# *OPERATING PROCEDURES*

Between the Federal Aviation Administration (FAA)
and
the Civil Aviation Inspectorate (CAI) of the Czech Republic

FOR

## DESIGN APPROVAL,
## AIRWORTHINESS CERTIFICATION,
## CONTINUED AIRWORTHINESS, AND
## MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

Under the Agreement between
the United States of America
and
Czechoslovakia

JANUARY 29, 1996

# TABLE OF CONTENTS

# INTRODUCTION

This document contains the procedures developed by the Federal Aviation Administration (FAA) and the Civil Aviation Inspectorate (CAI) to implement the agreement between the United States and Czechoslovakia (also known as the Bilateral Airworthiness Agreement or "BAA").

These Procedures are intended to facilitate the approval process for aircraft and other aeronautical products being imported and exported between the U.S. and the Czech Republic. They are also intended to facilitate mutual cooperation and technical assistance for aircraft and other aeronautical products being manufactured in the U.S. and in the Czech Republic. These Procedures provide for designated officials within the FAA and CAI to make special arrangements as they deem necessary in unique situations to implement these Procedures.

These Procedures may be jointly reviewed at any time at the request of either the FAA or CAI and will be reviewed periodically, taking into account improvements, additions, or changes suggested by either the FAA or CAI, by U.S. or Czech Republic aviation industry associations or their member companies, or by other interested parties, to ensure that the Procedures remain current. Amendments and revisions shall be co-developed and issued by the FAA Director of Aircraft Certification Service and the Civil Aviation Inspectorate, Director of the Airworthiness Division.

Suggestions for improvement are welcomed and can be addressed to either of the addresses below, which are responsible for the administrative process of keeping this document current. All changes to these Procedures, including Appendices, will be jointly administered by the FAA Aircraft Certification Service, AIR-4, and the Civil Aviation Inspectorate, Airworthiness Division.

FAA address:

Aircraft Certification Service
Federal Aviation Administration
AIR-4
800 Independence Avenue, S.W.
Washington, D.C. 20591
U.S.A.

Telephone: 202-267-9559
Fax: 202-267-5364

CAI address:

Airworthiness Division
Civil Aviation Inspectorate
Letiste Praha-Ruzyne
160 08 Praha 6
Czech Republic

Telephone: 42-2-324086
Fax: 42-2-364112

# *OPERATING PROCEDURES*

for

Design Approval, Airworthiness Certification, Continued Airworthiness, and Mutual Cooperation and Technical Assistance

## CHAPTER 1. GENERAL

10. Purpose. This document contains procedures agreed upon between the Federal Aviation Administration (FAA) and Civil Aviation Inspectorate (CAI) to carry out the objectives of the agreement between the United States of America and Czechoslovakia concerning the airworthiness certification of imported civil aeronautical products, hereafter referred to as the bilateral airworthiness agreement (BAA).

11. Basis. The basis for these Operating Procedures is Section 7 of the BAA. Both FAA and CAI have determined that the aircraft certification systems of each authority for the airworthiness certification, approval, or acceptance of civil aeronautical products are sufficiently similar in structure and meaning to make these Procedures practicable.

12. Objectives. The objectives of these Operating Procedures, in accordance with the BAA, are intended to ensure that the maximum practical credit is given to the exporting civil airworthiness authority's (exporting authority's) certification system. These Procedures address the following topics:

120. Design approval procedures. The Procedures for the approval of the design of a product, and changes to the design of a product, to establish compliance with the applicable airworthiness standards of the importing civil airworthiness authority (importing authority), or criteria determined by the importing authority to provide a level of safety equivalent to its own.

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

122. Continued airworthiness. The Procedures for the continued operational safety of exported products to be implemented by each civil airworthiness authority to ensure that in-service safety issues are addressed and resulting corrective actions are carried out in a timely manner.

123. Accountability. The Procedures to enable the persons responsible for a product's design integrity and manufacturing quality assurance/control, and the civil airworthiness authority having jurisdiction over these activities, to be identified for the products imported, and to determine that adequate technical capability is available to

ensure that safety issues which may arise with regard to the product in service will be satisfactorily resolved in a timely manner.

124. Mutual cooperation and technical assistance. The Procedures to enable the FAA and CAI 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 one civil airworthiness authority in fulfilling its national airworthiness regulatory duties in the other civil airworthiness authority's country.

125. Special arrangements. The Procedures to provide for the resolution by the FAA and CAI by special arrangement, as necessary, of urgent or unique situations not envisaged in these Procedures, providing the situation falls within the scope and purpose of the BAA.

13. Scope. These Procedures cover the provisions set forth in the following paragraphs.

*Provisions for Promoting Aviation Safety:*

(a) FAA and CAI agree to mutual cooperation, enabling both civil airworthinesss authorities to exchange appropriate information needed to understand and conduct the approval and monitoring processes contained in these Procedures.

(b) FAA and CAI agree to cooperate when technical assistance is needed by one civil airworthiness authority in fulfilling its national airworthiness duties in the other civil airworthiness authority's country.

(c) FAA and CAI agree to develop special arrangements, as necessary, to resolve urgent or unique situations which have not been specifically addressed in these Procedures, but which are within the scope of the BAA.

*Provisions for Products and Parts Accepted for Import under these BAA Operating Procedures (reference paragraph 1. of the US/Czechoslovakia BAA):*

(d) Czech Republic acceptance of FAA Export Certificates of Airworthiness for the following products designed and constructed in the US:
- aircraft,
- aircraft engines, and
- propellers.

(e) Czech Republic acceptance of FAA certificates of airworthiness for export (airworthiness approval tags) for the following products and parts designed and constructed in the US:
- aircraft appliances, and
- materials, and modification and replacement parts (for the aircraft, aircraft engines, propellers, and appliances listed in (d) above)

for use on Czech-registered aircraft for which the FAA is the original type certificating authority.

(f) U.S. acceptance of CAI Export Certificates of Airworthiness for the following products designed and constructed in the Czech Republic:
- aircraft,
- aircraft engines, and
- propellers.

(g) U.S. acceptance of CAI certificates of airworthiness for export (airworthiness approval tags) for the following products and parts designed and constructed in the Czech Republic:
- aircraft appliances, and
- materials, and modification and replacement parts (for the aircraft, aircraft engines, propellers and appliances listed in (f) above)

for use on U.S.-registered aircraft for which the CAI is the original type certificating authority.

Note: For other airworthiness certifications not covered under the above Scope, the CAI Director of Airworthiness Division and the FAA Aircraft Certification Service Director may review the particular situations and mutually agree to accept these airworthiness certifications on a case-by-case basis under these Operating Procedures.

14. Definitions. The definitions in the BAA are incorporated by reference in these Procedures. As used in these Procedures, the following definitions are provided to supplement those definitions.

(a) "Additional Technical Conditions" means the terms notified by the importing authority for the acceptance of the type design of an aeronautical product to account for differences between the importing and exporting authorities in:

(i) airworthiness standards, applications, policies, and guidance materials;

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

(iii) application of exemptions or equivalent safety findings from the airworthiness standards;

(iv) operational requirements; and

(v) mandatory airworthiness action taken to correct unsafe conditions.

(b) "Airworthiness Criteria" means criteria governing the design, performance, materials, workmanship, manufacture, maintenance, and alteration or modification of civil aeronautical products to be imported, as prescribed by the importing authority, to enable it to find that the design, construction, and condition of the product complies with

the laws, regulations, standards, and requirements of the importing authority concerning airworthiness.

(c) "Alteration" or "Modification" means making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected product.

(d) "Appliance" means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, aircraft engine, or propeller.

(e) "Civil Aeronautical Product" (herein also referred to as "product") means any civil aircraft, or aircraft engine, propeller, appliance, material, part, or component to be installed thereon.

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

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

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

(i) "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.

(j) "Exemption" means allowable noncompliance with a requirement when processed through the appropriate regulatory procedure by the CAA and found to be in the public interest and not to have an adverse effect on safety.

(k) "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. (Note: The term "State" is meant to mean the country, including all its territorial possessions, which is identified as a signatory of these Procedures.)

(l) "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 while registered in the importing State; and develop appropriate maintenance, operating, and pilot type rating information for the product.

(m) "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.

(n) "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. (Note: The term "State" is meant to mean the country, including all its territorial possessions, which is identified as a signatory of these Procedures.)

(o) "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.

(p) "Manufacturer" means the person responsible for the final assembly of a product under a CAA-approved quality assurance system which ensures conformity of the product to an approved type design and includes the activities of producing or fabricating, notwithstanding that portions of the product may have been manufactured by other persons at other locations.

(q) "Nonstandard category aircraft" means an aircraft which is only eligible for a restricted, experimental, limited, primary, or provisional airworthiness certificate or a flight permit (or flight authorization for foreign aircraft).

(r) "Person" means any individual, firm, co-partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, or other similar representative thereof.

(s) "Priority Part" means any part or assembly in an FAA-approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.

(t) "Product" means any civil aircraft, aircraft engine, or propeller, and any article or appliance approved under a Technical Standard Order Authorization or Letter of Technical Standard Order Design Approval.

(u) "Product Airworthiness Approval" means the issuance of an airworthiness certificate, or an export airworthiness certificate, by an airworthiness authority for a particular civil aeronautical product to permit operation or use of the product under the laws, regulations, standards and requirements of the issuing State.

(v) "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.

(w) "Special Condition" means an airworthiness standard(s) prescribed by the CAA when the regulations for 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 CAA finds neccessary to establish a level of safety equivalent to that established in the regulations.

(x) "Standard Category Airworthiness Certification" means the issuance of a standard category airworthiness certificate for aircraft type certificated or type approved in the normal, utility, acrobatic, commuter, balloon, and transport categories, and special classes for aircraft including gliders and airships, and other aircraft as deemed appropriate by the civil aviation authority.

(y) "Supplier" means a person who contracts to provide a component or special process to a product manufacturer to be incorporated into the manufacturer's civil aeronautical product.

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

(aa) "Type Design Approval" means the issuance of a certificate, approval, or acceptance by, or on behalf of, an airworthiness authority for the type design of a product.

15. Interpretations. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications, approvals, or acceptance under these Procedures, the interpretation of the competent civil airworthiness authority whose law, regulation or requirement is being interpreted shall prevail.

16. Amendments. These Operating Procedures may be reviewed and amended at any time by mutual consent of the FAA and CAI. Amendments shall be co-developed and made effective by the signatures of the FAA Director of Aircraft Certification Service and the CAI Director of the Airworthiness Division. Each amendment shall specify its effect, if any, on activities conducted under these Procedures prior to the amendment.

The FAA and CAI further recognize that significant revision by either authority to its organization, regulations, policies or procedures may affect the basis on which these Operating Procedures are executed. Accordingly, upon notice of such changes by one authority, the other authority may request consultation to review the need for amendment to these Procedures as to either scope or substance.

17. Termination. Either the FAA or CAI may terminate these Procedures upon sixty days written notice to the other party. Termination of these Procedures will not affect the validity of activity conducted under their provisions prior to termination.

## CHAPTER 2. DESIGN APPROVAL PROCEDURES

20. General. Approval of the type design of a product, changes to the type design of a product, and the design approval for appliances, and replacement and modification parts 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 may 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 has been examined, tested, and found to meet the airworthiness criteria prescribed by the importing authority.

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. standard category 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 FAR Parts 121 or 135; or

(c) To permit a related product (aircraft engines and propellers) and appliances to be installed on an aircraft having a U.S. standard category 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, Czech applicants for design approval should provide the FAA, through the CAI, evidence of intended U.S. utilization or installation on a U.S.-manufactured product at the time of application. Any exceptions to this policy must be approved by the Director, Aircraft Certification Service.

211. Czech Republic. A CAI Type Certificate, Type Acceptance Certificate, or Type Approval for a product is a prerequisite:

(a) For issuance of a CAI Airworthiness Certificate;

(b) To permit a U.S.-produced and U.S.-registered aircraft to be operated under lease by a Czech operator; or

(c) To permit a related product (aircraft engines, propellers, and appliances) to be installed on an aircraft having a CAI Airworthiness Certificate.

The CAI 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. CAI does not generally grant Type Certificates or Type Approvals for products manufactured outside the Czech Republic which are not intended for utilization in the Czech Republic, except for products to be installed on Czech-manufactured products. Therefore, U.S. applicants for a Type Certificate or Type Approval should provide CAI, through the FAA, evidence of intended utilization in the Czech Republic at the time of application.

22. Type Certification Procedures for Aircraft, Aircraft Engines, and Propellers. Both the FAA and CAI issue type certificates (TC) to convey approval of the type design of aircraft. The following procedures apply to such product type designs to be type certificated by the FAA or by CAI for standard category airworthiness certification. Non-standard category aircraft, and engines and propellers for non-standard category aircraft, will be dealt with on a case-by-case basis through the special arrangements provision in Chapter 7 of this document.

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

(a) All Czech applications for FAA type design approval for aircraft shall be sent by the CAI to the Brussels Aircraft Certification Office, 15 rue de la Loi (1st Floor), B-1040 Brussels, Belgium. All Czech applications for FAA type design approval for aircraft engines and propellers shall be sent by the CAI to the Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803, USA.

If the application is for a category of product, class of TSO, or is of a level of complexity that has not been previously certificated by the CAI, the FAA may increase the scope of its validation program. The CAI 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.

(b) All U.S. applications for CAI type design approval shall be sent to the nearest FAA Aircraft Certification Office (ACO) in the applicant's geographical area, and the FAA ACO will forward the application to the accountable FAA Aircraft Certification Service Directorate. The accountable Directorate will send the application to the Civil Aviation Inspectorate, Airworthiness Division, Letiste Praha-Ruzyne, 160 08 Praha 6, Czech Republic. Appendix A contains a list of addresses for FAA Headquarters, FAA Aircraft Certification Offices, FAA Manufacturing Inspection Offices, FAA Aircraft Certification Service Directorates, and Civil Aviation Inspectorate Offices.

(c) Applications should include a general description of the product including:

(i) A three-view drawing for aircraft;

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

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

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

(v) 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.

(a) The importing authority shall establish the 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) Also, additional technical conditions may be specified by the importing authority to establish a level of safety equivalent to the importing authority’s own domestic standards for a similar product.

(c) Additional technical conditions may include any or all of the following:

(i) Additional airworthiness conditions based on differences in the airworthiness standards, applications, policies, and guidance materials between the two States. In the case of the U.S., the airworthiness standards are set out in the Federal Aviation Regulations (FAR) Part 23 through 35. In the case of the Czech Republic, the airworthiness standards are set out in the L8-A Regulation;

(ii) Special Conditions to establish certification standards for novel or unusual design features of the product which are not covered by the airworthiness standards of the exporting authority;

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

(iv) Mandatory airworthiness actions (e.g., Airworthiness Directives) directed by the exporting authority to correct unsafe conditions experienced during the operation of the product prior to application to the importing authority.

(d) Any anticipated exemptions or equivalent level of safety (ELS) determinations should be documented in certification issue papers (see Paragraph 223 of these Procedures). Upon granting of the exemption or the finding of ELS, they, along with any operating limitations, should become part of the type certification basis, and are to be incorporated by reference on the Type Certificate Data Sheet.

(e) After the importing authority has established the type certification basis, the airworthiness standards program for type certification by the importing authority shall be developed jointly by the importing authority and exporting authority so as to:

(i) Give maximum credit to the exporting authority's domestic certification program; 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.

(f) At the option of the applicant, operational requirements may also be evaluated during the type certification program. In so doing the applicant would be facilitating the issuance of the operational approvals for the aircraft required by the aircraft operators in the importing state.

223. Certification issue papers. Certification issue papers may be prepared by the importing authority which describe issues, such as the type certification basis, which need particular attention and resolution before the importing authority can grant a TC or before an aircraft can enter a special type of operation, such as extended-range operations. The exact form and scope of the issue papers will be determined by each

civil airworthiness authority and details of their use will be provided to the other authority.

224. 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 be arranged through the exporting authority. Location of the meetings may vary, depending on the needs and priorities, and will 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 and both authorities to provide the applicant with the importing authority's position with respect to any unresolved technical issues; and

(d) Technical meetings involving flight operations, manufacturing, 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.

225. 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 the type certificate, 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 type certification basis. Upon occasion, as deemed appropriate by either the importing authority or exporting authority, a joint compliance finding may be conducted for certain airworthiness standards. The applicant shall submit all data to the exporting authority for verification and transmission to the importing authority.

226. Changes to a type certificate.

(a) Changes to the type certificate (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) Routine design changes (such as customer unique items, service bulletin changes, and product improvements), other than those to be dealt with under Section 226(a), shall be considered approved by the importing authority upon approval by the exporting authority under its normal procedures. This information on the changes should be supplied to the importing authority on a timely basis.

23. Joint Type Certification Procedures. The importing and exporting authorities may undertake joint type certification projects (concurrent and cooperative certification projects) with respect to products covered by the Scope of these Procedures when it is in the interest of both authorities and their aviation industries.

24. Design Approvals of Products Other Than Aircraft, Aircraft Engines, and Propellers.

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

(a) All Czech applications for FAA design approval shall be sent by the CAI to the Brussels Aircraft Certification Office, 15 rue de la Loi (1st Floor), B-1040 Brussels.

(b) All U.S. applications for CAI design approval shall be sent to the FAA Aircraft Certification Office (ACO) in the applicant's geographical area, and they will send the application to CAI, Airworthiness Division, Letiste Praha-Ruzyne, 160 08 Praha 6, Czech Republic. Appendix A contains a list of addresses for FAA Headquarters, FAA Aircraft Certification Offices, FAA Manufacturing Inspection Offices, FAA Aircraft Certification Service Directorates, and Civil Aviation Inspectorate Offices.

241. Letters of Technical Standard Order Design Approval. 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 CAI issues Type Approvals for appliances for which either a Technical Specification has been approved, or for which a performance standard has been published or adopted by reference to the internationally accepted standards such as TSO, ISO, RTCA DO, EUROCAE DO. The appropriate form of TSO design approval, within the limits of the Scope of these Procedures, may be issued to the applicant by the importing authority after:

(a) Receipt and review of a certifying statement from the applicant through the exporting authority, with certification by the exporting authority, that the performance of the appliance or article complies with the applicable TSO or other accepted standards of the importing authority;

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

(c) Receipt and review of other specific technical data, as jointly agreed between the authorities, needed to demonstrate compliance with a TSO, such as a first-of-a-kind TSO, or unique applications of a TSO appliance; and

(d) Receipt and review of any approvals of deviations granted by the exporting authority. Deviations must be approved by the importing authority.

Note: A Letter of TSO Design Approval or Type Approval does not constitute an installation approval for that appliance on an individual aircraft. The applicant/installer must obtain installation approval from their national civil aviation authority for use on a U.S./Czech Republic-registered aircraft.

## CHAPTER 3. EXPORT AIRWORTHINESS CERTIFICATION PROCEDURES

30. General. Export Certificates of Airworthiness shall be issued by the exporting authority for complete aircraft, aircraft engines, and propellers previously type certificated. Certificates of airworthiness for export shall be issued by the exporting authority for type approved appliances, parts and materials. The importing authority shall give the same validity to these Export Certificates of Airworthiness and certificates of airworthiness for export of the exporting authority as if those certificates had been issued by the importing authority in accordance with its own applicable laws, regulations, and requirements. Such Certificates of Airworthiness will be accepted by CAI within sixty (60) days since the date of inspection on which they were based.

31. Production Quality Assurance/Control System Approval. All products exported under the provisions of these Procedures shall be produced in accordance with a production quality assurance/control system approved and 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/control system by the importing authority is not required, although it is consistent with the intent of these Procedures that the importing authority may, on an initial and recurrent basis, become familiar with the manufacturer's production quality assurance/control system.

32. Issuing and Accepting Export Certificates of Airworthiness and Certificates of Airworthiness for Export (Airworthiness Approval Tags).

320. Complete aircraft, aircraft engines, and propellers. The importing authority shall accept the Export Certificate of Airworthiness of the exporting authority

on the aircraft, aircraft engine, or propeller when the exporting authority certifies that each product:

(a) Conforms to a type design approved by the importing authority, 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;

(c) Meets the special requirements of the importing country; and

(d) For an aircraft engine or propeller, had undergone a final operational check.

321. Appliances. The importing authority shall accept the certificate of airworthiness for export of the exporting authority on appliances when the exporting authority certifies that each appliance:

(a) Meets the applicable TSO requirements of the importing country;

(b) Complies with applicable importing authority mandatory airworthiness modifications and special inspections;

(c) Is marked in accordance with Sub-paragraph 330(a)(iii) or 331(a)(iii) of these Procedures; and

(d) Meets the special requirements of the importing country.

322. Parts and materials. The importing authority shall accept the certificate of airworthiness for export of the exporting authority on parts and materials when the exporting authority certifies that each product:

(a) Conforms to approved design data;

(b) Is marked in accordance with Sub-paragraph 330(a)(iv) or 331(a)(iv) of these Procedures; and

(c) Meets the special requirements of the importing country.

323. Export Certificate of Airworthiness exceptions. Any non-conformities to the importing authority’s approved type design shall be noted by the exporting authority as an exception on the Export Certificate of Airworthiness document. Any exceptions noted on the Export Certificate of Airworthiness for an aircraft, aircraft engine, or propeller shall be resolved by the applicant/installer, and accepted by the importing civil airworthiness authority by issuance of a waiver, before an aircraft is eligible for a U.S. or Czech Republic airworthiness certificate.

324. Certificate of airworthiness for export exceptions. Any non-conformities to the importing authority's approved design shall be noted by the exporting authority as an exception on the certificate of airworthiness for export. Any exceptions noted on the certificate of airworthiness for export shall be resolved by the applicant/installer, and accepted by the importing civil airworthiness authority by issuance of a waiver, before an appliance is eligible for installation on an aircraft having a U.S. or Czech Republic airworthiness certificate.

33. Additional Requirements for Importing Products. The following identifies those additional requirements which must be complied with as a condition of acceptance of products imported into the U.S. or the Czech Republic, or for use on U.S./Czech Republic-registered aircraft.

330. U.S. 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, used in original manufacturing of the product, or to be used as spare or replacement/modification parts must be identified with a part number (or equivalent) and serial number (or equivalent).

(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 FAR Part 21, Subpart O, and any additional marking requirements specified in the particular TSO. Approved deviations shall be marked by the holder of the TSO design approval on the TSO appliance or noted in attached limitations.

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

(b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections.

(c) Maintenance records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance records equivalent to those specified in FAR Section 91.417 that reflect the status of required inspections, life limits, etc.

331. Czech Republic 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, used in original manufacturing of the product, or to be used as spare or replacement/modification parts must be identified with a part number (or equivalent) and serial number (or equivalent).

(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 FAR Part 21, Subpart O, and any additional marking requirements specified in the particular TSO. Approved deviations shall be marked by the holder of the TSO design approval on the TSO appliance or noted in attached limitations.

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

(b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer’s maintenance manuals having airworthiness limitation sections.

(c) Maintenance records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance records equivalent to those specified in FAR Section 91.417 that reflect the status of required inspections, life limits, etc.

## CHAPTER 4. CONTINUED AIRWORTHINESS

40. General. The exporting authority is responsible for supporting the continued operational safety of the exported product. The importing authority, upon issuance of the import type certificate or letter of TSO design approval, shares in the responsibility to ensure continued airworthiness of the product while operating on its registry. Under the provisions of these Procedures, the exporting authority is accountable to the importing authority to resolve in-service safety issues related to design, production, or operation. The 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 its own mandatory corrective actions.

At the request of the importing authority, the exporting authority shall, in respect of products designed or manufactured in that State, assist the importing authority in determining action considered necessary by the importing authority for the continued operational safety of the product. The respective decision as to the final action to be taken lies solely with the importing authority.

41. Failures, Malfunctions, Defects, Accident and Incident Reports. Each authority agrees to, upon request, provide the other with information on failures, malfunctions, defects, accidents, and incidents encountered in service.

*FAA Address for all reports:*

Brussels Aircraft Certification Office
AEU-100
15 rue de la Loi (1st Floor)
B-1040 Brussels
Belgium

Telephone: (310) 627-5200
Fax: (310) 627-5210

*Civil Aviation Inspectorate Address for all reports:*

Civil Aviation Inspectorate
Airworthiness Division
Letiste Praha-Ruzyne
160 08 Praha 6
Czech Republic

Telephone: 42-2-324086
Fax: 42-2-364112
Telex:

42. Unsafe Conditions. When the service experience in the importing State indicates the existence of an unsafe condition associated with the design, manufacture, or operation/maintenance of a product, such information should be provided without delay to the exporting authority. When such information is provided, the exporting authority should give expedient attention to the information and consider appropriate action to correct the condition, and so advise the importing authority.

The exporting authority shall assist the importing authority in developing remedies, as may become necessary, to correct any unsafe condition of the type design that may be discovered after the product type design is approved by the importing authority.

43. Mandatory Continuing Airworthiness Actions. In the case of mandatory continuing airworthiness actions, each civil airworthiness authority shall keep the other fully informed by telephone or fax without delay of its intent to issue and the final issuance of all mandatory airworthiness modifications, special limitations, or special inspections which are determined to be necessary on products designed or manufactured in either State (see paragraph 41. for telephone and fax numbers). The issuing civil airworthiness authority shall identify the safety problem (unsafe condition) requiring the mandatory continuing airworthiness action. In the case of emergency airworthiness information, the issuing civil airworthiness authority should ensure special handling so that the other civil airworthiness authority is notified immediately and can take appropriate parallel action within the constraints of the original action.

On a quarterly basis, the CAI will provide the FAA a summary index list of safety related approved mandatory bulletins for aircraft manufactured in the Czech Republic and exported to the United States.

## CHAPTER 5. ACCOUNTABILITY

50. General. Each civil airworthiness authority has responsibility to the other to ensure both design and manufacturing deficiencies are corrected on products which were imported or exported under these Procedures and which have current type certificates or design and production approvals issued by that civil airworthiness authority to a person located in its State. In those instances where a U.S. or Czech Republic person has undertaken design and/or manufacturing accountability in a participating agreement with a person from a third State, the CAA responsibility is limited to the U.S. or Czech Republic person's obligations.

Responsibilities of FAA and CAI under these Procedures include the following:

51. Communication. There is a need for continuing FAA/CAI dialogue to ensure that the same or consistent information and requirements are issued on a given product. Both FAA and CAI agree that the airworthiness documentation exchanged under these Procedures will be in the English language.

52. Accident/Incident Investigation Information Requests. When an importing authority needs airworthiness information for the investigation of service incidents or accidents involving a product imported under these Procedures, 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 when immediate contacts cannot be made with the exporting authority, the importing authority shall immediately inform the responsible exporting authority office of this action.

53. Protection of Proprietary Data and Freedom of Information Act Requests.

(a) Both authorities recognize that data submitted by a design approval holder as being the property of that holder, and release of that data by the FAA or CAI is restricted. The FAA and CAI agree that they will not copy, release, or show proprietary data obtained from either authority to anyone outside of the FAA or CAI without written consent of the design approval holder, provided to one authority by the other.

(b) 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. Any information which the FAA has in its possession must be disclosed under the FOIA, subject to certain exceptions. Examples of such exceptions are information containing trade secrets, or financial or commercial data that would be considered confidential or privileged or if the release of the information would damage the competitive position of the original submitter of the information. Prior to reaching a decision on whether release of requested information is required by law, the FAA will request the CAI's opinion as to what portions, if any, of the requested information originated by or pertaining to the CAI might be excluded under the exceptions in the Act. If the information requested concerns data submitted to support an application, the FAA will request the CAI's assistance in contacting the submitter.

The procedure will be similar when CAI receives a request, except that legal protection of state, economic and professional secret shall be considered.

54. Enforcement Actions. For the U.S., the principal objective of the FAA compliance and enforcement program is to obtain compliance by certificate holders with the Federal Aviation Act of 1958 (FA Act) and applicable regulations issued thereunder.

CAI was constituted in the Czech Republic as a State Administration Body by Act No. 305 of 1993 to enforce compliance with Civil Aviation Act No. 47 of 1956 and with the applicable regulations issued thereunder.

The FAA and the CAI, as the exporting authorities, shall notify the other without delay, of any investigation or enforcement action being taken against an exporting production approval holder when such action is related to the initial or continued airworthiness of the exported products. This notification may be combined with, or be independent of, the notification of unsafe conditions discussed in Chapter 4, Paragraph 42.

The FAA and CAI agree to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violations of FAA or CAI regulations.

55. Periodic Review and Authority Meetings.

These Procedures may be jointly reviewed at any time at the request of either the FAA or CAI and will be reviewed periodically, taking into account improvements, additions, or changes suggested by either the FAA or CAI, by U.S. or Czech Republic aviation industry associations or their members, or by other interested parties, to ensure that the Procedures remain current.

FAA and CAI will strive to meet once a year to discuss these Procedures, on-going and future certification projects, significant changes in authority organization, any revisions to their certification systems, technical assistance requests, or any other matters relating to the promotion of aviation safety under the Bilateral Airworthiness Agreement. The frequency of these meetings will depend on the resources available to each authority, as well as the amount and importance of the issues to be discussed between the authorities.

## CHAPTER 6. MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

60. Communications and Meetings. The importing authority should, as a matter policy, work through the exporting authority on all matters related to acceptance and continued airworthiness of civil aeronautical products. Nevertheless, applicants sometimes find it necessary to communicate directly with the importing authority to discuss and resolve technical issues that commonly arise during a certification program. While these types of communications should be discouraged and limited, each authority recognizes the neccessity of timely information. In the event of such communications, the importing authority should document such discussions and provide a copy to the exporting authority. If the discussions involve a significant issue, the importing authority should seek the opinion of the exporting authority prior to final resolution of the issue. Any meeting involving the importing authority and applicant should occur with the presence and participation of the exporting authority. Similarly, correspondence from the applicant to the importing authority will generally be coordinated with, and answered by, the exporting authority.

61. Technical Assistance Between Authorities. Upon request of the CAI and mutual agreement of the FAA, the FAA may provide to the CAI, or may provide on behalf of the CAI, technical assistance in furtherance of the purposes and objectives of these Procedures. Such areas of assistance may include, but are not limited to, the following:

610. Requests for conformity certifications. The CAI may request conformity certificates of the FAA for specified subassemblies, parts, material, and components produced by a supplier in the U.S. to a Czech licensed product manufacturer.

Requests for such certifications would be considered when an agreement has been obtained from the FAA, following consultations between the two civil airworthiness authorities on the specific work to be performed that may require the development of special procedures, and when:

(a) The Czech licensed product manufacturer has developed and implemented quality assurance/control procedures acceptable to the CAI 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 and first article inspections and perform any subsequent audits, evaluations, source inspections, etc., at the supplier facility, as necessary, to make the final airworthiness determination.

(b) The CAI --not the Czech licensed product manufacturer--makes the request for conformity certifications when the CAI finds such certifications necessary to ensure that the Czech licensed product manufacturer is demonstrating adequate control of the particular supplier and that products are being manufactured to the CAI approved design and are in a condition for safe operation.

(c) The CAI notifies the FAA of the design, test, and quality assurance/control requirements to which the component must conform.

CAI requests for conformity inspection will be sent to the appropriate FAA product-specific Directorate Manufacturing Inspection Office, as listed in Appendix A.

611. Conformity certifications on component categories. Requests for conformity certifications should be limited to components that are of such complexity that they are not inspectable by the Czech licensed product manufacturer or CAI prior to installation in the final product and fall into one of the following categories:

(a) Prototype components to be used for evaluation purposes during a type certification program.

(b) Pre-production components; i.e., component 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.

Note: For the U.S., a priority part is any part or assembly in an FAA-approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.

(d) Production components, when feedback to the CAI reveals a safety problem, or other specific need.

The FAA will note any deviations from the requirements notified by CAI on the conformity certification for the particular subassembly, part, material, or component.

612. Airworthiness determinations. The conformity certification issued by the FAA should not be misconstrued as being an export airworthiness approval, since conformity does not constitute an airworthiness determination. Such determinations remain the responsibility of the Czech licensed product manufacturer and the CAI. The certifications only serve to attest to the CAI that a component conforms to the design, test, and quality control requirements which the CAI has notified to the FAA. Accordingly, when a Czech licensed 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 CAI or its designee. The only condition under which the FAA could issue an export airworthiness approval for such components would be where the supplier obtains its own FAA design and production approval for the particular components.

62. Exchange of Information on Standards and Certification Systems. The importing and exporting authorities shall keep each other currently informed of all relevant airworthiness laws, regulations, standards, and requirements, and of the their airworthiness certification systems. Each authority shall, to the maximum extent practicable, notify the other authority of any plans to make significant revisions to its standards and system for airworthiness certification or approval; shall, to the maximum extent practicable, offer the other authority an opportunity to comment; and shall give due consideration to the comments made by the other authority on the intended revision.

63. Free Access.

(a) CAI agrees that FAA will have continued free access to participate in CAI inspections and to conduct independent inspections at FAA approval holders and at suppliers to FAA approval holders located in the Czech Republic.

(b) FAA agrees that CAI will have continued free access to participate in FAA inspections and to conduct independent inspections at CAI approval holders and at suppliers to CAI approval holders located in the United States.

64. Significant Changes in Authority Structure. Each authority shall advise the other of any significant changes in its statutory (legal) responsibilities, organizational structure, production oversight, or delegated responsibilities. The other authority has the right to familiarize itself with such changes, including on-site discussions with the other authority and any evaluations deemed necessary to ensure the continued acceptance of these Operating Procedures.

# CHAPTER 7. SPECIAL ARRANGEMENTS

It is anticipated that urgent or unique situations will develop--with respect to design approval, export airworthiness certification, or technical assistance--which have not been specifically addressed in these Procedures, but which are anticipated by the BAA. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and the CAI, Director of Airworthiness Division, and a procedure developed to address the situation. The procedure shall be mutually agreed upon by the FAA and the CAI in a separate working arrangements document. If it is apparent that the situation is unique, with little possibility of repetition, then the working arrangement document shall be of limited duration. However, if the situation has anticipated new technology or management developments which will lead to further repetitions, then these Procedures shall be revised accordingly by the FAA Aircraft Certification Service Director and the CAI, Director of Airworthiness Division. 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. The special arrangements co-developed between authorities are listed in Appendix B.

These Operating Procedures have been reviewed and approved by the undersigned.

| | |
|---|---|
| *Original Signed by Thomas E. McSweeny* | *Original signed by Jan Toman* |
| Director,<br>FAA Aircraft Certification Service | Director,<br>CAI Airworthiness Division |
| January 29, 1996 | January 29, 1996 |
| Date | Date |

# APPENDIX A

List of Addresses for

FAA Headquarters, FAA Aircraft Certification Offices,
FAA Manufacturing Inspection Offices,
FAA Aircraft Certification Service Directorates
and
Civil Aviation Inspectorate Offices

---

*FAA Headquarters - Aircraft Certification Service*

International Airworthiness Programs Office
AIR-4
800 Independence Avenue, S.W.
Washington, DC 20591

Telephone: (202) 267-9559
Fax: (202) 267-5364

Aircraft Engineering Division
AIR-100
800 Independence Avenue, S.W.
Washington, DC

Telephone: (202) 267-9580
Fax: (202) 267-5340

Production and Airworthiness Certification Division
AIR-200
800 Independence Avenue, S.W.
Washington, DC

Telephone: (202) 267-8361
Fax: (202) 267-5580

*FAA Aircraft Certification Offices*

Brussels ACO (AEU-100)
FAA/Aircraft Certification Office
15 Rue de la Loi (1st Floor)
B-1040
Brussels, Belgium

Telephone: (32-2) 513-3830 Ext. 2710
Fax: (32-2) 230-6899

Boston ACO (ANE-150)

FAA/Aircraft Certification Office
12 New England Executive Park
Burlington, MA 01803

Telephone: (617) 238-7150
Fax: (617) 238-7199

Boston ECO (ANE-140)
FAA/Engine Certification Office
12 New England Executive Park
Burlington, MA 01803

Telephone: (617) 238-7140
Fax: (617) 238-7199

New York ACO (ANE-170)
FAA/Aircraft Certification Office
10 Fifth Street
Third Floor
Valley Stream, NY 11581-1200

Telephone: (516) 256-7501
Fax: (516) 568-2716

Atlanta ACO (ACE-115A)
FAA/Aircraft Certification Office
Suite 210C
1669 Phoenix Parkway
Atlanta, GA 30349

Telephone: (404) 991-6121
Fax: (404) 991-3606

Chicago ACO (ACE-115C)
FAA/Aircraft Certification Office
2300 East Devon Avenue
Room 232
Des Plaines, IL 60018

Telephone: (708) 294-7357
Fax: (708) 294-7834

Wichita ACO (ACE-115W)
FAA/Aircraft Certification Office
1801 Airport Road
Room 100, Mid-Continent Airport
Wichita, KS 67209

Telephone: (316) 946-4106
Fax: (316) 946-4407

Anchorage ACO (ACE-115N)

FAA/Aircraft Certification Office
222 W. 7th Avenue
#14
Anchorage, AK 99513

Telephone: (907) 271-2668
Fax: (907) 271-6365

Seattle ACO (ANM-100S)
FAA/Aircraft Certification Office
1601 Lind Avenue, S.W.
Renton, WA 98055-4056

Telephone: (206) 227-2180
Fax: (206) 227-1181

Denver ACO (ANM-191D)
FAA/Aircraft Certification Field Office
5440 Rosslyn Street, Suite 133
Denver, CO 80216

Telephone: (303) 286-5681
Fax: (303) 286-5689

Los Angeles ACO (ANM-100L)
FAA/Aircraft Certification Office
3960 Paramount Blvd.
Lakewood, CA 90712

Telephone: (310) 627-5200
Fax: (310) 627-5210

Fort Worth ACO (ASW-150)
FAA/Airplane Certification Office
2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: (817) 222-5150
Fax: (817) 222-5959

Fort Worth RCO (ASW-170)
FAA/Rotorcraft Certification Office
2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: (817) 222-5170
Fax: (817) 222-5959

*FAA Manufacturing Inspection Offices*

Engine and Propeller Directorate Manufacturing Inspection Office
12 New England Executive Park
Burlington, Massachusetts 01803

Telephone: (617) 238-7180
Fax: (617) 238-7199

Rotorcraft Directorate Manufacturing Inspection Office
2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: (817) 222-5180
Fax: (817) 222-5962

Small Airplane Directorate Manufacturing Inspection Office
601 East 12th Street
Kansas City, MO 64106

Telephone: (816) 426-5955
Fax: (816) 426-3590

Transport Airplane Directorate Manufacturing Inspection Office
1601 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: (206) 227-2108
Fax: (206) 227-1100

*FAA Aircraft Certification Directorates*

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

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: (617) 238-7100
Fax: (617) 238-7199

Rotorcraft Directorate (ASW-100)

Regulatory and policy responsibility for 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. 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, and hot air balloons.

Office Address:
1201 Walnut, Suite 900
Kansas City, MO 64106

Mailing Address:
601 East 12th Street
Kansas City, MO 64106

Telephone: (816) 426-6937
Fax: (816) 426-2169

Transport Airplane Directorate (ANM-100)

Regulatory and policy responsibility for all transport category airplanes.

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

Telephone: (206) 227-2104
Fax: (206) 227-1100

*Civil Aviation Inspectorate Offices*

Airworthiness Division
Civil Aviation Inspectorate
Letiste Praha - Ruzyne
160 08 Praha
Czech Republic

Telephone: (42-2) 32-40-86
Fax: (42-2) 36-41-12

# APPENDIX B

List of Special Arrangements

1. Name of Special Arrangement:

   Date of Issue:

2. Name of Special Arrangement:

   Date of Issue:

3. Name of Special Arrangement:

   Date of Issue: