SCHEDULE OF IMPLEMENTATION PROCEDURES

FOR THE

U.S./REPUBLIC OF INDONESIA BILATERAL AIRWORTHINESS AGREEMENT

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INTRODUCTION

This document contains the procedures developed by the Federal Aviation Administration (FAA) and the Directorate General of Air Communication (DGAC), hereinafter referred to as the Parties, to implement the Agreement between the Government of the United States of America (U.S.) and the Government of the Republic of Indonesia (ROI) concerning the airworthiness certification, approval, or acceptance of imported aeronautical products affected by exchange of notes at Jakarta, Indonesia, January 23, 1987, and is intended to facilitate the approval process for aircraft and other aeronautical products being imported or exported between the U.S. and the ROI. It may be jointly reviewed at any time at the request of either the FAA or the DGAC, and will be reviewed periodically, taking into account improvements, additions, or changes suggested by either the FAA or the DGAC, by U.S. and ROI aviation industry associations or their member companies, or by other interested parties, to assure that the procedures remain current. Amendments may be developed by the FAA Aircraft Certification Service and the DGAC Directorate of Airworthiness Certifications and issued following approval by the FAA Administrator and the DGAC Director General.

These procedures provide for designated officials within the FAA and DGAC to make special arrangements as they deem necessary in unique situations to implement this Schedule.

Suggestions for improvement are welcomed and can be addressed to either of the addresses below, who are responsible for the administrative process of keeping this document current.

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Federal Aviation Administration
800 Independence Avenue, SW.
Washington, D.C. 20591
U.S.A.

(DGAC address) Directorate of Airworthiness Certifications
Directorate General of Air Communications
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SCHEDULE OF IMPLEMENTATION PROCEDURES
U.S./REPUBLIC OF INDONESIA BILATERAL AIRWORTHINESS AGREEMENT

CHAPTER 1. GENERAL.

10. Purpose. This schedule sets forth procedures agreed upon between the Federal Aviation Administration (FAA) and the Directorate General of Air Communications (DGAC) to carry out the objectives of the Agreement between the United States of America and the Republic of Indonesia concerning the airworthiness certification, approval, or acceptance of imported civil aeronautical products, hereafter referred to as the bilateral airworthiness agreement (BAA).

11. Basis. The basis for this Schedule, which is authorized by Section 8 of the BAA, is stated in Section 1 of the BAA.

12. Termination. Either Party may terminate this Schedule upon six months written notice to the other Party.

13. Objectives. The objectives of this Schedule are stated in the Basis and Scope clauses of the BAA and are intended to ensure that the maximum practical credit is given to the exporting State's certification system and to ensure that:

130. Design approval. The procedures for the approval of the type design of a product, and changes to the type design of a product, establish compliance with the applicable airworthiness standards of the importing State civil airworthiness authority (importing authority), or criteria determined by the importing authority to provide a level of safety equivalent to its own. **Under the present BAA, design approval is limited to civil aeronautical products for which the FAA is the basic type certificating authority.**

131. Product airworthiness certification. The procedures for airworthiness certification of a product to facilitate acceptance by the importing authority establish that the product conforms to the importing authority's approved type design and is in a condition for safe operation.

132. Mutual cooperation and technical assistance. The procedures enable the FAA and the DGAC to exchange appropriate information needed to understand and conduct the approval and monitoring processes within the scope of the BAA and to cooperate when technical assistance is needed by either airworthiness authority in fulfilling its national airworthiness regulatory duties.

133. Accountability. The procedures enable the persons responsible for a product's design integrity and manufacturing

quality assurance/control, and the airworthiness authority having jurisdiction over these activities, to be identified for the products imported, and establish that adequate technical capability is available to assure that safety issues which may arise with regard to the product in service will be satisfactorily resolved in a timely manner.

134. Special arrangements. The procedures provide for the resolution by the FAA and the DGAC by special arrangement, as necessary, of urgent or unique situations not envisaged in this Schedule, providing the situation falls within the scope and purpose of the BAA.

14. Definitions. The definitions in Section 4 of the BAA are incorporated by reference in this Schedule. As used in this Schedule, the following definitions are provided to supplement those definitions.

(a) Compliance means that, after examination by analysis, test, etc., the type design of a product is found to satisfy the notified airworthiness criteria.

(b) Component means a part, material, or subassembly intended for use on an aeronautical product.

(c) Conformity means that a product is examined against pertinent type design, test, and quality control data and is found to meet those data.

(d) Exporting Civil Airworthiness Authority means the national organization within the exporting State, charged by the laws of the exporting State with regulating the airworthiness certification, approval, or acceptance of aeronautical products. The exporting civil airworthiness authority will be referred to herein as the exporting authority.

(e) Equivalent Safety Finding means a determination that alternative action taken provides a level of safety equal to that provided by the requirements for which equivalency is being sought.

(f) Exemption means acceptable noncompliance with a requirement when processed through the appropriate regulatory procedure by the airworthiess authority and found to be in the public interest and not to have an adverse effect on safety.

(g) 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; 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 for the product.

(h) Finding means the result of a review, investigation, inspection, test, analysis, etc., to determine compliance of a design with a law, regulation, standard, or requirement, or conformity of a product with approved type design data.

(i) Importing Civil Airworthiness Authority means the national organization within the importing State, charged by the laws of the importing State with regulating the airworthiness certification, approval, or acceptance of civil aeronautical products. The importing civil airworthiness authority will be referred to herein as the importing authority.

(j) Manufacturer means the person responsible for the final assembly of a product under a civil airworthiness authority-approved quality assurance system which ensures conformity of the product to an approved type design and its condition for safe operation.

(k) Nonstandard category aircraft means an aircraft which is only eligible for a special airworthiness certificate.

(l) Person means any individual, firm, copartnership, corporation, company, association, joint stock association, or body politic, and includes any trustee, receiver, assignee, or other similar representative thereof.

(m) Priority parts means those parts whose failure could reasonably be expected to result in the catastrophic failure of the product in which they are installed.

(n) Quality assurance (including quality control) means a systematic process which provides confidence that aeronautical products will conform to the approved type design and will be in a condition for safe operation.

(o) Special Condition means a specific safety standard issued by an airworthiness authority for a product when, because of a novel or unusual design feature of the product, the established airworthiness standards do not contain adequate or appropriate safety standards to establish a level of safety equivalent to that established by the airworthiness standards.

(p) Standard Category Airworthiness Certification means the issuance of a standard category airworthiness certificate for aircraft type certificated in the normal, utility, acrobatic, commuter, or transport categories.

(q) Supplier means a person who contracts to provide a component to a product manufacturer to be incorporated into the manufacturer's civil aeronautical product.

(r) Type Design means the description of all characteristics of a product, including its design, manufacture, limitations, and continued airworthiness instructions which determine its airworthiness.

The following definition also appears in the BAA and is repeated here for the benefit of the user.

(s) Type design approval means the certification, approval, or acceptance by the issuing airworthiness authority of the design of a product including its performance, operating characteristics, operating limitations, and environmental qualities.

CHAPTER 2. PRODUCT TYPE DESIGN APPROVAL PROCEDURES.

20. General. **In accordance with the scope of the current BAA, the information in this chapter is applicable to U.S. type design approvals consistent with the limitations stated in the BAA.** Approval of the type design of a product, or changes to the type design of a product, by the importing authority shall be based, to the maximum extent practicable, on technical evaluations, tests, inspections, and compliance certifications made by the exporting authority. The appropriate form of design approval is to be issued by the importing authority for an imported product if the exporting authority, after consultation with the importing authority, certifies to the importing authority that the product type design has been examined, tested, inspected, and found to meet the airworthiness criteria prescribed by the importing authority, which the importing authority has found to be equivalent to its own national airworthiness standards for a similar product.

21. Type Design Approval Application Considerations.

210. United States. An FAA type design approval for a product is a prerequisite:

(a) For issuance of a U.S. airworthiness certificate;

(b) To permit a non-U.S.-registered aircraft to be operated under lease by a U.S.-certificated air carrier or commercial operator under Federal Aviation Regulations (FAR) Parts 121 or 135; or

(c) To permit a related product (e.g., engine, appliances) to be installed on an aircraft having a U.S.

airworthiness certificate.

The FAA will assign a higher priority to applications for type design approval of an import product when one of the above situations is shown to exist. The FAA does not generally grant type design approvals for products manufactured outside the U.S. which are not intended for U.S. utilization, except for products to be installed on U.S.-manufactured products. Therefore, non-U.S. applicants for design approval should provide the FAA with evidence of intended U.S. utilization or installation on a U.S.-manufactured product at the time of application.

211. Republic of Indonesia. A DGAC type design approval for a product is a prerequisite:

(a) For issuance of an ROI airworthiness certificate;

(b) To permit a non-ROI-registered aircraft to be operated under lease by an ROI-certificated air carrier or commercial operator under Civil Aviation Safety Regulations (CASR) Parts 40 or 42; or

(c) To permit a related product (e.g., engine, appliances) to be installed on an aircraft having an ROI airworthiness certificate.

The DGAC will assign a higher priority to applications for type design approval of an import product when one of the above situations is shown to exist. The DGAC does not generally grant type design approvals for products manufactured outside ROI which are not intended for ROI utilization, except for products to be installed on ROI-manufactured products. Therefore, non-ROI applicants for design approval should provide the DGAC with evidence of intended ROI utilization or installation on an ROI-manufactured product at the time of application.

22. Type Design Approval Procedure for Aircraft, Aircraft Engines, and Propellers. Both the FAA and the DGAC issues type certificates (TC) to grant approval of the type design of aircraft, aircraft engines, and propellers. The following procedures apply to such product type designs to be type certificated by the FAA or by the DGAC for standard category airworthiness certification. Nonstandard category aircraft, and engines and propellers for nonstandard category aircraft, will be dealt with on a case-by-case basis through the special arrangement provisions of this document.

220. Application. An applicant for type design approval shall make application through its own airworthiness authority with a request that the application and related information be forwarded to the importing authority. All ROI

applications for FAA type design approval shall be sent by the DGAC to the Aircraft Certification Office (ACO), Long Beach, California. All U.S. applications for ROI type design approval shall be sent to the FAA ACO in the applicant's geographical area, and the FAA ACO will forward the application to the DGAC. Applications should include a general description of the product including:

(a) A three-view drawing for aircraft or a cross-section drawing for engines and propellers;

(b) A statement of the applicable airworthiness and environmental standards for design approval as established by the exporting authority for its own domestic design approval;

(c) Any novel or unusual design features known to the applicant at the time of application which might necessitate issuance of either FAA or DGAC airworthiness special conditions;

(d) Any expected exemptions or equivalent safety findings relative to the exporting authority's airworthiness standards for type design approval; and

(e) The estimated date of completion.

221. Initial familiarization briefing. On major projects, as soon as practicable after the application has been received and accepted by the importing authority, and when the design is sufficiently defined, a familiarization briefing on the product may be requested by the importing authority. The briefing shall be held at a mutually agreeable location for attendance by the importing authority, the exporting authority, and the applicant. The primary purposes of the briefing will be to permit:

(a) The applicant to describe the design to the importing authority. This briefing (or series of briefings) shall cover all aspects of the design. Emphasis should be placed on any novel, unusual, or critical design features which might necessitate issuance of either importing authority or exporting authority special conditions or new applications of existing standards;

(b) The importing authority to engage in detailed technical discussions with the exporting authority and the applicant on the design, including particular applications or interpretations of the airworthiness standards of the exporting State and the importing State; and

(c) For products with a prior service history, the applicant and the exporting authority to brief the importing authority on the product service history, including corrective measures to preclude occurrence of incidents or accidents.

222. Establishment of the type certification basis by the importing authority.

(a) The importing authority shall establish a type certification basis for the product design in accordance with its own domestic airworthiness standards for a similar product, giving consideration to the standards which were in effect in the importing State at the time that application was received for the approval of the product type design by the exporting authority.

(b) Once the importing authority's type certification basis has been established, the airworthiness standards for type certification by the importing authority shall be agreed jointly by the importing authority and exporting authority so as to:

(i) Give maximum credit to the exporting authority's domestic certification system; and

(ii) Provide the importing authority a basis to find compliance with its own national airworthiness standards or to find that equivalent criteria have been met, based on an exporting authority certification of compliance with the agreed airworthiness standards.

(c) Thus, the airworthiness standards defined by the importing authority will consist of the airworthiness standards as applied by the exporting authority under its own domestic certification system, plus any additional technical conditions specified by the importing authority to establish an equivalent level of safety with its own domestic standards for a similar product.

223. Additional technical conditions. The additional technical conditions may include any or all of the following:

(a) Additional airworthiness conditions based on differences in the basic airworthiness standards, interpretations, applications, policies, and guidance materials between the two States. In the case of the U.S., the basic airworthiness standards are set out in the FAR Parts 23 through 35. In the case of ROI, the basic airworthiness standards are set out in the CASR Parts 5, 6, and 8.

(b) Special Conditions relating to novel or unusual features of the product design which are not covered by the airworthiness standards of the exporting authority;

(c) Airworthiness conditions based on an evaluation of equivalent safety findings and exemptions granted by the exporting authority to the applicant for domestic certification;

(d) At the option of the applicant, operational requirements of the importing authority for a particular kind or condition of operation which would affect the design or performance of the product. This could include the provision of additional equipment required to meet the operational requirements of the importing authority, as well as supplementary advisory information in the aircraft flight manual; the provision of an aircraft operating manual with procedures for the dispatch of the aircraft with inoperative equipment; and the provision by the exporting authority of advisory maintenance information. This latter information will assist an aircraft operator in satisfying the importing authority that he has an acceptable maintenance specification for his aircraft operation; and

(e) Actions deemed necessary for continued safe operation in the importing State as a result of the importing authority review of the service history and the actions taken by the exporting authority to correct unsafe conditions on products of a type design previously certificated by the exporting authority and having accumulated a measurable service history.

224. Data submittal and design review. Required technical data representing the product will vary with the type and complexity of the product involved. Preceding the issuance of type certification, the importing authority may request additional technical design data, may review the product, and may fly the product for familiarization purposes. Also, when deemed necessary by both the exporting authority and the importing authority, the importing authority may fly, or conduct a detailed review of, the product to assure compliance with the additional technical conditions. The applicant shall submit all data to the exporting authority for verification and transmission to the importing authority. Requests for additional technical data, reviews, and flight tests as described here shall, in the spirit of the BAA, be the minimum necessary to assure that the importing authority acquires the needed familiarity.

225. Technical meetings. In addition to the initial familiarization briefing, 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. All technical meetings will normally be arranged

through the exporting authority. Location of the meetings may vary, depending on the needs and priorities, and will normally have importing authority/exporting authority representatives in attendance. Such meetings (and guidelines for the meetings) may include:

(a) Technical meetings requested by the applicant, the exporting authority, or the importing authority for the purpose of reporting new developments, reviewing changes, or resolving technical compliance questions;

(b) Technical meetings between the importing authority and exporting authority to effect the timely resolution of outstanding issues;

(c) Technical meetings held with the applicant to provide the applicant with the importing authority's position with respect to any unresolved technical issues; and

(d) Technical meetings involving flight operations and maintenance specialists of the importing authority, exporting authority, and the applicant to facilitate operational acceptance of the product by the importing authority for a particular kind or condition of operation.

226. Issue papers. Issue papers may be prepared by the importing authority which describe issues, such as Additional Technical Conditions, which need to be resolved before the importing authority can grant a TC or before an aircraft can enter a special type of operation, such as commercial operation, in the importing authority's country. The exact form and scope of the issue papers will be determined by each airworthiness authority and details of their use will be provided to the other airworthiness authority.

227. Approval of changes to a type certificate.

(a) Approval of changes to the type design (e.g., model changes) sought by the type certificate holder shall be issued as amendments to the TC by the importing authority. A certification procedure similar to that described in Section 22 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change. The importing authority retains the right to determine if the proposed change is of such significance as to require a new type certificate for the changed type design, based on how the change would be dealt with for a similar product and circumstances in the importing State.

(b) Changes or production design improvements other than those to be dealt with under Section 227(a), such as changes introduced by service bulletins, shall be considered approved by the importing authority upon approval by the

exporting authority under its normal procedures; provided information on the changes is supplied to the importing authority by the exporting authority. Upon request, the exporting authority shall arrange to have service bulletins reflecting changes provided to the importing authority on a timely basis.

23. Supplemental Type Certificates.

(a) Both the FAA and the DGAC may issue supplemental type certificates (STC) to grant approval for changes to a type design for which a type certificate has been previously granted. The importing authority shall consider approving a change in type design on a product made by an applicant in the exporting State, provided the product has been type certificated by both the FAA and the DGAC for standard category airworthiness certification.

(b) Application for STC relating to products certificated in nonstandard categories and design approvals for field modification authorized under FAA field approval procedures (FAA Form ACA-337) shall be dealt with on a case-by-case basis, similar to type certificates of nonstandard category.

230. Application for STC. An applicant shall submit STC applications to the exporting authority with a request that the application and related information be forwarded to the importing authority. Each application will provide the following information:

(a) Description of the change, together with the make and model of the product;

(b) Copy of exporting authority approval document and certification basis; and

(c) Information on any equivalent safety findings or exemptions granted by the exporting authority for the domestic STC.

231. Establishment of applicable airworthiness criteria. The approval basis for an STC shall normally be the airworthiness standards originally established by the importing authority for TC approval of the basic product. Additional technical conditions may be prescribed by the importing authority when the circumstances of the design change make them necessary.

232. Basic documentation. The following documentation will, under normal circumstances, be required for review by the importing authority:

(a) Compliance checklist.

(b) Aircraft Flight Manual Supplement.

(c) Master Documentation List/Master Drawing List.

(d) Manufacturing and Installation Instruction Drawings.

(e) Maintenance/Repair Manual Supplements, etc.

(f) Instructions for Continued Airworthiness.

233. Additional documentation for complex STC's. Where the technical complexity of the design change warrants, e.g., where additional technical conditions are required, it may be necessary to provide additional data, such as:

(a) Engineering Reports: Structural analysis, etc.

(b) Flight Test Data.

234. Approval procedures. The importing authority will review the STC application, together with the exporting authority's approval document and certification basis. The importing authority will either concur with the exporting authority 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 STC's, will need to perform additional evaluations, such as flight test, etc.

24. Design Approvals of Products Other Than Aircraft, Aircraft Engines, and Propellers. The FAA issues a letter of TSO design approval for appliances of a kind for which a performance standard has been published in an FAA Technical Standard Order (TSO). The DGAC issues a letter of TSO design approval for appliances of a kind for which a performance standard has been published in a DGAC Technical Standard Order (TSO). Approval of such appliances may be accomplished by correspondence between the FAA and the DGAC. The appropriate form of design approval may be issued to the applicant by the importing authority after:

(a) Receipt of a statement from the applicant through the exporting authority, with confirmation by the exporting authority, that the design and performance of the appliance or article comply with the applicable TSO or other accepted standards; and

(b) Receipt of all the required data pertaining to the proper installation, performance, operation, and maintenance of the appliance.

CHAPTER 3. PRODUCT AIRWORTHINESS CERTIFICATION OR ACCEPTANCE.

30. Production Quality Assurance System Approvals for Products Manufactured in Either the U.S. or ROI. All products manufactured in either the U.S. or ROI and exported under the provisions of the BAA shall be manufactured in accordance with a production quality assurance system acceptable to the exporting authority, which assures conformity to the type design approved by the importing authority and ensures that completed products are in a condition for safe operation. Therefore, a separate approval of the manufacturer's production quality assurance system by the importing authority is not required, although it is consistent with the intent of the BAA that the importing authority may become familiar with the manufacturer's production quality assurance system.

31. Airworthiness Certification or Acceptance of Products.

310. Complete aircraft manufactured in the U.S. or ROI. The importing authority shall accept the certification of the exporting authority on the airworthiness of an aircraft in making its finding that the aircraft is eligible for an airworthiness certificate. The certification by the exporting authority shall attest that the aircraft:

(a) Conforms to a type design approved by the importing authority, which meets the importing authority's standards for airworthiness, as specified in the importing authority's type certificate data sheet;

(b) Is in a condition for safe operation, including compliance with applicable importing authority mandatory airworthiness modifications and special inspections; and

(c) Contains equipment which ensures compliance with the importing authority's operational requirements as notified by the importing authority.

311. Products other than complete aircraft manufactured in the U.S. or ROI. The importing authority shall accept the evaluations of a product made by the exporting authority in making its finding that the product is eligible for installation on aircraft having an airworthiness certificate issued by the importing authority, if the exporting authority makes a certification that the product conforms to a type design configuration approved by the importing authority for installation on that type of aircraft and is in a condition for safe operation, including compliance with any applicable mandatory airworthiness modifications, special inspections, and special requirements of the importing authority.

312. Deviations from the importing authority type design. Any deviations from the importing authority type design shall be noted by the exporting authority on the certifying statement. Any such deviations shall be resolved by the applicant/installer before an aircraft is eligible for a U.S. or ROI airworthiness certificate, or a related product is eligible for installation on an aircraft having a U.S. or ROI airworthiness certificate.

313. Aircraft, aircraft engines, or propellers manufactured in a third State. In making its finding of eligibility for an airworthiness certificate or approval for an aircraft, engine, or propeller manufactured in a third State, the importing authority shall accept the certification of the exporting authority as to the airworthiness of that aircraft, engine, or propeller, providing the exporting authority makes a certification to the importing authority similar to that required in Sections 310 or 312, as appropriate, and further providing that:

(a) Both the FAA and the DGAC have approved the basic type design of the aircraft, aircraft engine, or propeller, as appropriate; and

(b) In the case of an aircraft, the aircraft normally would have been registered and certificated in the exporting authority State, or had been in the exporting State for the purpose of completion; e.g., interior installation.

32. Special Requirements for Products. The following identifies those special requirements which must be complied with as a condition of acceptance of products imported into the U.S. or ROI, or for use on U.S./ROI-registered aircraft.

320. U.S. special requirements.

(a) Identification and marking.

(i) Aircraft, aircraft engines, and propellers must be identified in a manner outlined in FAR Section 45.11 with the information outlined in FAR Section 45.13.

(ii) Critical components as defined in FAR Section 45.14 to be used as spare or replacement/modification parts must be identified with a part number and serial number.

(iii) Appliances and articles of a design approved by an FAA letter of TSO design approval must be marked in accordance with the requirements outlined in Part 21, Subpart O, and any additional marking requirements specified in the particular TSO.

(iv) Parts and materials to be used as spare or replacement/modification parts must be identified by a part number and the manufacturer's name or trade mark. In addition, information concerning the model designation or the type certificated product for which the part is eligible for installation must be furnished.

(b) Maintenance records. The products must be accompanied by maintenance records equivalent to those specified in FAR Section 91.173 that reflect the status of required inspections, life limits, etc.

(c) Operational check. In the case of aircraft engines or propellers, the aircraft engine or propeller must have been subjected to a final operational check to the manufacturer's specifications.

321. ROT special requirements.

(a) Identification and marking

(i) Aircraft, aircraft engines, and propellers must be identified in a manner outlined in the CASR Part 1.

(ii) Critical components as defined in the CASR to be used as spare or replacement/modification parts must be identified with a part number and serial number.

(iii) Appliances and articles of a design approved by an DGAC letter of TSO design approval must be marked in accordance with the requirements outlined in CASR Part 6, Subpart Y, and any additional marking requirements specified in the particular TSO.

(iv) Parts and materials to be used as spare or replacement/modification parts must be identified by a part number and the manufacturer's name or trade mark. In addition, information concerning the model designation or the type certificated product for which the part is eligible for installation must be furnished.

(b) Maintenance records. The products must be accompanied by maintenance records equivalent to those specified in CASR Part 18 that reflect the status of required inspections, life limits, etc.

(c) Operational check. In the case of aircraft engines or propellers, the aircraft engine or propeller must have been subjected to a final operational check to the manufacturer's specifications.

33. Supplier Provision. As provided in Section 51 of this Schedule, the airworthiness authority of the State in which a product manufacturer is located may request conformity certificates of the airworthiness authority in the State in which the product manufacturer's supplier is located for specified components produced by that supplier.

330. Request for conformity certifications. Requests for such certifications would be considered appropriate when:

(a) The product manufacturer has developed and implemented quality control procedures acceptable to the product manufacturer's airworthiness authority to ensure that the supplier furnished components will meet the pertinent design data and be in a condition for safe operation. This would include provisions for the product manufacturer to make initial on-site supplier capability evaluations, first article inspections, and perform any subsequent audits, source inspections, etc., at the supplier facility, as necessary, to make the final airworthiness determination.

(b) The product manufacturer's airworthiness authority--not the product manufacturer--makes the request for conformity certifications when the airworthiness authority finds such certifications necessary to ensure that the product manufacturer is demonstrating adequate control of the particular supplier.

(c) The product manufacturer's airworthiness authority notifies to the supplier's airworthiness authority the design, test, and quality control requirements to which the component must conform.

331. Component categories. Requests for conformity certifications should be limited to components that are of such complexity that they are not inspectable by the product manufacturer prior to installation in the final product and fall into one of the following categories:

(a) Prototype components to be used for design evaluation purposes; e.g., type certification programs.

(b) Pre-production components, i.e., components to be used in a completed product submitted for airworthiness certification or approval after a type certificate has been issued but before production privileges have been granted.

(c) First article inspections on production components which fall into a priority part category.

(d) Production components, when feedback to the product manufacturer's airworthiness authority reveals a safety

problem.

332. Deviations. The supplier's airworthiness authority will note any deviations from the requirements notified by the product manufacturer's airworthiness authority on the conformity certification for the particular component.

333. Airworthiness determinations. The conformity certification issued by the supplier's airworthiness authority should not be misconstrued as being an export airworthiness approval, since they do not constitute an airworthiness determination. Such determinations remain the responsibility of the product manufacturer and its airworthiness authority. The certifications only serve to attest to the product manufacturer's airworthiness authority that a component conforms to the design, test, and quality control requirements which that airworthiness authority has notified to the supplier's airworthiness authority. Accordingly, when a product manufacturer desires to ship a component directly to an operator/user, it must make the necessary airworthiness determination. In these instances, any necessary export airworthiness approvals must be issued by the product manufacturer's airworthiness authority or its designee. The only condition under which the supplier's airworthiness authority could issue an export airworthiness approval for such components would be where the supplier obtains its own production approval for the particular components from the supplier's airworthiness authority.

CHAPTER 4. ACCOUNTABILITY.

40. General. Each airworthiness authority has responsibility to the other to assure both design or manufacturing deficiencies are corrected as specified in this chapter on products which were imported or exported under the BAA and which have current TC's or production approvals issued by that airworthiness authority to a person located in its State. When a person in the Contracting State holds only design or manufacturing responsibility, that airworthiness authority's responsibility under this chapter is equally limited. These responsibilities include:

410. Communication. The need for FAA/DGAC dialogue to assure that the same or consistent information and requirements are issued on a given product;

411. Notification of unsafe conditions. When the service experience in the importing State indicates the existence of an unsafe condition associated with the design, manufacture, or maintenance of a product, such information should promptly be provided to the exporting authority. When such information is so provided, the exporting authority should give expedient attention to the information and consider appropriate action to correct the

condition.

412. Accident/incident investigation assistance. When an importing authority needs airworthiness information for the investigation of service incidents or accidents involving a product imported under the BAA, the request for the information should be directed to the appropriate exporting authority office. 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. If urgency requires that the importing authority request the information directly from the manufacturer, the importing authority shall immediately inform the responsible exporting authority office of this action.

413. Mandatory airworthiness actions. In the case of mandatory airworthiness actions, each airworthiness authority shall keep the other fully informed in a timely manner of all mandatory airworthiness modifications and special inspections which are determined to be necessary on products designed or manufactured in either State. The issuing airworthiness authority shall identify the safety problem (unsafe condition) requiring the mandatory airworthiness action. A standard notification system shall be established which will assure that all such actions are promptly notified to the other airworthiness authority. In the case of emergency airworthiness information, the issuing airworthiness authority should ensure special handling so that the other airworthiness authority is notified immediately and can take appropriate parallel action within the constraints of the original action. Unless differing operational conditions obviate the need, the other airworthiness authority shall issue expedient and consistent mandatory airworthiness information to operators of the product in its country.

CHAPTER 5. MUTUAL COOPERATION AND TECHNICAL ASSISTANCE.

50. Communications and Meetings. Applicants for product type design approval frequently request technical meetings or correspond directly with the importing authority to discuss and resolve technical issues that commonly arise in the applicants' programs. Because each airworthiness authority relies heavily on the other's understanding of its position on such issues, the exporting authority shall be included in any such meetings or correspondence. Also, each airworthiness authority shall seek the other airworthiness authority's opinions before significant issues regarding an applicant's program are resolved and, accordingly, will generally discourage a meeting with the applicant to discuss and resolve technical issues unless the other airworthiness authority is also invited. Similarly, correspondence will generally be answered through, coordinated with, or copied to the exporting authority.

51. Technical Evaluation Assistance. Upon request and mutual agreement, one airworthiness authority may perform technical evaluation assistance to the other airworthiness authority in furtherance of the purposes and objectives of the BAA. Such areas of assistance may include, but are not limited to witnessing tests, performing inspections, reviewing reports, doing flight tests, and obtaining data.

52. Exchange of Information on Standards and Certification Systems. It is recognized that an essential factor in a smoothly operating BAA is a thorough and up-to-date knowledge by the exporting authority of the regulations, policies, practices, and interpretations of the importing authority. Early efforts should assure that each airworthiness authority has in its possession a complete set of the other airworthiness authority's written regulations, guidance, policies, practices, and interpretations, or have a source for such information. Since such regulations, policies, practices, and interpretations are continually undergoing review and revision, it is imperative that the exporting authority's maximum practicable involvement in the review and revision process be permitted and encouraged. This should take the form of early and direct notification of all comments resulting, and early notification of the text, impact, and effective date of any adopted changes.

CHAPTER 6. SPECIAL ARRANGEMENTS. It is anticipated that urgent or unique situations will develop--with respect to design, product airworthiness certification or acceptance, or technical assistance--which have not been specifically addressed in this Schedule of Implementation Procedures, but which are broadly covered in the BAA. When such a situation arises, it shall be reviewed by the respective FAA and DGAC personnel, and a procedure developed to deal with the situation. Confirmation of the procedure shall be either by routine correspondence or, if considered significant, by the signing of a Memorandum of Understanding. Part of the process of reviewing the problem and preparing an appropriate procedure shall include a determination of the uniqueness of the situation. If it is apparent that the situation is unique, with little possibility of repetition, then a termination date may, if appropriate, be attached to the correspondence or Memorandum of Understanding. However, if the situation has anticipated new technology or management developments which will lead to further repetitions, then this Schedule of Implementation Procedures shall be revised and submitted for approval by the FAA Administrator and the DGAC Director General at the next review meeting. It should be noted that, when the unique or urgent situation falls within the responsibility of an FAA Aircraft Certification Directorate Manager, that Manager will be responsible for developing the necessary procedures.

This Schedule of Implementation Procedures has been reviewed and approved by the undersigned.

Barry Lambert Harris
Administrator, FAA

2-3-92
Date

Zainuddin Sikado
Director General of Air Communications

2-3-92
Date

APPENDIX A

List of addresses for FAA Aircraft Certification Offices and DGAC Airworthiness Regional Offices.

1.0 FAA AIRCRAFT CERTIFICATION OFFICES

Brussels ACO (AEU-100)
Address all correspondence to Manager, Aircraft Certification Staff.

15 rue de la Loi, (3rd Floor)
B-1040
Brussels, Belgium

(Mail address from North America)
c\o American Embassy
APO New York, NY 09667-1011

Tel. 322-513-3830 Ext. 2710
Fax. 322-230-0534

Boston ACO
12 New England Park
Burlington, Mass. 01830

Tel. 617-273-7118
Fax. 617-273-2412

New York ACO
181 South Franklin Avenue
Room 202
Valley Stream, NY 11581

Tel. 516-791-6680
Fax. 516-791-9024

Atlanta ACO
Suite 210
1669 Phoenix Parkway
Atlanta, GA 30349

Tel. 404-991-6121
Fax. 404-991-7261

Chicago ACO
Room 232
2300 East Devon Avenue
Des Plaines, IL 60018

Tel. 312-694-7357
Fax. 312-694-7310

Wichita ACO
Room 100
1801 Airport Road
Mid-Continent Airport
Wichita, KN 67209

Tel. 316-946-4400
Fax. 316-946-4407

Seattle ACO
1601 Lind Avenue, S.W.
Renton, Washington 98055-4056

Tel. 206-227-2180
Fax. 206-227-1181

Anchorage ACO
Federal Building
P.O. Box 12, 701 C St.
Anchorage, AK 99515

Tel. 907-271-5927
Fax. 907-276-7261

Denver ACO
10455 East 25th Avenue
Aurora, CO 80010

Tel. 303-340-5575
Fax. 303-340-5430

Los Angeles ACO
3229 East Spring Street
Long Beach, CA 90806-2425

Tel. 213-988-5200
Fax. 213-988-5210

Fort Worth ACO
Mailing Address:
Fort Worth ACO
Fort Worth, Texas 76193-0100

Street Address:
4400 Blue Mound Road
Fort Worth, TX 76101

Tel. 817-624-5150
Fax. 817-624-5031

AIRCRAFT CERTIFICATION DIRECTORATES

Aircraft certification Directorates have formulation and standardization responsibilities for specific types of aircraft and aeronautical products.

Engine and Propeller Directorate

Regulatory and policy responsibility for all aircraft engines and propellers.

12 New England Executive Park
Burlington, Massachusetts 01803

Tel. 617-270-7100
Fax. 617-270-2412

Rotorcraft Directorate

Regulatory and policy responsibility for normal and transport category rotorcraft.

Mailing Address:
Rotorcraft Directorate
Fort Worth, Texas 76193-0100

Street Address:
4400 Blue Mound Road
Fort Worth, Texas 76193

Tel. 817-624-5108
Fax. 817-624-5988

Small Airplane Directorate

Regulatory and policy responsibility for:

1. Airplanes weighing less that 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, and hot air balloons.

601 East 12th Street
Kansas City, Missouri 64106

Tel. 816-426-6937
Fax. 816-426-2169

Transport Airplane Directorate

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, S.W.
Renton, Washington 98055-4056

Tel. 206-227-2104
Fax. 206-227-1100

2.0 AIRWORTHINESS OFFICE OF DGAC

Directorate of Airworthiness Certifications
Directorate General of Air Communications
Jalan Angkasa No. 8
Kemayoran Jakarta 10002
P.O. Box 3049
INDONESIA

Tel: (62-21) 415 228
Fax: (62-21) 411 457/415 228