving areas where the FAA was involved in the initial certification. This initial involvement may have resulted from the following:
 - i. New technology;
 - ii. Novel applications of existing technology;
 - iii. Unconventional product use (i.e. a purpose for which it was previously not defined);
 - iv. Unsafe condition (i.e. where experience with other products in service has shown an unsafe condition might occur in that product);
 - v. New rule interpretations or acceptable method of compliance to existing rules that are different from those already agreed to between TCCA and the FAA;
 - vi. Exemptions (FAA or TCCA);
 - vii. Special Conditions (FAA or TCCA); or
 - viii. Equivalent Safety Findings (FAA or TCCA).
 - (3) Design changes involving items for which the FAA retained compliance determination during the initial certification program.
 - (4) Design changes involving Approved Manual revisions covering:
 - i. Initial issues of new manuals, appendices or supplements;
 - ii. Introduction of configurations not previously approved by the FAA;
 - iii. Existing differences between the TCCA and the FAA approved manual content; or
 - iv. Changes to any limitations that are more restrictive than those previously approved.
 - (5) Any other design changes expressly identified by TCCA or the FAA.
- (d) As specified in 14 CFR § 21.93, for the purpose of complying with 14 CFR part 34, each voluntary change in the type design of an airplane or

engine that may increase fuel venting or exhaust emissions is an “emissions change,” requiring further demonstration of compliance. Likewise, for the purpose of complying with 14 CFR part 36, each voluntary change in the type design of an aircraft that may increase the noise levels of that aircraft is an “acoustical change”, requiring further demonstration of compliance.

- (e) All design changes, with the exception of those identified in 4.1.1(c) will be approved by TCCA in accordance with TCCA’s normal procedures, against the certification bases of TCCA and the FAA. The FAA will not receive notification of such changes, but all such changes will be included in the TC holder’s type design definition which defines the FAA approved build standard.

4.1.2 Procedures for Changes to a Canadian Type Certificate by the U.S. Type Certificate Holder

- (a) Changes to a type design by the holder of a TC may be approved in accordance with Part V of the CARs (refer to Appendix B, B.2 item 19). A certification procedure similar to that described in paragraph 3.1.0.1 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change. TCCA retains the right to determine if the proposed change is so substantial so as to require a new TC for the changed type design.
- (b) The changes to the type design indicated in Part V of the CARs (Refer to Appendix B, B.2 item 10), which are known as non-routine, are subject to a type design examination by TCCA. All other design changes are considered to be approved by TCCA when approved by the FAA using their normal procedures. Certification procedures similar to those described in paragraph 3.1.0.1 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change.
- (c) Where a Canadian TC has been issued for a U.S. aircraft based on a simplified level of review and acceptance (Level 1), or at the discretion of TCCA for other products, TCCA may waive the need for a type design examination of the design change provided that the FAA provides statements of compliance against the TCCA basis of certification, including TCCA additional technical conditions.
- (d) Changes to a TCd design by the FAA may also be approved through the issuance of a TCCA STC or Limited STC or acceptance of an FAA STC.

4.1.3 Procedures for Changes to a Supplemental Type Certificate

The FAA and TCCA agree to follow the procedures in paragraphs 4.1.1 and 4.1.2 to the extent applicable. Where unique situations may occur, the FAA and TCCA will consult with each other on the specific process to be applied.

4.1.4 Procedures for Changes to an AFM

The FAA and TCCA may delegate the review and signature of AFM revisions, supplements and appendices, on behalf of each other, in order to facilitate their timely approval. Minor revisions will be reviewed by the exporting authority on behalf of the importing authority and the exporting authority will ensure that the data meets the importing authority's requirements. Significant revisions must be submitted to the importing authority for review and acceptance before any signature on behalf of the importing authority. For specific aircraft types and models, the importing authority will consult with the exporting authority in defining which revisions are minor/routine.

4.1.5 Procedures for Changes to an FAA Letter of TSO Design Approval/TCCA Appliance Type Certificates or Equivalent

Major changes to the design of an appliance or part require re-substantiation of the new design and re-issuance of the Letter of TSO Design Approval/Canadian Appliance TC or equivalent, to approve the change to the appliance or part. This shall be done in accordance with the procedures in paragraph 3.3. For minor changes each authority will rely upon a determination of compliance by the other authority that the design remains within the scope of the Letter of TSO Design Approval/Canadian Appliance TC or equivalent. The FAA and TCCA will not require notification of these minor changes.

4.2 Approval of Design Data Used in Support of Repairs

4.2.0 Repair Design Approval of Civil Aeronautical Products

(a) The FAA and TCCA agree that data generated in the design approval of repairs shall be considered approved by both the FAA and TCCA, regardless of the State of Design of the aeronautical product that has been approved in Canada or the United States, without further showing, provided that:

- (1) The data are found to comply with the regulations of both authorities, and
- (2) The approval was granted in accordance with the procedures outlined in paragraph 4.2.0.1.

- (b) The FAA, or FAA designee holding the appropriate authorization, may approve repair designs or any portion of the data used to support a Canadian repair. Findings of compliance or approvals issued by an FAA designee shall be performed in accordance with the designee's scope of authority and the appropriate FAA orders, rules, and regulations.
- (c) The TCCA, or TCCA delegate holding the appropriate authorization, may approve repair designs or any portion of the data used to support a U.S. repair. Findings of compliance or approvals issued by a TCCA delegate shall be performed in accordance with the delegate's scope of authority and the delegate's TCCA approved Procedures Manual.
- (d) Instructions on how to implement the acceptance of repair design data is documented in FAA Order 8110.53 "*Reciprocal Acceptance of Repair Design Data Approvals Between FAA and TCCA*" and in corresponding TCCA published Staff Instruction (Refer to Appendix B, B.2 item 21).

4.2.0.1 Acceptance of Repair Design Data

- (a) The FAA and TCCA agree that when the following standard procedures are used, each authority may accept the other's approved data used in support of the design approval of repairs. Each authority retains the right to review any data approved by the other authority.
 - (1) The FAA may accept TCCA approved data used in support of repair design approvals for incorporation on U.S.-registered aircraft or other FAA-approved aeronautical products that are intended to be installed on U.S.-registered aircraft. The TCCA repair design approval must have been issued by either Transport Canada National Aircraft Certification or Aircraft Certification regional office, or an appropriately authorized Transport Canada aircraft certification delegate. Major repairs are made in accordance with either "approved" data or "specified" data, in accordance with CAR 571.06. Procedural requirements are in Part V of the CARs (Refer to Appendix B, B.2 item 22). Minor repairs will be made in accordance with "acceptable" data, in accordance with CAR 571.06.
 - (2) The TCCA may accept FAA approved data used in support of repair design approvals for incorporation on Canadian-registered aircraft or other TCCA-approved aeronautical products that are intended to be installed on Canadian-registered aircraft. The FAA repair design approval must have been issued by either an FAA aircraft or engine certification office, or an appropriately

authorized FAA designee. Major repair data will be approved in accordance with FAA Order 8110.4, Type Certification and FAA Order 8110.37, Designated Engineering Representative Guidance Handbook, and FAA Order 8300.10, Airworthiness Inspectors Handbook. Minor repairs are made in accordance with “acceptable” data, in accordance with 14 CFR Part 43.

4.3 TCCA Acceptance of Other FAA Design Changes

TCCA does not automatically accept SFAR 36 generated approvals on non-U.S. State of Design products without additional TCCA review.

4.3.0 Procedures for Acceptance of Design Data in Support of FAA Alterations

- (a) TCCA Acceptance of FAA Alteration Data: With the exception per (b) below, FAA approved or accepted alterations per 14 CFR part 43, installed on a product exported from the U.S., regardless of the State of Design of the product, are considered approved by TCCA at the time of import to Canada. TCCA will accept such FAA alteration data when substantiated via an appropriately executed FAA Form 8110-3, 8100-9, FAA Form 337 (block 3) or logbook entry.

- (b) Certain aircraft that were operated in the State of Alaska had alterations incorporated via field approval between October 1, 2003 and May 21, 2005 that may have resulted in the aircraft airworthiness certificate having an operating limitation that limited future operation of the aircraft only within the boundaries of the State of Alaska. This is discussed in detail in FAA Order 8130.32 “*Airworthiness Certification Requirements for Certain Aircraft Operated in the State of Alaska*”. An applicant intending to import these aircraft into Canada must comply with the criteria to remove the operating limitation as specified in the procedural requirements of the FAA Order.

SECTION V: ADMINISTRATION OF DESIGN APPROVALS

5.0 Certificate Transfers General

- (a) The regulatory requirements for certificate transfers differ in the U.S. and Canada. The U.S. regulations allow the transfer of an FAA TC followed by notification to the FAA. The Canadian regulations do not permit the transfer of a TCCA TC or any other design approval without the agreement of TCCA. Moreover, Part V of the CARs (Refer to Appendix B, B.2 item 23), as applicable to the design approval, requires TCCA's review and acceptance of State of Design responsibilities for any TC held by a non-Canadian person that is transferred to a Canadian person. Early coordination with both authorities is, therefore, necessary for TC and STC transfers (Refer to Appendix B, B.2 item 24).
- (b) Notwithstanding the regulatory differences outlined above, in both countries the type design data are the property of the TC holder.
- (c) The transfer of the State of Design responsibilities per ICAO Annex 8 has to be agreed by both authorities. If agreement cannot be reached between the two authorities, then the certificating authority may revoke the certificate and the concerned ICAO States will be notified that there is no longer a TC holder. The following paragraphs outline the procedures to be followed for effective TC transfers.

5.1 Transfer of U.S. Type Certificate to a Person in Canada

- (a) Upon notification of a change in ownership from a U.S. TC holder to a person in Canada, the geographic-responsible FAA office will notify the New York ACO, which will contact TCCA. A special arrangement will be developed to identify each authority's responsibilities.
- (b) If a corresponding TCCA TC exists for the product, the transfer will apply to all models listed on the TCCA TC. The FAA will, if requested, provide support to establish acceptance of the additional model as showing compliance to the applicable TCCA certification requirements. This support would include the FAA's statement of compliance that the model meets TCCA's certification requirements. Upon acceptance, TCCA will place the additional model on the TCCA TC.
- (c) If no corresponding TCCA TC exists and the transferee applies for a TCCA TC, the FAA will provide support to establish acceptance of the FAA TC as showing compliance to the applicable certification requirements of TCCA. This would include the FAA's statement of compliance that the product meets TCCA's certification requirements. Upon acceptance, TCCA will issue the TCCA TC.

- (d) The transfer of the TC to the Canadian holder will be considered complete by TCCA when TCCA confirms that all necessary data have been transferred to the new holder, and the new holder is able to perform the responsibilities required of a TC holder.
- (e) The FAA will reissue a TC in the name of the Canadian person after TCCA's TC issuance, unless the Canadian person does not wish to maintain FAA approval.
- (f) If the Canadian person does not hold and does not apply for a TCCA TC, or if the Canadian person's TCCA TC covers only some models covered by the FAA TC and the Canadian person does not apply for an additional approval, the FAA will continue to fulfill its responsibilities for those models only as long as the burden to do so does not become undue.

5.2 Transfer of Canadian Type Certificate to a Person in the U.S.

- (a) Upon transfer or an agreed-upon date, the FAA product-accountable Directorate will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for the affected product, and will notify all member countries of the change in airworthiness responsibility. Responsibilities pursuant to the Chicago Convention will not extend to products that have not been found to meet the U.S. type design.
- (b) Upon notification of a transfer request from a Canadian TC holder to a U.S. applicant, TCCA will notify the New York ACO and establish transfer procedures. Each transfer will be accomplished on a case-by-case basis through a special arrangement, which identifies each authority's responsibilities in the transfer process. TCs are only eligible for transfer to the U.S. for those products within the scope of these Implementation Procedures. TCCA will provide support to establish acceptance of the TC as showing compliance to the applicable requirements of U.S. airworthiness regulations.
- (c) If a corresponding U.S. TC already exists for the product, the transfer will be applicable for all models listed on that U.S. TC. All other models not previously listed must be accompanied by TCCA's statement of compliance, in accordance with 14 CFR § 21.29, to the U.S. airworthiness requirements. This will allow the FAA to place the unlisted models on the TC and assume their airworthiness responsibility. Transfer of the TC and State of Design responsibilities will be considered complete when the FAA is satisfied that all necessary data have been transferred to the new holder and the new holder is able to perform the responsibilities of the TC holder.
- (d) TCCA will reissue their TC after FAA TC issuance, unless the new holder does not wish to establish TCCA approval. The FAA will provide support to TCCA to establish compliance for newly produced products of a transferred TC to be eligible for import into Canada.

5.3 Transfer of U.S. Supplemental Type Certificate to a Person in Canada

- (a) TCCA will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected products, upon completion of the procedures described below.
- (b) The FAA will transfer to TCCA the ICAO State of Design responsibilities for STCs only for products within the scope of these Implementation Procedures. TCCA will not assume ICAO State of Design responsibilities for models that have not been found to meet TCCA's certification requirements.
- (c) Upon notification of a change in ownership from a U.S. STC holder to a person in Canada, the geographic-responsible FAA Aircraft Certification Office will notify the New York ACO, which will notify TCCA and establish procedures to transfer the ICAO State of Design responsibilities for the STC to TCCA. Each transfer will be accomplished on a case-by-case basis through a special arrangement, which identifies each authority's responsibilities in the transfer process. The FAA will also provide support to establish acceptance of the STC as showing compliance to the applicable requirements of the Canadian airworthiness regulations.
- (d) If a corresponding TCCA STC already exists for the changed product, the transfer will apply to the model listed on that TCCA STC.
- (e) If the new holder of the STC applies for a TCCA STC, the FAA will provide support to establish acceptance of the FAA STC as showing compliance to the applicable certification requirements of TCCA. This would include the FAA's statement of compliance that the changed product meets TCCA's certification requirements. Upon acceptance, TCCA will issue the TCCA STC.
- (f) The transfer of the STC to a Canadian holder will be considered complete by TCCA when TCCA confirms that all necessary data have been transferred to the new holder and the new holder is able to perform the responsibilities required of an STC holder.
- (g) The FAA will reissue an STC in the name of the new holder after TCCA STC issuance, unless the new holder does not wish to maintain FAA approval. TCCA will provide support to the FAA to establish compliance for newly modified products incorporating a transferred STC to be eligible for import to the U.S.
- (h) If TCCA has not issued the corresponding TC for the product being changed, or if the new holder does not hold and does not apply for a TCCA STC for the same design change, the FAA will not be able to transfer ICAO State of Design responsibilities for the applicable models to TCCA. The FAA will continue to

fulfill ICAO State of Design responsibilities for the STC only as long as the burden to do so does not become undue.

5.4 Transfer of Canadian Supplemental Type Certificate to a Person in the U.S.

- (a) Upon notification of a transfer request to a U.S. applicant by the Canadian STC holder, TCCA will notify the New York ACO who will notify the FAA Aircraft Certification Office responsible for the new STC holder to establish procedures for the efficient transfer of the Canadian STC to the United States. Each transfer will be accomplished on a case-by-case basis through a special arrangement, which identifies each authority's responsibilities in the transfer process. STCs are only eligible for transfer to the U.S. for those products within the scope of these Implementation Procedures. TCCA will also provide support to establish acceptance of the STC as showing compliance to the applicable requirements of the U.S. airworthiness regulations.
- (b) If a corresponding U.S. STC already exists for the modification to the product, the transfer will be applicable for all models listed on the FAA approval. Transfer of the STC will be considered complete when the FAA is satisfied that all necessary data have been transferred to the new holder and the new holder is able to perform the responsibilities required of the STC holder.
- (c) Upon transfer or an agreed-upon date, the FAA product-accountable Directorate will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected products. Responsibilities pursuant to the Chicago Convention will not extend to products that have not been found to meet the FAA type design.
- (d) TCCA will reissue their STC after FAA STC issuance, unless the new holder does not wish to establish TCCA approval. The FAA will provide support to TCCA to establish compliance for newly produced products of a transferred STC to be eligible for import into Canada.

5.5 Surrender of Type Certificate or Supplemental Type Certificate

If a TC or STC issued by either the FAA or TCCA as the exporting authority is surrendered, the FAA or TCCA shall immediately notify the other in writing of the action. The FAA and TCCA, shall accomplish all actions necessary to ensure continued airworthiness of the product until such time as:

- (a) The TC or STC is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or
- (b) The FAA or TCCA, as the exporting authority, cancels the TC or STC. Prior to cancellation, the exporting authority shall notify the importing authority of the pending cancellation.

5.6 Revocation or Suspension of Type Certificate or Supplemental Type Certificate

- (a) In the event that the State of Design (exporting authority) revokes or suspends a TC or STC of a product manufactured in its country, that authority shall immediately inform the importing authority. The importing authority, upon notification, will conduct an investigation to determine if action is required in the importing state. If the revocation or suspension was “for cause” and the importing authority concurs with the exporting authority’s certificate action, the importing authority will initiate revocation or suspension of its TC or STC. Otherwise, the importing authority may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in the importing country. In this case the exporting country should obtain and provide type design data as requested to the importing country. Final certificate action is at the sole discretion of the importing authority.
- (b) Either authority may revoke its TC or STC if the continued airworthiness responsibilities would cause an undue burden for that authority. The FAA will also keep TCCA informed of all legal appeals related to the revocation of a TC or STC.

5.7 Surrender or Withdrawal of Letter of TSO Design Approval/Appliance Type Certificate/Part Manufacturer Approval/Part Design Approval (or Equivalent)

- (a) Surrenders. If the holder of (1) an FAA Letter of TSO Design Approval, (2) TCCA Appliance TC or equivalent, (3) FAA Part Manufacturer Approval, or (4) TCCA Part Design Approval elects to surrender the design approval, the responsible authority will immediately notify the importing authority in writing, of the action. The FAA/TCCA shall accomplish all actions necessary to ensure continued airworthiness of the product, until such time as the design approval is formally withdrawn.
- (b) Withdrawals. If such a design approval is withdrawn, the FAA or TCCA, as State of Design (exporting authorities), will immediately notify the other in writing of the action. The exporting authority shall, if possible, accomplish all actions necessary to ensure continued airworthiness of the product produced under its design approval. In the event of withdrawal of a design approval for noncompliance, the exporting authority will investigate all nonconformities for corrective action and notify the importing authority of the corrective action. The exporting authority will continue to oversee those products manufactured under its authority that are in service.

5.8 Change of Ownership of TSO Authorization/Appliance Type Certificate or Equivalent

- (a) The FAA office that issued the FAA's TSOA will notify TCCA of a change of ownership of a U.S. TSOA holder who also holds a TCCA Appliance TC or equivalent. TCCA will reissue the Appliance TC or equivalent in the name of the new holder upon notification.

- (b) Similarly, the TCCA office that issued the TCCA Appliance TC or equivalent will notify FAA of a change of ownership of a Canadian Appliance TC or equivalent holder, who also holds an FAA Letter of TSO Design Approval, upon notification. FAA will reissue the Letter of TSO Design Approval in the name of the new holder upon notification.

SECTION VI: PRODUCTION AND SURVEILLANCE ACTIVITIES

6.0 Production Quality System Approval

All products, parts, and appliances exported under the provisions of these Implementation Procedures shall be produced in accordance with a production system that assures conformity to the approved design and ensures that completed products are in a condition for safe operation. The authority's production quality system approval covers the fabrication of parts within and outside of the country of export.

6.1 Surveillance of Production Approval Holders

- (a) The FAA and TCCA, as exporting authorities, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with their specific policies, practices, and/or procedures. Both scheduled and random evaluations should be conducted to verify that the production approval holder is in continual compliance with their approved production system, manufacturing products, parts, and appliances that fully conform to the approved design, and are in a condition for safe operation.
- (b) Production surveillance includes the surveillance of production approval holders and their suppliers who may be fabricating prototype or pre-production parts for products that are still undergoing type certification. These parts must be produced by the manufacturer, or its supplier, with the concurrence of the exporting authority, using an existing approved production quality system for similar type certificated products. The approved production quality system must ensure the prototype or pre-production parts are properly controlled so that a final determination of airworthiness can be undertaken prior to their export.
- (c) FAA production approval and supplier surveillance programs are described in FAA Order 8120.2, *Production Approval and Certificate Management Procedures*, Advisory Circular 21-20, *Supplier Surveillance Procedures*, and FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program*.
- (d) TCCA production approval and supplier surveillance programs are described in CAR and CAR Standard 561.

6.2 Extensions of Production Approvals

- (a) When a production approval has been granted or extended by the FAA or TCCA, as exporting authorities, to include manufacturing sites and facilities for parts, components, and subassemblies, in each other's countries or in a third country, the exporting authority remains responsible for the surveillance and oversight of these manufacturing sites and facilities.

- (b) Each authority is responsible for surveillance and oversight of its manufacturers located in the other country. Routine surveillance and oversight may be performed by the FAA and TCCA on each other's behalf through the provisions of Section VIII.
- (c) The FAA or TCCA may seek assistance from the civil airworthiness authority of a third country in the undertaking of FAA or TCCA regulatory surveillance and oversight functions when a production approval has been granted or extended by formal agreement/arrangement to that third country. This should be done only when a bilateral arrangement for technical assistance has been formalized between the airworthiness authorities of the country seeking assistance and the third country.

6.3 Production Approval Based on a Licensing Agreement

- (a) For products, either the FAA or TCCA can grant a production approval in their respective country based on design data obtained through a licensing agreement (i.e., licensing the rights to use the design data) with, or, in Canada, written authorization from, the type design holder in the other country or in a third country to manufacture that product. In this case, the authority granting that production approval shall ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each product conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes shall be submitted to the type design holder who shall obtain approval from its authority using normal procedures. These production approvals based on a licensing agreement or, in Canada, the written authorization of the type design holder will be addressed on a case-by-case basis under the Special Arrangements provision of Section V.
- (b) For parts, either the FAA or TCCA may grant a production approval in their respective country based on design data obtained through a licensing agreement (i.e., licensing the rights to use the design data) with, or, in Canada, written authorization from, the design approval holder in the other country. In this case, the authority granting that production approval shall ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each part conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes shall be submitted to the design approval holder who shall obtain approval from its authority using normal procedures.

6.4 Supplier Surveillance - Outside the Exporting Country

- (a) The exporting authority shall include in its regulatory surveillance and oversight programs a means of surveilling persons/suppliers, located outside the exporting country. This surveillance and oversight shall be at least equal to the degree provided to domestic suppliers. This surveillance activity will assist the authorities in determining conformity to approved design and whether parts are safe for installation on type certificated products.
- (b) Each authority is responsible for surveillance and oversight of its production approval holders' suppliers located in the other country. Routine surveillance and oversight may be performed for the other country in accordance with the provisions of Section IV.
- (c) Either authority may seek assistance with regulatory surveillance and oversight functions from the civil airworthiness authority, of a third country in which the supplier is located. This should only be done when an agreement/arrangement for this purpose has been formalized between the FAA or TCCA and the civil airworthiness authority of the third country.
- (d) The manufacturer may not use a supplier in a country where the authority of the manufacturer is denied unimpeded access, by either the supplier or the supplier's civil aviation authority, to the supplier's facility to perform surveillance activities.

6.5 Multi-National Consortia

- (a) Multi-national consortia may be issued approvals for the design and production of products in either the U.S. or Canada. These consortia clearly define one responsible design and production approval holder, for the purposes of regulatory accountability, located in the exporting country. There may be, however, suppliers to those approval holder(s), which are located both domestically and in other countries, producing parts for use in the final product which is to be exported.
- (b) The FAA and TCCA, as exporting authorities, shall continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder and should emphasize surveillance and oversight of parts suppliers. The exporting authority shall use its regulatory surveillance and oversight programs to enable it to determine that consortia suppliers are producing parts that conform to the requirements of the approved design and are in a condition for safe operation.

SECTION VII: EXPORT AIRWORTHINESS APPROVAL PROCEDURES

7.0 General

Export Certificates of Airworthiness are issued by the FAA, as an exporting authority, for completed aircraft, aircraft engines, and propellers. The FAA issues Authorized Release Certificates for TSO appliances, and parts. Export Airworthiness Certificates are issued by TCCA (Refer to Appendix B, B.2 item 26), as an exporting authority, for completed aircraft. Authorized Release Certificates are issued by TCCA Approved Manufacturers for aircraft engines, propellers, TSO appliances, and parts.

7.1 FAA Acceptance of TCCA Export Certificates of Airworthiness and Authorized Release Certificates

- (a) The FAA's requirements are outlined in 14 CFR, Part 21, Subparts H and N. The procedures are described in FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products*, and Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States*.
- (b) For TCCA, the process of issuing Export Certificates of Airworthiness is described in CAR 509.

7.1.0 Complete Aircraft

- (a) Except as provided in paragraph 7.1.4, the FAA shall accept TCCA Export Certificates of Airworthiness on aircraft, as identified in Section II, when a TCCA authorized person (for new aircraft manufactured in Canada, an authorized representative of the manufacturer or, for used aircraft, the Canadian holder of an aircraft maintenance engineer license that is applicable to the aircraft type) certifies that each aircraft:
 - (1) Conforms to a type design approved by the FAA, as specified in the FAA's TC data sheet (including all applicable STCs);
 - (2) Is in a condition for safe operation, including compliance with applicable FAA Airworthiness Directives;
 - (3) Has been properly maintained using approved procedures and methods during its service life; and
 - (4) Meets all additional requirements prescribed by the FAA, as notified.
- (b) Each aircraft exported to the U.S. with TCCA airworthiness approval will have a TCCA *Export Certificate of Airworthiness*.

- (c) For aircraft, the TCCA Export Certificate of Airworthiness should contain information equivalent to the following statement: “The [INSERT AIRCRAFT MODEL] covered by this certificate conforms to the type design approved under U.S. TC Number [INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE], and is found to be in a condition for safe operation,” and any other clarifying language as specified in the U.S. TC Data Sheet.
- (d) Amateur built aircraft exported from Canada to the U.S. [Reserved].

7.1.1 Aircraft Engines and Propellers

- (a) The FAA shall accept Canadian Authorized Release Certificates certifying that each new aircraft engine or propeller exported to the U.S.:
 - (1) Conforms to a type design approved by the FAA, as specified in the FAA’s TC data sheet;
 - (2) Has undergone a final operational check by the manufacturer;
 - (3) Is in a condition for safe operation, including compliance with applicable FAA Airworthiness Directives; and
 - (4) Meets all additional requirements prescribed by the FAA, as notified.
- (b) Each aircraft engine or propeller exported to the U.S. with TCCA airworthiness approval will have an *Authorized Release Certificate* that identifies the FAA’s approved design data (TC number).
- (c) For aircraft engines and propellers, the *Authorized Release Certificate* should contain information equivalent to the following statement: “The [INSERT ENGINE OR PROPELLER] covered by this certificate conforms to the type design approved under U.S. Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE], is found to be in a condition for safe operation and has undergone a final operational check,” and any other clarifying language as specified in the U.S. TC Data Sheet.

7.1.2 TSO Appliances

- (a) The FAA shall accept Canadian Authorized Release Certificates for appliances when TCCA certifies that each TSO appliance:
 - (1) Conforms to the design approved by the FAA, as specified in the FAA Letter of TSO Design Approval;

- (2) Complies with applicable FAA Airworthiness Directives;
 - (3) Is marked in accordance with paragraph 7.5.0(a) of these Implementation Procedures; and
 - (4) Meets all additional requirements prescribed by the FAA, as notified.
- (b) Each appliance exported to the U.S. will have a Canadian *Authorized Release Certificate* that identifies the FAA's approved design data (TSO Letter of Design Approval).

7.1.3 New Modification and Replacement Parts

- (a) The FAA shall accept Canadian Authorized Release Certificates on parts that have been produced by a Canadian manufacturer whose Manufacturing Approval is based on FAA approved data (a U.S. TC or STC issued in accordance with 14 CFR §21.29; an agreement/arrangement with the holder of a U.S. TC/ STC; or a Canadian replacement parts approval, through the issuance of a part design approval (PDA), when the parts are eligible for installation on a U.S. type certificated product.
- (b) The Authorized Release Certificate shall certify that each part:
- (1) Conforms to FAA-approved design data and is safe for installation;
 - (2) Is marked in accordance with paragraph 7.5.0(a) of these Implementation Procedures; and
 - (3) Meets all additional requirements prescribed by the FAA, as notified.
- (c) When parts are shipped under direct ship authorization, the accompanying Authorized Release Certificate or equivalent documentation must indicate that the responsible Manufacturing Approval holder has authorized direct shipment. This indication may be a supplemental "remark" entry on the Authorized Release Certificate indicating the authorization to the supplier for direct shipment of parts from the supplier's location.
- (d) Each part exported to the U.S. with TCCA airworthiness approval will have a Canadian Authorized Release Certificate. This form should identify the FAA's approved design data (e.g. TC/STC/TSO Number, etc.)

7.1.4 Coordination of Export Certificate of Airworthiness Exceptions

TCCA shall notify the FAA prior to issuing an Export Certificate of Airworthiness when a non-compliance to an FAA-approved type design is to be noted on the exporting approval document. This notification should be made to the FAA's Manufacturing Inspection Office (MIO) that has geographic responsibility for accepting delivery of the product (see Appendix A). FAA shall provide written acceptance from the FAA is required before the issuance of the TCCA Export Certificate of Airworthiness.

7.2 TCCA Acceptance of FAA Export Certificates of Airworthiness and Authorized Release Certificates

- (a) TCCA's requirements for import are described in CAR 507.
- (b) The FAA's requirements for issuing export airworthiness approvals are contained in 14 CFR, part 21, Subpart L, and the procedures for issuing export approvals are described in FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Parts*, FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Authorized Release Certificate*, and FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*.

7.2.0 Complete Aircraft, Aircraft Engines, Propellers and Rebuilt Engines

- (a) Except as provided in paragraph 7.2.4. TCCA shall accept FAA Export Certificates of Airworthiness when the FAA certifies that each aircraft, aircraft engine, or propeller or rebuilt aircraft engine:
 - (1) Conforms to a type design approved by TCCA, as specified in TCCA's TC data sheet (including all applicable STCs);
 - (2) Has undergone a final operational check;
 - (3) Is in a condition for safe operation, including compliance with applicable TCCA mandatory airworthiness modifications and special inspections;
 - (4) For a rebuilt engine, that engine has been rebuilt by the engine's TC holder; and
 - (5) Meets all additional requirements of TCCA, as notified.
- (b) Each aircraft, aircraft engine, propeller and rebuilt engine exported to Canada will be issued an FAA Form 8130-4, *Export Certificate of*

Airworthiness. FAA Form 8130-4 should identify the TCCA's approved design data (TC Number, if issued).

- (c) Amateur built aircraft exported from the U.S. to Canada: [Reserved].

7.2.1 TSO Appliances and Parts

- (a) TCCA shall accept FAA Authorized Release Certificates on appliances when the FAA certifies by the issuance of an FAA Form 8130-3 that each TSO appliance:
 - (1) Conforms to the design approved by the FAA;
 - (2) Complies with applicable TCCA mandatory airworthiness modifications and special inspections; and
 - (3) Meets all additional requirements of TCCA, as notified.
- (b) Each appliance exported to Canada with FAA airworthiness approval will have an FAA Form 8130-3, *Authorized Release Certificate*.

7.2.2 New Modification and Replacement Parts

- (a) TCCA shall accept a FAA Authorized Release Certificate on parts produced by a U.S. production approval holder (i.e., the production under a U.S. Type Certificate/Production Certificate, TSOA, or a Parts Manufacturer Approval (PMA) holder), confirming that the parts were produced under the production approval holder's production quality system, as eligible for installation on a product type that has been approved or accepted by TCCA.
- (b) The Authorized Release Certificate shall certify that each part:
 - (1) Conforms to the applicable TCCA or FAA approved design data;
 - (2) Is marked in accordance with paragraph 7.5.1 of these Implementation Procedures; and
 - (3) Meets all additional requirements of TCCA, as notified.
- (c) TCCA must be provided evidence of all direct shipment authorizations extended to approved suppliers. If a part is shipped under direct ship authorization, the FAA's Authorized Release Certificate must indicate that the production approval holder has authorized direct shipment. This indication may be a supplemental "remark" entry on the Authorized

Release Certificate indicating the authorization for direct shipment of parts from the supplier's location.

- (d) Each part exported to Canada with FAA airworthiness approval will have an FAA Form 8130-3, *Authorized Release Certificate*, and shall refer to the eligibility or the applicable TC for that product.

7.2.3 Coordination of Export Certificate of Airworthiness Exceptions

The FAA shall notify the TCCA prior to issuing an FAA Export Certificate of Airworthiness in which a non-compliance to the TCCA-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, or the aircraft engine or propeller's installation eligibility. This notification should be sent to the appropriate TCCA Regional Office. Addresses for all Regional Offices are listed in Appendix A. In all cases, TCCA shall provide a written acceptance before the issuance of the FAA's Export Certificate of Airworthiness.

7.2.4 Coordination of Authorized Release Certificate Exceptions

- (a) FAA as Importing Authority. TCCA shall notify the FAA prior to issuing an Authorized Release Certificate in which a non-compliance to an FAA-approved engine, propeller, or appliance design is to be noted in Block 13, Remarks. This notification should help to resolve all issues regarding the engine, propeller, or appliance's installation eligibility. This notification shall be to the geographic responsible MIO. Addresses for all FAA MIOs are listed in Appendix A. In all cases, the FAA shall provide a written acceptance before the issuance of TCCA's Authorized Release Certificate for such engines, propellers, and TSO appliances.
- (b) The FAA shall notify TCCA prior to issuing an Authorized Release Certificate, Form 8130-3, in which a non-compliance to an TCCA-approved appliance is to be noted in Block 13, Remarks. This notification should help to resolve all issues regarding the appliance's installation eligibility. This notification shall be to the appropriate Regional Office. Addresses for all Regional Offices are listed in Appendix A. In all cases, a written acceptance from TCCA shall be provided before the issuance of the FAA's Authorized Release Certificate for such engines, propellers, and TSO appliances.

7.3 Acceptance of Used Aircraft for Which Either the U.S. or Canada is the State of Design

7.3.0 U.S. Requirements for Acceptance of Used Aircraft Exported by TCCA when Canada is the State of Design

- (a) The FAA shall accept TCCA Export Airworthiness Certificates on used aircraft for import into the U.S., only if a TC holder exists to support continued airworthiness of such aircraft and when TCCA certifies that each used aircraft:
 - (1) Conforms to the type design approved by the FAA as specified in the FAA's TC data sheet, and any additional STCs approved by the FAA, as notified to TCCA;
 - (2) Is in a condition for safe operation, including compliance with all applicable FAA ADs, as notified;
 - (3) Is marked in accordance with paragraph 7.5.0(a) of these Implementation Procedures;
 - (4) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records); and
 - (5) Meets all additional requirements prescribed by the FAA, as notified.
- (b) When a used aircraft produced in Canada is to be imported into the U.S. from a third country TCCA shall, upon request, assist the FAA in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. TCCA shall also provide, upon request, information regarding subsequent installations on the aircraft that have been approved by TCCA.
- (c) If a used civil aircraft produced in Canada has been used in military service at any time, TCCA will consult with the FAA to determine if the FAA will accept such an aircraft.

7.3.1 Canadian Requirements for Acceptance of Used Aircraft Exported by FAA when U.S. is the State of Design

- (a) TCCA shall accept an FAA Export Certificate of Airworthiness on used aircraft for import into Canada, if a TC holder exists to support continued airworthiness of such aircraft and when the FAA certifies that each used aircraft:
 - (1) Conforms to the type design approved by TCCA as specified in TCCA's TC data sheet, and any additional STCs approved by TCCA, as notified to the FAA;

- (2) Is in a condition for safe operation, including compliance with all applicable TCCA ADs, as notified;
 - (3) Is identified in accordance with paragraph 7.5.1(a) of these Implementation Procedures;
 - (4) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records); and
 - (5) Meets all additional requirements prescribed by TCCA, as notified.
- (b) When a used aircraft produced in the U.S. is to be imported into Canada from a third country the FAA shall, upon request, assist TCCA in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. The FAA shall also provide, upon request, information regarding subsequent installations on the aircraft that have been approved by the FAA.
- (c) If a used civil aircraft produced in the U.S. has been used in military service at any time, the FAA will consult with TCCA to determine if TCCA will accept such an aircraft.

7.3.2 Acceptance of Used U.S. Aircraft Being Exported (Returned) to the U.S. when the U.S. is the State of Design

- (a) The FAA shall accept TCCA's Export Airworthiness Certificate on a used aircraft being exported (returned) to the United States, as the State of Design for that aircraft, when the conditions of 7.3.0(a)(1)-(5) have been met.
- (b) If TCCA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the FAA accordingly.

7.3.3 Acceptance of Used Canadian Aircraft Being Exported (Returned) to Canada when Canada is the State of Design

- (a) TCCA shall accept the FAA's Export Certificate of Airworthiness on a used aircraft being exported (returned) to Canada, as the State of Design for that aircraft, when the conditions of 7.3.1(a)(1)-(5) have been met.
- (b) If the FAA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform TCCA accordingly.

7.4 Acceptance of Used Aircraft for which a Third Country is the State of Design

7.4.0 U.S. Requirements

- (a) The FAA shall accept TCCA's Export Airworthiness Certificate for used aircraft for which a third country is the State of Design, when that third country has a bilateral agreement/arrangement with both the U.S. and Canada covering the same class of product, and the conditions of paragraph 7.3.0(a)(1)-(5) have been met.
- (b) If TCCA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the FAA accordingly.

7.4.1 Canadian Requirements

- (a) TCCA shall accept the FAA's Export Certificate of Airworthiness for used aircraft for which a third country is the State of Design, when that third country has a bilateral agreement/arrangement with both the U.S. and Canada covering the same class of product, and the conditions of paragraph 7.3.1(a)(1)-(5) have been met.
- (b) If the FAA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform TCCA accordingly.

7.5 Additional Requirements for Imported Products

The following identifies those additional requirements, which must be complied with as a condition of acceptance for products imported into the U.S. or Canada, or for use on either a U.S. or Canadian-registered aircraft.

7.5.0 U.S. Requirements

- (a) Identification and Marking
 - (1) Aircraft, aircraft engines, and propellers must be identified in a manner outlined in 14 CFR § 45.11.
 - (2) Each critical component of a product must be identified in a manner outlined in 14 CFR § 45.14.
 - (3) Each appliance of a design approved by an FAA letter of TSO design approval must be marked in accordance with the requirements outlined in 14 CFR part 21, Subpart O, and any marking requirements specified in the particular TSO.

- (4) Each part to be used as a replacement or modification part must be marked with a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation and the type certificated product for which the part is eligible for installation must be furnished. If size does not permit, information should accompany each part. This information can be included on the appropriate airworthiness release document.
- (5) Each part produced to U.S. STC design data should be marked with the U.S. STC number, as size permits, in addition to the requirements of paragraph 7.5.0(a)(4). If size does not permit, information should accompany each part that identifies the applicable U.S. STC. This information can be included on the appropriate airworthiness release document.

(b) Instructions for Continued Airworthiness

Instructions for continued airworthiness and maintenance manuals having airworthiness limitation sections must be provided as prescribed in 14 CFR § 21.50.

(c) Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List

Each aircraft must be accompanied by an approved Aircraft Flight Manual, including all applicable supplements. The aircraft must also have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment.

(d) Logbooks and Maintenance Records

Each aircraft (including the aircraft engine, propeller, rotor, or appliance) must be accompanied by logbooks and maintenance records equivalent to those specified in 14 CFR § 91.417. The maintenance records must also show that, for a used aircraft, that aircraft has had a 100-hour inspection, or equivalent, as specified in 14 CFR § 21.183(d).

7.5.1 Canadian Requirements

(a) Product Identification

To be eligible for a Canadian flight authority, aeronautical products must be identified in accordance with requirements contained in CAR 201.

(b) Provision of Aircraft Manuals

Further to Part V of the CARs (Refer to Appendix B, B.2 item 27), acceptance of the first of a type or model of aircraft into Canada is conditional upon the aircraft TC holder providing to TCCA at no charge six copies of the AFM, Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, and Service Bulletins, together with all subsequent amendments to these documents. In the case of transport category aircraft, the required number of manuals may be reduced as a result of negotiations between the aircraft TC holder and TCCA.

SECTION VIII: TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

8.0 General

Upon request and after mutual agreement, and as resources permit, the FAA and TCCA may provide technical assistance to each other when significant activities are conducted in either the U.S. or Canada. Both authorities concur that technical assistance is the preferred method of conducting these activities, and every effort should be made to have these certification tasks performed on behalf of one authority in the other authority's country. These technical assistance activities will help to avoid the undue burden imposed on the exporting authority in the undertaking of its regulatory surveillance and oversight functions at locations outside of the country of export. These supporting technical assistance activities shall in no way relieve the exporting authority of the responsibilities for regulatory control and airworthiness certification of products and parts manufactured at facilities located outside the exporting country. Each authority will use its own policies and procedures when providing technical assistance to the other authority, unless other special arrangements are agreed upon. Types of assistance may include, but are not limited to, the following:

(a) Certification Support

- (1) Witnessing tests;
- (2) Performing compliance inspections;
- (3) Reviewing reports;
- (4) Obtaining data;
- (5) Verifying/determining compliance;
- (6) Monitoring the activities and functions of designees/delegates or approved organizations; and
- (7) Conducting investigations of service difficulties.

(b) Conformity and Surveillance Support

- (1) Conformity inspections
- (2) Witnessing of first article inspection of parts;
- (3) Monitoring the controls on special processes;
- (4) Conducting sample inspections on production parts;

- (5) Monitoring the activities and functions of designees or approved organizations;
 - (6) Conducting investigations of service difficulties; and
 - (7) Auditing production quality systems, including assistance in determining that a supplier complies with purchase order and quality requirements at locations either in the U.S. or Canada
- (c) Airworthiness Certification Support
- (1) Assistance in the delivery of airworthiness certificates for aircraft; and
 - (2) Determining the original export configuration of a used aircraft.

8.1 Witnessing of Tests During Design Approval

- (a) FAA and TCCA may request assistance in the witnessing of tests from the other airworthiness authority. A written request for witnessing of tests will be provided.
- (b) Witnessing of tests will be conducted only after consultations and agreement between FAA/TCCA on the specific work to be performed.
- (c) Approval of the design approval applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of the airworthiness authority of the country in which the design approval applicant is located. The design approval applicant must establish the conformity of each test article prior to the conduct of the test.
- (d) Requests for witnessing of tests must be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. The requesting authority must provide an approved test plan at least two weeks prior to each scheduled test.
- (e) TCCA requests for witnessing of tests will be sent in writing to the responsible FAA Office, as listed in paragraph 3.1.1 (c). TCCA's requests will include information equivalent to that included on FAA Form 8120-10, *Request for Conformity*. The FAA requests for test witnessing will be sent on a completed FAA Form 8120-10 (and described in the Special Instructions section of the form) or equivalent to TCCA Headquarters, National Aircraft Certification, as listed in Appendix A.
- (f) Upon completion of test witnessing on behalf of the requesting authority, the FAA or TCCA will send a report stating that the test was conducted in

accordance with approved test plans and confirming the test results, as well as any other documentation as notified by the requesting authority.

8.2 Flammability Testing Procedures

- (a) Canadian design approval applicants are utilizing U.S. flammability test facilities in support of their design approval activities. TCCA, or its appropriately authorized delegates using approved procedures, will interact directly with FAA designees at such facilities as follows:
 - (1) TCCA will approve the Flammability Test Plan and send a letter to the test facility requesting the specific conformity inspection and test witnessing of the test articles. TCCA's notification will fully communicate any special requirements for the testing and inspections.
 - (2) TCCA will ensure that the applicant has made its own Statement of Conformity (equivalent to FAA form 8130-9) prior to any U.S. conformity inspection or test. Per FAA Order 8110.4, the applicant may delegate, in writing, a representative at the supplier to complete the FAA Form 8130-9. This representative will be acting on behalf of the applicant and in this case, the supplier must submit a copy of the applicant's authorization with the FAA Form 8130-9 prior to the inspection or test.
 - (3) The FAA designee(s) will conduct the inspection and/or witness the test on behalf of TCCA and submit the results to TCCA. TCCA will evaluate and disposition any nonconformities or deviations identified during an inspection or test.
 - (4) TCCA is the responsible certificating authority for accepting the findings of FAA designees. TCCA shall rely on the FAA oversight of its designees and their approved processes to assure the validity of the flammability data generated to support those findings.
- (b) The managing FAA ACO or MIDO, as applicable, will review the authorizations for any designee at a U.S. flammability test facility that is asked to support TCCA activities. Such designees will receive a specific authorization, noted in the Designee Information Network, to conduct conformity inspections and test witnessing related to flammability test activities on behalf of TCCA.

8.3 Conformity Certifications During Design Approval

- (a) The airworthiness authority of the country in which a design approval applicant is located may request conformity certifications from the airworthiness authority in the country in which the design approval applicant's supplier is located for specified prototype/pre-production parts produced by that supplier.

- (b) Only authority-to-authority requests are permissible and no authority is obliged to respond to a conformity certification request from a manufacturer, supplier or designee. Certifications will be conducted only after consultations between the two airworthiness authorities on the specific work to be performed. Requests for conformity certifications should be limited to prototype/pre-production parts that are of such complexity that they are not inspectable by the product manufacturer or its airworthiness authority prior to installation in the product. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications. At the discretion of the authority in receipt of such requests, conformity certifications may be delegated to authorize designees or approved organizations.
- (c) TCCA requests for conformity certifications will be sent to the appropriate FAA geographic-accountable Directorate Manufacturing Inspection Office, as listed in Appendix A. FAA requests for conformity certifications will be sent directly to TCCA's Maintenance and Manufacturing Branch as listed in Appendix A.
- (d) The airworthiness authority of the country in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's airworthiness authority on the conformity certification for the particular part.
- (e) Neither conformity certification on prototype/pre-production parts, nor inspections on production parts should be construed as being an export airworthiness approval, since a conformity certification does not constitute an airworthiness determination. Airworthiness determinations remain the responsibility of the design/production approval holder and its airworthiness authority.

8.4 Surveillance and Other Support

The FAA or TCCA may request the other types of technical assistance outlined in section 8.0(b). Each request shall be handled on a case-by-case basis, as resources permit. Each written request shall include sufficient information for the task to be performed and reported back to the requestor. Where the technical assistance is repetitive or long-term, a working arrangement may be needed.

8.5 Airworthiness Certificates

There may be certain programs and conditions that warrant technical assistance from each authority for the issuance of standard airworthiness certificates so that aircraft may be placed directly into operation from the site of manufacture. The importing authority may seek assistance from the exporting authority in the final processing and delivery of an airworthiness certificate when the aircraft has completed its manufacturing cycle, has been entered on the importing country's registry, and has subsequently been granted an Export Certificate of Airworthiness by the exporting

authority. These situations can be addressed through a Special Arrangement as provided in Section V.

8.6 Protection of Proprietary Data and Freedom of Information Act (FOIA)/Access to Information Act Requests

8.6.0 Protection of Proprietary Data

Both authorities recognize that data submitted by a design approval holder is the property of that holder, and release of that data by the FAA or TCCA is restricted. The FAA and TCCA agree that they will not copy, release, or show proprietary data obtained from either authority to anyone other than an FAA or TCCA employee without written consent of the design approval holder or other data submitter. The FAA or TCCA should obtain this written consent from the design approval holder through the authority of the country in which the holder is located and provide it to the other authority.

8.6.1 FOIA Requests

The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) to release information, which the FAA may have in its possession. Each record the FAA has in its possession must be disclosed under the FOIA unless a FOIA exemption applies to that record. One exemption is for trade secrets, and financial or commercial information that is confidential or privileged. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person. When the FAA receives a FOIA request related to a product of an FAA approval holder or applicant who is located in Canada, the FAA will copy TCCA when contacting the FAA approval holder or applicant to solicit their position on what portions of that information should be excluded under the criteria above.

8.6.2 Access to Information Act Requests

The Access to Information and Privacy (ATIP) office in Transport Canada often receives requests from the public under the *Access to Information Act* to release information, which TCCA may have in its possession. Each record TCCA has in its possession must be disclosed under the *Access to Information Act* unless an exemption is applied to that record. Subject to Subsection 20(1) of the Act which pertains to third party information, the ATIP Office shall refuse to disclose any records requested under this Act that contains (a) trade secrets of a third party; (b) financial, commercial, scientific or technical information that is confidential information supplied to TCCA by a third party and is treated consistently in a confidential manner by the third party; (c) information the disclosure of which could be reasonably expected to prejudice the competitive

position of a third party; (d) information the disclosure of which could reasonably be expected to interfere with contractual or other negotiations of a third party. If the ATIP Office intends to disclose any record requested under this Act, or any part thereof, that contains or that TCCA has reason to believe might contain information related to (a), (b), or (c), a notice must be given to the third party under Subsection 27(1) with a statement that they have twenty days after the notice is given to make representations to the ATIP Office that has control of the record as to why the record or part thereof should not be disclosed. When the ATIP Office receives a request related to a product of a TCCA approval holder or applicant who is located in the U.S, the ATIP Office will contact the TCCA approval holder or applicant to solicit their position on what portions of that information should be excluded under the criteria above.

8.7 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

- (a) When either the FAA or TCCA needs information for the investigation of service incidents, accidents, or suspected unapproved parts involving a product imported under these Implementation Procedures, the request for the information should be directed to the appropriate office of the exporting authority. In turn, upon receipt of the request for information, the exporting authority should immediately do everything necessary to make sure the requested information is provided in a timely manner.
- (b) In case of an incident/accident, the FAA and TCCA will cooperate to address urgent information needs. Following an incident/accident, upon receipt of a request for urgent information, the FAA or TCCA will provide the requested information. TCCA and the FAA will establish individual focal points to respond to each other's questions and ensure that timely communication occurs. The FAA or TCCA may request information directly from a manufacturer because immediate contact with the appropriate focal points cannot be made. In such cases, notification of this action will be made as soon as possible. Either the FAA or TCCA, as applicable, will assist in ensuring that their manufacturer provides requested information expeditiously.

SECTION IX: SPECIAL ARRANGEMENTS

- 9.0 It is anticipated that urgent or unique situations will develop which have not been specifically addressed in these Implementation Procedures, but which are within the scope of the BASA. When such a situation arises, the respective FAA Aircraft Certification Service Director and the TCCA Standards Director shall review it, and a procedure shall be developed to address the situation. The FAA and TCCA shall mutually agree upon the procedure in a separate working procedure. If it is apparent that the situation is unique, with little possibility of repetition, then the working procedure shall be of limited duration. However, if the situation involves new technology or management developments, which could lead to further repetitions, then the FAA and TCCA shall revise these Implementation Procedures accordingly.
- 9.1 It should be noted that, when the unique or urgent situation falls within the responsibility of an FAA Aircraft Certification Service Directorate Manager, that Manager will be responsible for developing the necessary procedures with TCCA. The special arrangements co-developed between the authorities are listed in Appendix C.

SECTION X: AUTHORITY

These Implementation Procedures replace the earlier Implementation Procedures for Airworthiness (IPA) dated October 18, 2000.

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

TRANSPORT CANADA CIVIL AVIATION
TRANSPORT CANADA
CANADA

By *Original Signed by*
D.B. Sherritt

Title Director, Standards,
Civil Aviation

Date June 5, 2008

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

By *Original Signed by*
Dorenda Baker

Title Deputy Director, Aircraft
Certification Service

Date June 5, 2008

APPENDIX A

List of Addresses for
FAA Headquarters Offices, FAA Mike Monroney Aeronautical Center,
FAA Aircraft Certification Service Directorates, FAA Manufacturing Inspection Offices,
FAA Aircraft Certification Offices, FAA Manufacturing Inspection District Offices,
and
TCCA Aircraft Certification and Aircraft Manufacturing Offices

FAA Headquarters - Aircraft Certification Service

International Policy Office

AIR-40

800 Independence Avenue, SW

Washington, DC 20591

Telephone: (202) 385-8940

Fax: (202) 493-5144

Aircraft Engineering Division

AIR-100

800 Independence Avenue, SW

Washington, DC 20591

Telephone: (202) 267-9580

Fax: (202) 267-5340

Production & Airworthiness Certification Division

AIR-200

800 Independence Avenue, SW

Washington, DC 20591

Telephone: (202) 267-8361

Fax: (202) 267-5580

FAA Headquarters - Environmental Policy and Regulations

Office of Environment and Energy

AEE-1

800 Independence Avenue, SW

Washington, DC 20591

Telephone: (202) 267-3576

Fax: (202) 267-5594

FAA Headquarters - Interagency & Interdepartmental Coordination

Office of International Aviation

API-1

6th Floor, East

c/o Wilbur Wright Building

800 Independence Avenue, SW

Washington, DC 20591

Telephone: (202) 385-8857

Fax: (202) 267-5306

FAA Mike Monroney Aeronautical Center - Contact Point for FAA Airworthiness Directives (also for Delegation Programs)

Mailing Address:

Delegation and Airworthiness Programs Branch

AIR-140

P.O. Box 26460

Oklahoma City, OK 73125

Telephone: (405) 954-4103

Fax: (405) 954-4104

Email: 9-amc-faa-mcai@faa.gov

Office Address:

Delegation and

Airworthiness Programs Branch

AIR-140

ARB, Room 304

6500 S. McArthur Blvd.

Oklahoma City, Oklahoma 73169

FAA Aircraft Certification Directorates

Engine and Propeller Directorate

ANE-100

Regulatory and policy responsibility for all aircraft engines, propellers, and auxiliary power units.

12 New England Executive Park

Burlington, Massachusetts 01803

Telephone: (781) 238-7100

Fax: (781) 238-7199

Rotorcraft Directorate

ASW-100

Regulatory and policy responsibility for powered life, normal and transport category rotorcraft.

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: (817) 222-5100

Fax: (817) 222-5959

Small Airplane Directorate

ACE-100

Regulatory and policy responsibility for:

1. Normal, utility, and acrobatic category airplanes weighing less than 12,500 pounds and having passenger configurations of 9 seats or less,
2. Commuter airplanes weighing 19,000 pounds or less, with passenger configurations of 19 seats or less, and
3. Gliders, airships, manned free balloons and VLA.

DOT Building

901 Locust

Room 301

Kansas City, MO 64106-2641

Telephone: (816) 329-4100

Fax: (816) 329-4106

Transport Airplane Directorate

ANM-100

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, SW

Renton, WA 98055-4056

Telephone: (425) 227-2104

Fax: (425) 227-1100

FAA Manufacturing Inspection Offices

Engine and Propeller Directorate Manufacturing Inspection Office [For the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.]

ANE-180
12 New England Executive Park
Burlington, Massachusetts 01803
Telephone: (781) 238-7180
Fax: (781) 238-7199

Rotorcraft Directorate Manufacturing Inspection Office [For the States of Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.]

ASW-180
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Telephone: (817) 222-5180
Fax: (817) 222-5962

Small Airplane Directorate Manufacturing Inspection Office [For the States of Alabama, Alaska, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, Ohio, South Carolina, South Dakota, Tennessee and Wisconsin.]

ACE-180
DOT Building
901 Locust
Room 301
Kansas City, MO 64106-2641
Telephone: (816) 329-4180
Fax: (816) 329-4157

Transport Airplane Directorate Manufacturing Inspection Office [For the States of Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming.]

ANM-108
1601 Lind Avenue, SW
Renton, WA 98055-4056
Telephone: (425) 227-2108
Fax: (425) 227-1320

FAA Aircraft Certification Offices

Boston Aircraft Certification Office

ANE-150
12 New England Executive Park
Burlington, MA 01803

Telephone: (781) 238-7150
Fax: (781) 238-7199

New York Aircraft Certification Office

ANE-170
1600 Stuart Avenue
Suite 410

Westbury, NY 11581-1200

Telephone: (516) 228-7300
Fax: (516) 794-5531

Chicago Aircraft Certification Office

ACE-115C
2300 East Devon Avenue
Room 323
Des Plaines, IL 60018

Telephone: (847) 294-7357
Fax: (847) 294-7834

Anchorage Aircraft Certification Office

ACE-115N
222 West 8th Avenue,
Anchorage, AK 99513

Telephone: (907) 271-2669
Fax: (907) 271-6365

Denver Aircraft Certification Office

ANM-100D
Technical Operations Center (TOC)
26805 E. 68th Avenue, Room 214
Denver, CO 80249

Telephone: (303) 342-1080
Fax: (303) 342-1088

Boston Engine Certification Office

ANE-140
12 New England Executive Park
Burlington, MA 01803

Telephone: (781) 238-7140
Fax: (781) 238-7199

Atlanta Aircraft Certification Office

ACE-115A
One Crown Center
1895 Phoenix Boulevard, Suite 450
Atlanta, GA 30349

Telephone: (770) 703-6035
Fax: (770) 703-6097

Wichita Aircraft Certification Office

ACE-115W
1801 Airport Road
Room 100, Mid-Continent Airport
Wichita, KS 67209

Telephone: (316) 946-4106
Fax: (316) 946-4107

Seattle Aircraft Certification Office

ANM-100S
1801 Lind Avenue, SW
Renton, WA 98055-3356

Telephone: (425) 917-6400
Fax: (425) 917-6590

Los Angeles Aircraft Certification Office

ANM-100L
3960 Paramount Blvd.
Lakewood, CA 90712

Telephone: (562) 627-5200
Fax: (562) 627-5210

Fort Worth Airplane Certification Office

ASW-150

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: (817) 222-5150

Fax: (817) 222-5960

Fort Worth Rotorcraft Certification Office

ASW-170

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: (817) 222-5170

Fax: (817) 222-5960

Fort Worth Special Certification Office

ASW-190

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: (817) 222-5189

Fax: (817) 222-5136

TCCA Aircraft Certification and Aircraft Manufacturing Offices

Headquarters (National Capital Region)

Director
National Aircraft Certification
Place de Ville, Tower C (AARD)
330 Sparks Street, 2nd Floor
Ottawa, Ontario, K1A 0N8

Telephone: (613) 952-4338
Fax: (613) 996-9178

Chief
Project Management (AARDE)
Telephone: (613) 952-4339

Chief
Delegations and Quality (AARDL)
Telephone: (613) 941-8386

Chief
Continuing Airworthiness (AARDG)
Telephone: (613) 952-4356

Director
Standards
Place de Ville, Tower C (AART)
330 Sparks Street, 2nd Floor
Ottawa, Ontario K1A0N8

Telephone: (613) 952-4371
Fax: (613) 952-3298

Chief
Operations Standards (M&M) (AARTO)
Telephone: (613) 952-4386

Chief
Aircraft Certification Standards (AARTC)
Telephone: (613) 990-2738

Contact for TCCA AD:

For information on existence or applicability of any AD, please consult the Chief, Continuing Airworthiness (AARDG) or by email: cawwebfeedback@tc.gc.ca.

TCCA Regions

Atlantic Region

Aircraft Certification

Regional Manager
6th Floor, Heritage Court (MAI)
95 Foundry Street
Moncton, NB
E1C 5H7
Telephone: (506) 851-7411
Fax: (506) 851-2563

Aircraft Maintenance & Manufacturing

Regional Manager
6th Floor, Heritage Court (MAH)
95 Foundry Street
Moncton, NB
E1C 5H7
Telephone: (506) 851-7114
Fax: (506) 851-2563

Quebec Region

Aircraft Certification

Regional Manager
700, Leigh Capr  ol (NAI)
Dorval, QC
H4Y 1G7
Telephone: (514) 633-3593
Fax: (514) 633-2703

Aviation Manufacturing

Regional Manager
700, Leigh Capr  ol (NAM)
Dorval, QC
H4Y 1G7
Telephone: (514) 633-3590
Fax: (514) 633-3361

Ontario Region

Aircraft Certification

Regional Manager
4900 Yonge Street (PAI)
Suite 300
North York, ON
N2N 6A5
Telephone: (416) 952-6033
Fax: (416) 952-0050

Aircraft Maintenance & Manufacturing

Regional Manager
4900 Yonge Street (PAH)
Suite 300
North York, ON
N2N 6A5
Telephone: (416) 952-0326
Fax: (416) 952-0370

Prairie and Northern Region, Regional Managers

Aircraft Certification

Regional Manager
1100-9700 Jasper Avenue (RAED)
Edmonton, AB
T5J 4E6
Telephone: (403) 495-3856
Fax: (403) 495-7963

Aircraft Maintenance & Manufacturing

Regional Manager
344 Edmonton Street, 2nd Floor (RAWH)
P.O. Box 8550
Winnipeg, MB
R3C 0P6
Telephone: (204) 983-4147
Fax: (204) 984-2070

Aircraft Certification Regional
Superintendent
800-1601 Airport Road,
N.E. (RACD)
Calgary, AB
T2E 6Z8
Telephone: (403) 292-4990

Aircraft Certification
Regional Superintendent
344 Edmonton Street, 2nd Floor (RAWD)
P.O. Box 8550
Winnipeg, MB
R3C 0P6
Telephone: (204) 984-1887

Pacific Region

Aircraft Certification

Regional Manager
620-800 Burrard Street (TAI)
Vancouver, BC
V6Z 2J8
Telephone: (604) 666-5591
Fax: (604) 666-3687

Aircraft Maintenance & Manufacturing

Regional Manager
620-800 Burrard Street (TAH)
Vancouver, BC
V6Z 2J8
Telephone: (604) 666-5599
Fax: (604) 666-3687

APPENDIX B

List of Referenced Documents

B.1 FAA Referenced Documents

1. Code of Federal Regulations, Title 14, Parts 21-35, 36, 39, 43, 45, and 91.
2. FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States.*
3. FAA Order 8110.4, *Type Certification*
4. Order 8110.53, Reciprocal Acceptance of Repair Design Data Approvals Between FAA and TCCA
5. FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products*
6. FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Authorized Release Certificate*
7. FAA Order 8130.32, *Airworthiness Certification Requirements for Certain Aircraft Operated in the State of Alaska*
8. FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*
9. ICAO Annex 8, *Airworthiness of Aircraft*

B.2 TCCA Referenced Documents

1. Part V of the Canadian Aviation Regulations (CARs), consisting of:
 - a. Subpart 7 - Flight Authority and Certificate of Noise Compliance.
 - b. Subpart 9 - Export Airworthiness Certificates.
 - c. Subpart 11 - Approval of the Type Design of an Aeronautical Product.
 - d. Subpart 13 - Approval of Modification and Repair Designs.
 - e. Subpart 16 - Aircraft Emissions.

- f. Subpart 22 - Gliders and Powered Gliders.
 - g. Subpart 23 - Normal, Utility, Aerobatic and Commuter Category Aeroplanes.
 - h. Subpart 25 - Transport Category Aeroplanes.
 - i. Subpart 27 - Normal Category Rotorcraft.
 - j. Subpart 29 - Transport Category Rotorcraft.
 - k. Subpart 31 - Manned Free Balloons.
 - l. Subpart 33 - Aircraft Engines.
 - m. Subpart 35 - Aircraft Propellers.
 - n. Subpart 37 - Aircraft Appliances and Other Aeronautical Products.
 - o. Subpart 41 – Airships.
 - p. Subpart 49 - Amateur-built Aircraft.
 - q. Subpart 51 - Aircraft Equipment.
 - r. Subpart 61 – Manufacture of Aeronautical Products.
 - s. Subpart 91 - Service Difficulty Reporting.
 - t. Subpart 93 - Airworthiness Directives.
 - u.
2. Part II, Subpart 1 - Identification of Aircraft and Other Aeronautical Products.
 3. Amateur-built “major portion” requirement: Section 549.5 of the AWM.
 4. Appliance design approvals are issued under Subpart 11 of Part V of the CARs and are referred to as Appliance Type Certificates.
 5. Type Design Examination requirement: Section 511.21 or 513.21 of the CARs.
 6. Responsibilities of a certificate (design approval) holder: Section 511.30 or 513.30 of the CARs.
 7. Foreign aeronautical product applications shall comply with Division III of Part V Subpart 11 of the CARs.
 8. Applicable standards in accordance with Section 511.20 of the CARs.
 9. The Canadian environmental requirement is specified in Part V Subpart 16 of the CARs and is the amendment in effect on the date of TCCA certification as required by Part V Subpart 11 of the CARs.
 10. The requirement for changes to a type design is specified in Section 511.13 and 511.22 of the CARs.
 11. The Canadian environmental requirement is specified in Part V Subpart 16 of the CARs.
 12. The compliance findings are made in respect of Chapter 511 or 513 of the AWM as appropriate to the requested design approval.
 13. For aircraft noise certification requirements see Subchapter A (Aircraft Noise) of Chapter 516 of the AWM.

14. Requirements for issuance of a TC are in Section 511.21 of the CARs.
15. Foreign changes to a type design may be approved under Division III of Part V Subpart 13 of the CARs.
16. Type Design Examination requirement: Section 513.21 of the CARs.
17. Compliance program document is described in Paragraph 513.05(1) (b) of the AWM.
18. Mandatory continuing airworthiness actions are addressed under Part V Subpart 93 of the CARs.
19. Changes to a type design may be made in compliance with Division III of Part V Subpart 11 of the CARs.
20. This is in respect of changes to a type design that are considered non-routine under Section 511.22 of the CARs.
21. TCCA has published guidance material in Staff Instruction (SI) 513-002 "Reciprocal Acceptance of Repair Design Data Approvals Between the FAA and TCCA".
22. Major repairs are approved in accordance with Part V Subpart 11 or 13 of the CARs.
23. Requirements for certificate transfers are addressed in Section 511.25 and 513.25 of the CARs and AWM.
24. TCCA has published guidance material in Staff Instruction (SI) 500-018 "Certificate Transfers".
25. Amateur-built "major portion" requirement: Section 549.5 of the AWM.
26. TCCA Export Airworthiness Certificate is referred to as TCCA Form 24-0049.
27. The applicant shall provide aircraft manuals under Section 511.31 of the CARs.

APPENDIX C

List of Special Arrangements

1. Name of Special Arrangement: FAA-TCCA Management Plan for Bell Helicopter Civil Aeronautical Products

Date of Issue: October 18, 2003

2. Name of Special Arrangement: FAA-TCCA Management Plan for the TC Transfer, Including the Transition of Continued Airworthiness Responsibilities, for Convair Products Including Associated STCs.

Date of Issue: August 2000

3. Name of Special Arrangement: FAA -TCCA Management Plan for the Manufacturing Rights and Continued Airworthiness Responsibilities for Zenair Aircraft

Date of Issue: July 2000