
IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS

Covering

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

Under the Agreement between
The Government of the United States of America
and

The Government of Canada
For Promotion of Aviation Safety

Revision 2

November 10, 2016

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IMPLEMENTATION PROCEDURES

for

AIRWORTHINESS

Covering

Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance between Canada and the United States

SECTION I GENERAL

1.1 Authorization

These Implementation Procedures for Airworthiness are authorized by Article III of the Agreement between the Government of the United States of America (U.S.) and the Government of Canada for Promotion of Aviation Safety, dated June 12, 2000, also known as the Bilateral Aviation Safety Agreement (BASA), or “BASA Executive Agreement.” In accordance with Article III of the Executive Agreement, the Federal Aviation Administration (FAA) and Transport Canada Civil Aviation (TCCA) (individually, the “Authority”, and collectively, the “Authorities”) have determined that the aircraft certification systems of each Authority for the design approval, production approval, airworthiness approval, and continuing airworthiness of the civil aeronautical products and articles identified in this document, are sufficiently similar in structure and performance to support these Implementation Procedures.

1.2 Purpose

The purpose of these Implementation Procedures for Airworthiness, referred to hereafter as these Implementation Procedures, is for the FAA and TCCA to define the civil aeronautical products and articles eligible for import into the U.S. and Canada as Importing States (see Section II, Scope), the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import.

1.3 Principles

- 1.3.1 These Implementation Procedures are based on the high degree of mutual confidence and trust between the FAA and TCCA on their technical competence, regulatory capabilities and similarities of each other’s certification and approval systems. When a finding is made by one Authority in accordance with the laws and regulations of the other Authority and with these Implementation Procedures, that finding is given the same validity as if it were made by the other Authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the Certifying Authority’s (CA’s) aircraft certification system to ensure that the airworthiness and environmental requirements of the Validating Authority (VA) are satisfied.
- 1.3.2 The FAA and TCCA are committed to the elimination of duplication of work and avoidance of exclusive retention of findings of compliance when acting as the VA or Authority for the Importing State.

- 1.3.3 The FAA and TCCA mutually recognize and accept each other's delegation or designee systems as part of their respective aircraft certification systems. To the maximum extent permitted by these Implementation Procedures and each Authority's regulations, the findings, compliance determinations and approvals made through these systems are given the same validity as those made directly by either the FAA or TCCA.
- 1.3.4 The FAA and TCCA will not routinely notify the other of their designee's, delegate's or delegated organization's activities in advance of any of those persons traveling to the U.S. or Canada to witness tests, to perform conformity inspections, and/or to make determinations of compliance. However, there may be situations where one Authority may interact directly with an individual designee or delegate of the other Authority. In this case, prior notification to the other Authority would be required.
- 1.3.5 Data and documents exchanged between the FAA and TCCA under these Implementation Procedures shall be in the English language.

1.4 Changes in the Authority Certification Systems

- 1.4.1 These Implementation Procedures are based upon sufficiently similar Authority certification systems being in place at the time of signing. Therefore, the FAA and TCCA will keep each other informed of significant changes within those systems, such as changes in:
 - 1.4.1.1 Statutory responsibilities;
 - 1.4.1.2 Significant revisions to airworthiness, certification, and environmental standards and procedures;
 - 1.4.1.3 Production quality system oversight, including oversight of out-of-country production of products and articles; or
 - 1.4.1.4 Delegated functions, or the kinds of individuals and organizations to which functions have been delegated.
- 1.4.2 The FAA and TCCA recognize that revision by either Authority to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality system oversight, or delegation system may affect the basis and scope of these Implementation Procedures. Accordingly, upon notice of such changes by one Authority, the other Authority may request a meeting to review the need for amendment to these Implementation Procedures.
- 1.4.3 The FAA and TCCA will notify each other of relevant draft policy and guidance material and will consult on new or proposed changes to airworthiness and environmental standards.

1.5 Governance

- 1.5.1 The governance of these Implementation Procedures shall be undertaken by a Bilateral Airworthiness Management Team (BAMT) consisting of management representatives from both the FAA and TCCA. The BAMT shall be responsible

for the effective functioning, implementation, and continued validity of these Implementation Procedures, including revisions and amendments thereto.

- 1.5.2 The BAMT shall be headed jointly by the Director of the FAA Aircraft Certification Service and the TCCA Director of Standards, and shall establish its own rules of procedures, its membership, and meeting schedules.

1.6 Maintenance of Confidence

1.6.1 A provision of the BASA Executive Agreement states that these Implementation Procedures shall be subject to periodic evaluations. There is an obligation placed on the FAA and TCCA, as executive agents of the BASA, to ensure that both Authorities remain capable of carrying out the obligations contained in these Implementation Procedures beyond the period of initial assessment that resulted in the original version of these Implementation Procedures. The periodic evaluations will focus on the equivalency or compatibility of the respective standards, rules, practices, procedures, and systems as prescribed by the BASA Executive Agreement, and maintaining the high degree of mutual confidence in the FAA's and TCCA's technical competence and ability to perform regulatory functions within the scope of these Implementation Procedures.

1.6.2 The BAMT shall define the activities required to promote continued understanding and compatibility in each other's systems and to preserve the high degree of mutual confidence between FAA and TCCA. The BAMT shall agree on the procedures and processes constituting such activities, and require the conduct of such activities on a regular basis.

1.7 Applicable National Requirements, Procedures, and Guidance Material

1.7.1 The FAA's standards for airworthiness and environmental certification of civil aeronautical products and articles include, but are not limited to, Title 14 of the Code of Federal Regulations (14 CFR), parts 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, and 36. The FAA also uses European Aviation Safety Agency (EASA) Certification Specifications (CS)-22, CS-VLA (Very Light Airplanes), Joint Aviation Requirements (JAR)-22, and JAR-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Airworthiness Directives (ADs), Orders, Notices, and Policy Memoranda.

Note: 14 CFR parts 34 and 36 make direct references to ICAO Annex 16, Volumes I and II, and the associated ICAO Environmental Technical Manual.

1.7.2 TCCA requirements for airworthiness and environmental certification of civil aeronautical products are identified in Part V, Subpart 21 of the Canadian Aviation Regulations (CAR 521). CAR 521 is the enabling regulation for incorporating by reference the comprehensive and detailed standards contained in a separate publication referred to as the Airworthiness Manual (AWM). The AWM provides separate chapters corresponding to each civil aeronautical product, including appliances that are subject to TCCA airworthiness and environmental approvals. Guidance material, policy, and

procedures are contained in, but not limited to, TCCA Civil Aviation Directives, Advisory Circulars, Staff Instructions, and Supplementary Staff Instructions.

1.8 Interpretations and Resolution of Conflicts

1.8.1 In the case of conflicting interpretations between the FAA and TCCA regarding the laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the VA whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted shall prevail.

1.8.2 The FAA and TCCA agree to resolve issues through consultation or any other mutually agreed-upon means. Issues that cannot be satisfactorily resolved at the working level should be expeditiously raised to the respective managements of the FAA and TCCA, on a progressive level, until a resolution is reached. If input from the BAMT is necessary to achieve resolution, the points of contact identified in paragraph 1.10.1 shall be responsible for the preparation and presentation of the unresolved issue to the BAMT.

1.9 Cooperation on Investigation or Enforcement Action

1.9.1 Both the FAA and TCCA agree to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violations of the FAA or TCCA laws or regulations. Both Authorities will cooperate in sharing information needed for any investigation or enforcement action, including its closure. The sharing of information shall be subject to the laws and regulations of U.S. and Canada that govern the disclosure or sharing of the requested information.

1.10 Revisions, Amendments, and Points of Contact

1.10.1 The designated focal points for revisions or amendments to these Implementation Procedures are:

1.10.1.1 For the FAA: Aircraft Certification Service International Division (AIR-400); and

1.10.1.2 For TCCA: Aircraft Certification Standards (AARTC).

1.10.2 Contact information for the identified offices is listed in Appendix A.

1.11 Effective Date, Termination and Cancellations

1.11.1 Effective Date

These Implementation Procedures become effective upon signature by the duly authorized representatives, and will remain effective until terminated by either Authority.

1.11.2 Termination

Either the FAA or TCCA may terminate these Implementation Procedures upon receipt of sixty (60) days written notice by the other Authority. Termination will take effect at the end of the sixty days and will not affect the validity of activities conducted under these Implementation Procedures prior to termination.

1.11.3 Cancellations

In accordance with Article V of the BASA Executive Agreement dated June 12, 2000 the documents identified in Appendix E are superseded and canceled without prejudice to approvals granted or obtained during the periods those documents were in effect. The applicable provisions contained in the Appendix E documents have been incorporated in this revision of these Implementation Procedures.

1.12 Definitions

For the purpose of these Implementation Procedures, the following definitions are provided. Additional definitions can be found in Article II of the BASA Executive Agreement.

- 1.12.1 “Acceptance” means the CA has granted an approval, issued a certificate, or made a finding of compliance and the VA will accept that approval, certificate, or finding as satisfactory evidence that a product and/or design complies with the VA’s applicable standards and will not issue its own equivalent approval.
- 1.12.2 “Acoustical Change” means a change in the type design of an aircraft or aircraft engine that results in an increase in the noise emission levels of that aircraft.
- 1.12.3 “Additional Technical Condition” for the purpose of design approval, means any requirement in the VA’s certification basis that is in addition to, or any variation of, the airworthiness and environmental standards defined in the CA’s certification basis to ensure that the CA’s:
 - 1.12.3.1 Airworthiness standards provide a level of safety equivalent to that provided by the applicable airworthiness requirements of the VA; and
 - 1.12.3.2 Environmental standards provide noise, fuel venting, and exhaust emission levels that are no higher than those provided by the applicable environmental requirements of the VA.
- 1.12.4 “Aircraft Flight Manual (AFM)” means an authoritative document prepared for each aircraft type by the type certificate holder and approved by the CA. Its required content is specified in the appropriate design standards.
- 1.12.5 “Airworthiness Approval” means a finding that the design or change to a design of a civil aeronautical product meets standards agreed to by the Authorities or that a product conforms to a design that has been found to meet those standards, and is in a condition for safe operation.
- 1.12.6 “Airworthiness Directive (AD)” means legally enforceable rules issued by the FAA in accordance with 14 CFR part 39, or mandatory airworthiness action either issued by TCCA in accordance with CAR 521 Division X – Airworthiness Directives, or as required by CAR 605.84 where an equivalent notice has been issued by a foreign authority.
- 1.12.7 “Airworthiness Standards” for the FAA means regulations governing the design and performance of civil aeronautical products and articles. For TCCA, the term, with respect to design, manufacture, and maintenance of an aeronautical

product, means the description, in terms of minimum standard, of the properties and configuration, material, and performance or physical characteristics of that aeronautical product, and includes the procedures to ascertain compliance with or to maintain the minimum standard as specified in CAR Part V. This term is equivalent to “Standard of Airworthiness” as defined in CAR Part I.

- 1.12.8 “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, engine, or propeller.
- 1.12.8.1 For TCCA, Appliance means either an Appliance Type Certificate approved in accordance with predecessor regulations CAR Part V, Subpart 11, or a Canadian Technical Standard Order (CAN-TSO) design approval issued in accordance with CAR Part V, Subpart 21, and produced under a CAR Part V, Subpart 61 Manufacturer Certificate. Canadian Technical Standards for appliances are listed in Airworthiness Manual Chapter 537.
- 1.12.9 “Approved Manuals” means manuals, or sections of manuals, requiring approval by the FAA or TCCA as part of a certification program. These include the AFM, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICA), the engine and propeller installation and operating instructions manuals, and the certification maintenance requirements.
- 1.12.10 “Article” means a material, part, component, process, or appliance.
- 1.12.11 “Certificating Authority (CA)” means the FAA or TCCA, as charged by their laws to fulfill the ICAO responsibilities of a State of Design (SoD) to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles originated in their State.
- 1.12.12 “Certification Basis” consists of the applicable airworthiness and environmental standards established by a CA or VA as the basis by which the type design of a civil aeronautical product, or a change to that type design was approved or accepted. The certification basis may include additional technical conditions, special conditions, equivalent level of safety findings, and exemptions or deviations, when determined to apply to the type design.
- 1.12.13 “Civil Aeronautical Product” or “product” means any civil aircraft, aircraft engine, or propeller or subassembly, appliance, material, part, or component to be installed thereon. (Ref. BASA Executive Agreement dated 2000)
- 1.12.13.1 For the FAA, “Civil Aeronautical Product” or “product” means each civil aircraft, aircraft engine, or propeller.
- 1.12.14 “Compliance Determination” means the determination by either the FAA’s system or TCCA’s system that the applicant has demonstrated compliance with identified individual airworthiness and environmental standards.
- 1.12.15 “Critical Part” means a part identified as critical by the design approval holder, the CA, or by the VA during the product type validation process. Typically,

these include parts for which a replacement time, inspection interval, or related procedure is specified in the airworthiness limitations section or certification maintenance requirements of the manufacturer's maintenance manual or ICA.

- 1.12.16 “Design Approval” means a type certificate, supplemental type certificate, (including amendments thereto), repair design approval, the approved article or article design under a PMA, PDA, TSOA, CAN-TSO, Letter of TSO Design Approval, and any other design approval document.
- 1.12.17 “Deviation” when used with respect to TSO Article means a difference from any performance standard of a TSO/CAN-TSO and requires factors or design features providing an equivalent level of safety to compensate for the standards from which a deviation is requested.
- 1.12.18 “Emissions Change” means any change in the type design of an aircraft or aircraft engine that results in an increase in fuel venting or a change to the exhaust emissions of a turbine engine beyond the criteria defined for a no-emissions change.
- 1.12.19 “Environmental Approval” means finding that a civil aeronautical product complies with standards agreed between the Authorities concerning noise and/or exhaust emissions.
- 1.12.20 “Environmental Standards” means regulations or certification specifications governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.
- 1.12.21 “Environmental Compliance Demonstration” means a process by which a civil aeronautical product is evaluated for compliance with those standards, using procedures agreed between the Authorities.
- 1.12.22 “Equivalent Level of Safety Finding” means a finding that alternative action taken provides a level of safety equal to that provided by the requirements for which equivalency is being sought.
- 1.12.23 “Exemption” means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by the FAA or TCCA, as applicable.
- 1.12.24 “Export” means the process by which a product or article is released from the FAA's or TCCA's regulatory system for subsequent use in the other's regulatory system.
- 1.12.25 “Finding” means a determination of compliance or non-compliance with airworthiness and environmental standards as a result of the FAA's or TCCA's review, investigation, inspection, test, and/or analysis.
- 1.12.26 “Import” means the process by which a product or article is accepted into the FAA's or TCCA's regulatory system for subsequent use in that regulatory system.
- 1.12.27 “Licensing Agreement” means a commercial agreement between a design approval holder and a production approval holder (or applicant) formalizing the

rights and duties of both parties to use the design data for the purpose of manufacturing the product or article.

- 1.12.28 “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. (Ref. BASA Executive Agreement dated 2000)
- 1.12.29 “Manufacturer” means the person who, by FAA or TCCA regulation, is responsible for determining that all products or parts thereof produced within the quality system conform to an FAA or TCCA-approved design or established government or industry standard and are in a condition for safe operation.
- 1.12.30 “Multi-National Consortium” means a group of manufacturers from multiple countries who have agreed to form a single company for the design and/or production of a particular product.
- 1.12.31 “New Aircraft” means an aircraft that is still owned by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or time sharing arrangement, and the aircraft has not been used in any pilot school and/or other commercial operation.
- 1.12.32 “Non-TSO Function” means one that is not covered by a TSO-approved minimum performance standard, does not support or affect the hosting article’s TSO function(s), and could technically be implemented outside the TSO article.
- 1.12.33 “Overhauled Engine” means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with approved or acceptable standards and technical data.
- 1.12.34 “Part Design Approval (PDA)” for TCCA means an approval of the type design of a replacement part for an aeronautical product, and that references the documents and data defining the type design, the limitations, and the conditions applicable.
- 1.12.35 “Parts Manufacturer Approval (PMA)” for FAA means a combined design and production approval issued for modification or replacement articles. It allows a manufacturer to produce and sell these articles for installation on type certificated/validated products.
- 1.12.36 “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or government entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- 1.12.37 “Production Approval” means a document issued by the FAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take a form of a Production Certificate, a Parts Manufacturer Approval, or a Technical Standard Order Authorization.
- 1.12.38 “Production Quality System” means a systematic process that meets the requirements of the Authority for the State of Manufacture (SoM) and ensures that products and articles will conform to the approved design and will be in a

condition for safe operation. For TCCA, this is known as a Production Control System.

- 1.12.39 “Rebuilt Engine” means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item by the production approval holder in accordance with 14 CFR part 43.
- 1.12.40 “Restricted Category Aircraft” means an aircraft intended for a special purpose operation that:
- 1.12.40.1 Meets applicable airworthiness requirements of an aircraft category, except those that are determined to be inappropriate for the special purpose operation; shows compliance with applicable emissions and noise requirements; and shows no feature or characteristic that makes it unsafe when it is operated under the limitations prescribed for its intended use; or
 - 1.12.40.2 For the FAA, is of a type that has been manufactured in accordance with the requirements of and accepted for use by an Armed Force of the United States and has been later modified for a special purpose; or
 - 1.12.40.3 For TCCA, an aircraft whose applicable standards of airworthiness are the design and performance requirements established by the Department of National Defence in respect of the aircraft on the date that the aircraft was accepted for use by that Department.
- 1.12.41 “Special Conditions” means additional airworthiness standard(s) prescribed by the FAA or TCCA when the airworthiness standards for the category of product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special conditions contain such safety standards as the FAA or TCCA find necessary to establish a level of safety equivalent to that intended by the applicable regulations.
- 1.12.42 “Standard Airworthiness Certificate” means an airworthiness certificate that meets the requirements for its issuance under ICAO Annex 8, Airworthiness of Aircraft, and issued to a civil aircraft in accordance with Article 31 of the Convention on International Civil Aviation.
- 1.12.43 “Standard Part” means a part that may be acceptable for use on aircraft and is manufactured in conformance with an established government or industry-accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any person or organization may manufacture the part.
- 1.12.44 “Supplier” means a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article.
- 1.12.45 “Suspension” means a temporary action to withhold the effectiveness or validity of a certificate, approval, or authorization as ordered by the FAA or TCCA.

- 1.12.46 “Technical Standard Order (TSO)” means a minimum performance standard used to evaluate an article. Each Technical Standard Order/Canadian Technical Standard Order “TSO/CAN-TSO” covers a certain type of article. When authorized to manufacture an article to a TSO/CAN-TSO standard, this is referred to as a TSO Authorization (TSOA).
- 1.12.47 “Type Design” for the FAA is defined at 14 CFR section 21.31 and for TCCA is defined at CAR 101.
- 1.12.48 “Used Aircraft” means each aircraft that is not a new aircraft.
- 1.12.49 “Validating Authority (VA)” means the FAA or TCCA, who are charged by their laws to fulfill the ICAO responsibilities of a State of Registry (SoR) to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles imported from the other.
- 1.12.50 “Validation” means the VA’s own process for compliance determination of a design, or a design change, of an aeronautical product as approved or certified by the CA.
- 1.12.51 “Work Plan” means the scope of the VA’s technical review developed using risk-based principles. The work plan identifies specific design features, systems, or characteristics of an aeronautical product where the VA will focus its technical review as part of its validation process. It is endorsed by the VA management and shared with the applicant and the CA.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

2.1 General

- 2.1.1 These Implementation Procedures apply to such aircraft type designs to be type certificated by the FAA and TCCA for standard category airworthiness certification, except as described in paragraph 2.3.
- 2.1.2 The FAA and TCCA issue standard airworthiness certificates in the normal, utility, aerobatic, commuter, and transport categories of aircraft, as well as for manned-free balloons and special classes of aircraft which include airships, very light airplanes (VLA), gliders, and other non-conventional aircraft.
- 2.1.3 Aircraft for which a special airworthiness certificate is issued by the FAA or TCCA may be dealt with on a case-by-case basis through the special arrangements provision in Section IX of this document.

2.2 Design Approvals and Airworthiness Certifications

These Implementation Procedures cover the products and articles identified below, their approvals, and the provisions set forth in subsequent sections.

2.2.1 Design Approvals

- 2.2.1.1 Type Certificates (TCs) and amended TCs for the classes and categories listed in Table 1 for which the U.S. is the SoD and Table 2 for which Canada is the SoD;
- 2.2.1.2 All Supplemental Type Certificates (STCs) and amended STCs for products that have been issued both an FAA and TCCA type design approval, regardless of SoD;
- 2.2.1.3 Any other design changes or data approvals as identified in paragraph 3.3, for products and articles; and
- 2.2.1.4 All TSO/CAN-TSO, PDA/PMA, Repair Design Approvals (RDAs), as listed in Tables 1 and 2.
- 2.2.1.5 In special cases at the request of TCCA, the FAA may accept applications from Canadian companies that do not hold an equivalent TCCA STC because the specific model of the product to be modified has no TCCA TC. These cases will only be considered from applicants that hold other Canadian approvals for similar design changes and are under TCCA's oversight. The application should be forwarded to the responsible FAA Aircraft Certification Office (ACO) as detailed in Appendix A, with a letter from TCCA confirming that the applicant meets these conditions.

Note: The term “amended” TC, or STC, refers to an approved design that has undergone a level of change by the holder that was subsequently approved by the CA and reissued at the next revision or issue number.

2.2.2 Repair Design Data

CA approved design data used in the support of repairs as identified in paragraph 3.3.4 for products and articles where both the FAA and TCCA have issued a type design approval for the product.

2.2.3 Export Certificates of Airworthiness

Aircraft that conform to a Type Design approved under a VA TC including:

- 2.2.3.1 New and used aircraft of the classes and categories listed in Table 1 for which the U.S. is the SoD, and Table 2 for which Canada is the SoD;
- 2.2.3.2 New and used aircraft for which a third state is the SoD and SoM, when the conditions detailed in paragraph 7.2 are satisfied; and
- 2.2.3.3 New and used aircraft for which a third state is the SoD and a fourth state is the SoM, will require either a:
 - (a) Special arrangement under Section IX of these Implementation Procedures; or
 - (b) VA review and acceptance of an existing arrangement established between the SoD and SoM that can be used to establish compliance.

2.2.4 Authorized Release Certificates

2.2.4.1 New Aircraft Engines and Propellers that conform to a Type Design approved under a VA TC including:

- (a) New aircraft engines and propellers for which the U.S. or Canada is the SoD;
- (b) New aircraft engines and propellers for which another State is the SoD, where:
 - (1) For import into the U.S. that State has a bilateral agreement/arrangement with the U.S. covering the same class of product; or
 - (2) For import of new aircraft engines and propellers into Canada, Canada has issued a TC for the product.
- (c) Rebuilt aircraft engines for which the U.S. is the SoD are accepted by TCCA for import into Canada, in accordance with requirements of paragraph 7.3.
- (d) Acceptance of products manufactured in a State or territory other than its SoD requires either the development of a special arrangement per Section IX of these Implementation Procedures or TCCA review and acceptance of an existing arrangement established between the SoD and SoM. For the FAA, the SoM must have a bilateral agreement with the U.S. covering the same class of product.

2.2.4.2 Used and Overhauled Aircraft Engines, Propellers and Articles

Used and overhauled aircraft engines, used propellers, TSO articles and replacement parts are accepted for import by the FAA and TCCA and are subject to the provisions of the FAA-TCCA Maintenance Implementation Procedures (MIP).

2.2.4.3 Articles that conform to a VA Design Approval

- (a) TSO articles benefit from acceptance under these Implementation Procedures. Each Authority recognizes the other's article design approval as equivalent to its own, and as detailed in paragraph 3.3.3, will accept TSO articles solely on the basis of the other's approval and will not issue its own.
- (b) New replacement and modification parts that conform to VA approved design data benefit from acceptance and are eligible for installation in a product or article that has been granted a VA design approval, as follows:
 - (1) Replacement parts manufactured by the original production approval holder for all products and articles, regardless of the SoD; and
 - (2) Modification parts manufactured by the original production approval holder for all products and articles, regardless of the SoD.
- (c) New Parts Manufacturer Approval (PMA) or Part Design Approval (PDA) parts.

2.2.5 Standard Parts

The FAA and TCCA will accept Standard Parts for all products and articles covered under these Implementation Procedures when the parts conform to established U.S. or Canadian industry or government specifications.

2.2.6 Environmental Approval

The VA will accept environmental approvals based upon findings made against 14 CFR parts 34 and 36 by the FAA as CA or AWM Chapter 516 by TCCA as CA, as the basis for establishing compliance with VA environmental requirements.

2.3 Special Airworthiness Certification

- 2.3.1 The FAA and TCCA have agreed that those aircraft type-certificated in the restricted category that are not eligible for a standard airworthiness certificate will be reviewed in accordance with Section III design approval procedures and eligible for a special airworthiness certificate.
- 2.3.2 Both the FAA and TCCA utilize special airworthiness certificates for amateur-built aircraft.

2.3.3 Other aircraft for which a special airworthiness certificate is to be issued will be dealt with on a case-by-case basis through the special arrangements provision in Section IX of this document.

2.4 Provisions for Technical Assistance

The types of technical assistance activities within the scope of these Implementation Procedures between the FAA and TCCA are specified in Section VIII.

2.5 Provisions for Special Arrangements

These Implementation Procedures provide for designated officials within the FAA and TCCA to make special arrangements -- with respect to design approval, production activities, export airworthiness approval, post design approval, or technical assistance -- in situations that have not been specifically addressed in these Implementation Procedures, but which are anticipated by the BASA Executive Agreement.

2.6 Summary Tables

The following tables summarize the design approvals, products, and articles designed and manufactured in the U.S. or Canada that are eligible for import under these Implementation Procedures.

Table 1

Summary of U.S. (SoD) Products, Articles, and their Associated FAA Approvals Recognized by TCCA

| PRODUCT | FAA Type Certificates & Amendments (see Note 3) | FAA Supplemental Type Certificates (see Note 3) | FAA Technical Standard Order Authorizations (see Note 4) | FAA Parts Manufacturer Approvals |
|--|--|--|---|----------------------------------|
| Airplanes in the following categories: | | | | |
| Normal | ✓ | ✓ | N/A | N/A |
| Utility | ✓ | ✓ | N/A | N/A |
| Aerobatic | ✓ | ✓ | N/A | N/A |
| Commuter | ✓ | ✓ | N/A | N/A |
| Transport | ✓ | ✓ | N/A | N/A |
| Rotorcraft in the following categories: | | | | |
| Normal | ✓ | ✓ | N/A | N/A |
| Transport | ✓ | ✓ | N/A | N/A |
| Manned Free Balloons | ✓ | ✓ | N/A | N/A |
| Aircraft Engines | ✓ | ✓ | N/A | N/A |
| Propellers | ✓ | ✓ | N/A | N/A |
| Aircraft in Special Classes: (see Note 2) | | | | |
| Airships | ✓ | ✓ | N/A | N/A |
| VLA | ✓ | ✓ | N/A | N/A |
| Gliders | ✓ | ✓ | N/A | N/A |
| Powered Lift | ✓ | ✓ | N/A | N/A |
| Aircraft type certificated in the restricted category | (see Note 1) | (see Note 1) | N/A | N/A |
| TSO Articles (see Note 4) | N/A | N/A | ✓ | N/A |
| PARTS: | | | | |
| Replacement or Modification Parts for the above airplanes, rotorcraft, balloons, aircraft engines, propellers, special class aircraft, and articles. | ✓ (Also need a production approval) | ✓ (Also need a PC or PMA for production) | ✓ | ✓ |

Note 1: Aircraft certified in the restricted category for purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control, aerial advertising, aerial dispensing of liquids, and other special purpose operations as determined by the Authorities.

Note 2: TCCA does not recognize primary category aircraft.

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

Note 4: A TSO article approval originally granted by FAA shall be automatically accepted by the TCCA as being equivalent to having granted and issued its own approval.

Table 2

Summary of Canadian (SoD) Products, Articles, and their Associated TCCA Approvals Recognized by the FAA

| PRODUCT | TCCA Type Certificates & Amendments (see Notes 2 & 3) | TCCA Supplemental Type Certificates (see Notes 2 & 3) | TCCA Technical Standard Order Appliances (see Note 4) | Repair Design Approvals (see Note 5) | Part Design Approvals (PDA) |
|--|--|--|--|---|-----------------------------|
| Airplanes in the following categories: | | | | | |
| Normal | ✓ | ✓ | N/A | ✓ | N/A |
| Utility | ✓ | ✓ | N/A | ✓ | N/A |
| Aerobatic | ✓ | ✓ | N/A | ✓ | N/A |
| Commuter | ✓ | ✓ | N/A | ✓ | N/A |
| Transport | ✓ | ✓ | N/A | ✓ | N/A |
| Rotorcraft in the following categories: | | | | | |
| Normal | ✓ | ✓ | N/A | ✓ | N/A |
| Transport | ✓ | ✓ | N/A | ✓ | N/A |
| Manned Free Balloons | ✓ | ✓ | N/A | ✓ | N/A |
| Aircraft Engines | ✓ | ✓ | N/A | ✓ | N/A |
| Propellers | ✓ | ✓ | N/A | ✓ | N/A |
| Aircraft in Special Classes: | | | | ✓ | |
| Airships | ✓ | ✓ | N/A | ✓ | N/A |
| VLA | ✓ | ✓ | N/A | ✓ | N/A |
| Gliders | ✓ | ✓ | N/A | ✓ | N/A |
| Powered Lift | ✓ | ✓ | N/A | ✓ | N/A |
| Aircraft type certificated in the restricted category | (see Note 1) | (see Note 1) | N/A | ✓ | N/A |
| TSO Articles (see Note 7) | N/A | N/A | ✓ | N/A | N/A |
| PARTS: (see Note 6) | | | | | |
| Replacement or Modification Parts for the above airplanes, rotorcraft, balloons, aircraft engines, propellers, special class aircraft, and articles. | ✓ | ✓ | ✓ | N/A | ✓ |

Note 1: Aircraft certified in the restricted category for the purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control, aerial advertising, aerial dispensing of liquids, and other special purpose operations as determined by the Authorities.

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

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

Note 4: For TCCA includes Appliance TCs issued under CAR Part V, Subpart 11, and where the FAA has issued a corresponding TSO under 14 CFR part 21 subpart O.

Note 5: For repair design approvals, refer to paragraph 3.3.4. The certificate designation Repair Design Approval (RDA) and Repair Design Certificate (RDC) are interchangeable.

Note 6: For TCs, STCs, TSOs, and PDAs, manufacturing is covered under CAR 561.06 and for repairs manufacturing of parts is covered under CAR 571.06(5).

Note 7: TCCA TSO Appliances include CAN-TSO Design Approvals or Appliance TCs together with their associated Production Approval.

SECTION III DESIGN APPROVAL PROCEDURES

3.1 General

- 3.1.1 The principles and procedures of this Section apply to the acceptance or validation of the initial design approval of each other's civil aeronautical products and articles, of subsequent design changes to those products and articles, and approval of design data used in support of repairs.
- 3.1.2 These procedures rely on the high degree of mutual confidence and trust between the FAA and TCCA and establish the process for implementing the acceptance of each other's compliance determinations and approvals on civil aeronautical products and articles. The procedures in this section are not intended to diminish the responsibilities of either Authority or their right to type design information.
- 3.1.3 There are three ways in which products and articles can be accepted or approved by the VA for use within their system:
 - 3.1.3.1 Acceptance (see paragraphs 3.2 and 3.3);
 - 3.1.3.2 Streamlined Review (see paragraphs 3.4, 3.5 and 3.5.5); and
 - 3.1.3.3 Technical Validation (see paragraphs 3.4, 3.5 and 3.5.6).

3.2 Acceptance Principle

Where specific design approvals and articles present relatively low risks compared to the certification of aircraft, aircraft engine, and propellers, the FAA and TCCA concluded that those approvals can benefit from a full and automatic acceptance by each other. There are certain CA approvals (further described in paragraph 3.3) that will be accepted by the VA without issuance of its own approval, and therefore no application for validation is required for:

- 3.2.1 Design Changes by the design approval holder that do not require the VA to issue an amended TC or Type Certificate Data Sheet (TCDS), STC or amended STC;
- 3.2.2 TSO/CAN-TSO Design Approvals;
- 3.2.3 PMA/PDA (refer to Section 7.5); and
- 3.2.4 Design Data for Repairs and Alterations.

3.3 Acceptance Procedures for Specific Design Approvals and Articles

The acceptance of the following approvals shall be implemented by the FAA and TCCA solely on the basis of each other's approval without the need for submission of an application and validation by the other. An approval originally granted by the FAA or TCCA shall be automatically accepted by the other as being equivalent to having granted and issued its own approval.

3.3.1 Design Changes by the Design Approval Holder

Where a design approval holder introduces a design change that would be classified as Basic if the criteria at paragraph 3.5.2.2 were applied, and does not

require the VA to reissue the TC or TCDS, issue a new STC, or reissue the STC, then there is no need for application and the design change will be accepted by the VA without any review. In these cases, the CA will approve these design changes in accordance with its own procedures against the certification bases of both the CA and the VA. These design changes are to be included in the design approval holder's type design definition which defines the VA's approved build standard.

3.3.2 Changes to Canadian SoD STCs with a Configuration Definition Record (CDR)

3.3.2.1 A CDR is defined as a top-level document containing the configuration definition of the Canadian SoD STC. Each Canadian aircraft completion STC will establish a certification basis at the initial issue of the STC, which will remain unchanged throughout the life of the STC. TCCA will undertake the review and granting of approvals of revisions to the CDR on behalf of both the FAA and TCCA.

Note: Only applications from Canadian applicants holding a Design Approval Organization (DAO) who have established a history of aircraft completion approvals with the FAA and TCCA are eligible for processing through these Implementation Procedures.

3.3.2.2 For revisions to a CDR referenced in the TCCA STC, no application to the FAA is required and the following steps apply:

- (a) For subsequent addition of a unique aircraft completion, the CDR referenced on the STC will be revised to add approved data, which defines a unique configuration. Each CDR revision will apply to only one unique configuration. The revised CDR will be associated with a compliance package consisting of a Master Drawing List, Compliance Checklist that takes into account both the FAA and TCCA requirements, and a completed Statement of Compliance Form or equivalent for the unique configuration;
- (b) TCCA will retain the documentation associated with the revisions and make it available to the FAA upon request;
- (c) Upon completion and satisfactory review of the proposed CDR revision, TCCA will approve the revised CDR (and associated data). Under these Implementation Procedures, the approval granted by TCCA will also constitute an approval by the FAA; and
- (d) The TCCA office that granted the initial STC approval will provide the FAA with reporting on a quarterly basis (every three months) as to CDR activities. The reporting will include: the STC number, the aircraft model, serial number affected, CDR revision including description, and document revision numbers.

3.3.3 TSO Articles

3.3.3.1 The FAA and TCCA share similar certification requirements and procedures leading to the approval of the design and manufacturing of

TSO articles. Through the practice of acceptance, a TSO article approval issued by the FAA or TCCA is considered equivalent to the other having issued its own approval.

- 3.3.3.2 The FAA and TCCA recognize and agree that an FAA letter of TSO design approval (LODA), FAA TSO authorization, a TCCA Appliance TC, or CAN-TSO is an approval of the article's design and production only and does not constitute an approval for installation of the article on any product. The installer must obtain installation approval for use on a product registered under that Authority.
- 3.3.3.3 Where the TSO standards are at the same revision levels, the FAA or TCCA shall not accept an application from the other Authority for approval of a TSO article if such article has been issued an approval, or is eligible for approval by the applicant's Authority.
- 3.3.3.4 In the U.S., the FAA may issue an approval of an article that is not based on a U.S. technical standard in accordance with 14 CFR section 21.8 (d). Such approval will be eligible for acceptance under these Implementation Procedures provided the FAA makes a finding of compliance to that technical standard, and the article is produced and marked in accordance with the FAA's applicable requirements.
- 3.3.3.5 The acceptance of TSO articles is based on the following conditions and provisions as noted:
 - (a) The article meets the applicable TSO or CAN-TSO as evidenced by a statement or declaration of conformity by the approval holder;
 - (b) Any deviation from the applicable TSO or CAN-TSO accepted by the FAA or TCCA are substantiated and have been approved by the Exporting Authority (EA); and
 - (c) The FAA or TCCA retain the right to suspend the privilege of acceptance of a particular TSO following consultation with each other and where there is no mutually acceptable resolution of airworthiness concerns raised by the Importing Authority (IA).

3.3.3.6 Marking Requirement

Through acceptance of TSO articles, the FAA and TCCA also accept each other's identification and marking requirements as being acceptable to their own regulatory requirements, provided such marking is accomplished in accordance with the regulations of the Authority granting the approval.

3.3.3.7 Provision of TSO Data for Installation Approval

The FAA or TCCA may find it necessary to obtain additional data on a TSO article, including those on non-TSO functions, in order to complete their compliance findings on the installation interface of the TSO article with a product. Upon request, the FAA or TCCA, as the approving Authority for the subject TSO article, shall support the data

request, subject to permission or authorization from the TSO approval holder to release such data.

3.3.3.8 Acceptance of Non-TSO Functions

- (a) The FAA and TCCA will accept, without further validation, data on non-TSO functions where those functions are integrated into an existing or proposed article when:
 - (1) The non-TSO functions included in the article have been shown not to interfere with the TSO functions and/or ability to comply with the TSO standard;
 - (2) The data provided with the article relative to non-TSO functions is valid data as processed by the approving Authority; and
 - (3) The non-TSO functions are covered under the FAA TSO or CAN-TSO approval holder's quality system.
- (b) The acceptance of data on non-TSO functions does not constitute installation approval.
- (c) The CA and VA may agree to mutual cooperation and technical assistance for the evaluation of non-TSO functions at the product level before granting TSO approval.

3.3.3.9 Eligibility for, and Validity of, LODA

- (a) A LODA issued prior to this revision of these Implementation Procedures remains valid until surrendered, withdrawn or otherwise terminated by the FAA. Unless otherwise directed by the FAA, the Canadian holder of the LODA may continue to produce the articles in accordance with the FAA-approved design, and export those articles to the U.S. under Section VII.
- (b) Design changes to an article approved by a LODA are subject to the provision of 14 CFR section 21.619. However, for a major design change requiring a new design approval, an application to TCCA for a new CAN-TSO design approval shall be made under CAR 521, and the provision of paragraph 3.3.3.3 applies. The new CAN-TSO design approval is then governed by the acceptance procedures of this Section.
- (c) Notwithstanding paragraph 3.3.3.3, there may be exceptional cases where an applicant requests the FAA for consideration for eligibility to apply for a LODA under these Implementation Procedures. The eligibility will be determined by the FAA, in consultation with TCCA, on the basis that such request will not place undue burden on the FAA in administering the applicable airworthiness requirements of 14 CFR 21, Subpart O. The request must be forwarded to TCCA, and subsequently submitted to the responsible FAA ACO as detailed in Appendix A.

3.3.4 Acceptance of Design Data and Recognition of Data Approvals by Designees

3.3.4.1 Acceptance of Design Data in Support of Repairs

The FAA and TCCA agree that data generated in the design approval of repairs shall be considered approved by both the FAA and TCCA, regardless of the SoD of the aeronautical product, without further showing, provided that the approval was granted in accordance with their respective repair design approval procedures. This includes approvals of repair design data approved under the FAA and TCCA delegation systems. In addition, TCCA will accept at the time of import those repairs installed under SFAR 36 Authorization.

3.3.4.2 TCCA Acceptance of Design Data in Support of FAA Alterations

- (a) With the exception of (b) below, the FAA approved or accepted alterations in accordance with 14 CFR part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, installed on a product exported from the U.S., regardless of the SoD of the product, are considered approved by TCCA at the time of import to Canada. TCCA will accept such FAA alteration data when substantiated via an appropriately executed FAA Form 8110-3, 8100-9, FAA Form 337 (block 3) or logbook entry, including FAA Form 8100-11, Organization Designation Authorization (ODA) Statement of Completion when attesting to the completion of all FAA approvals required for the major alteration.
- (b) Certain aircraft operating within the State of Alaska that had alterations incorporated via FAA field approval between October 1, 2003 and May 21, 2005 that resulted in the aircraft airworthiness certificate having an operating limitation that specifically limited future operations of the aircraft within the boundaries of the State of Alaska. The eligibility for import into Canada of such aircraft will be determined by TCCA on a case-by-case basis, in coordination with the FAA as necessary.

3.3.4.3 Recognition of Data Approvals by Designees under 14 CFR part 183, DER and ODA

- (a) TCCA recognizes that there may be occasions when a Canadian owner or operator of an aeronautical product may need to avail the services of FAA Designated Engineering Representatives (DER) or ODA to meet data approval requirements. When TCCA deems the use of such service is warranted, TCCA will request FAA assistance in authorizing an FAA DER or ODA for this purpose.
- (b) The use of any FAA DER or ODA services for data approval must have prior and mutual agreement by the FAA and TCCA. The nature and scope of the requested approval activity shall be defined by TCCA, in consultation with the Canadian person

making the request. The FAA may accommodate the request, subject to their policy on providing such services to foreign-registered aircraft (or related products).

- (c) This provision for recognition of data approvals by a DER or ODA does not apply to certification activities where TCCA is required to issue design approval documents as the CA under CAR 521.

3.4 Validation Principles

For all other CA design approvals that require the VA to issue a TC, an amended TC or TCDS, STC, or amended STC, the Authorities have established a risk-based threshold influenced by the complexity of the design that will dictate the level of review by the VA. These design approvals applications will be classified as Basic or Non-Basic by the CA and subject to either a Streamlined Review or Technical Validation by the VA prior to an approval being issued.

3.4.1 In applying these validation principles the VA makes maximum use of the BASA, demonstrates confidence and trust in the capabilities of the CA, and leverages the procedures detailed below to reduce the resource requirements associated with the validation of CA approved products. The VA's validation activity and development of the work plan (paragraph 3.5.6.3) will be guided by the following principles:

- 3.4.1.1 The VA will rely on the work done by the CA while still meeting the overall objectives of validation, which includes the CA making a finding of compliance with the VA's certification basis;
- 3.4.1.2 The scope of the VA's technical review is commensurate with the mutually agreed upon risk-based criteria identified in paragraph 3.5.2, including the option of accepting the CA approval without any technical involvement;
- 3.4.1.3 The scope of the VA's work plan is scalable, must be focused, and is approved by its management; and
- 3.4.1.4 Confidence in the CA's capabilities enables the reduction of VA involvement in validation activities, and is maintained through post-validation monitoring and feedback.

3.4.2 Validation Processes

- 3.4.2.1 Streamlined Review requires application to the VA and will result in the issuance of an approval by the VA without any technical involvement.
- 3.4.2.2 Technical Validation requires application to the VA and will typically require a level of technical involvement that will result in the issuance of an approval by the VA. This process requires the development and use of a work plan that incorporates active management oversight to ensure common principles and procedures are applied to maximize reliance of the CA's findings/compliance determinations.

- 3.4.2.3 The process of design approval validation is intended to allow the VA to:
- (a) Familiarize itself with the type design, with emphasis on unique or novel features and identify and apply any additional technical conditions;
 - (b) Rely on the CA to conduct compliance determinations on its behalf, with its certification basis, which will be comprised of the CA's certification basis plus any additional technical conditions applied by the VA; and
 - (c) Issue its own design approval based on the CA's design approval and, when requested by the VA, a statement from the CA that the type design complies with the VA's certification basis.

3.4.3 The satisfactory completion of the validation activity is contingent upon the CA providing support to the VA, including its involvement in completion of the work plan, which will facilitate the VA's issuance of a corresponding design approval.

3.4.4 The Authorities recognize that there may be situations when direct communications between the VA and the applicant are necessary. In such cases, it is the responsibility of the initiator of the contact to notify the other Authority as soon as possible. Direct communications will be limited to technical questions regarding the product (familiarization) and will be conducted with the awareness and consent of the CA. The CA will be informed of the outcome of these discussions.

3.4.5 Applications for FAA or TCCA approval are intended for civil aeronautical products and articles. Products and articles that are intended only for military use are not eligible for FAA or TCCA validation under these Implementation Procedures unless the CA has accepted to certify the product or article and there is a civilian and/or public/State use application within the jurisdiction of the importing State. In these cases, the FAA and TCCA will consult to determine whether validation is within the scope of these Implementation Procedures or requires a special arrangement under Section IX.

3.4.6 U.S. and Canadian design approval holders are required to hold relevant type design information (e.g. type design data, drawings, processes, materials specifications, operating limitations, test plans, test analysis reports, approved manuals, accepted manuals, and service bulletins) and to make it available to their respective Authority upon request. This information is available to the VA from the design approval holders upon request from the CA.

3.5 Design Approval Validation Procedures

3.5.1 General

3.5.1.1 U.S. TCs or STCs may be issued under the provisions of 14 CFR sections 21.29 or 21.117 respectively, for Canadian SoD products that are to be imported into the U.S.

3.5.1.2 Canadian TCs and STCs may be issued under the provisions of CAR Part V Subpart 21 for U.S. SoD products that are to be imported into Canada.

- 3.5.1.3 An application for a design approval from an applicant must be submitted to the VA by the CA if:
- (a) The product or design change is within the scope of these Implementation Procedures as provided in paragraph 2.2;
 - (b) For TCs: The product has been issued a U.S. or Canadian TC, or an application for type certification has been made to the CA; and
 - (c) For STCs: When the FAA or TCCA as the CA for the design change has issued the STC, or an application for an STC has been received from the applicant.

3.5.2 Classification of Applications for Validation

The classification of an application by the CA will determine the process and nature of review to be completed by the VA. The CA will classify all applications for validation of a design approval as follows:

3.5.2.1 Classification Criteria for Validation of TCs

All applications for validation of a TC will be classified by the CA as Non-Basic.

- (a) Basic: [RESERVED]
- (b) Non-Basic: Applications for TC validation of all products, including restricted category aircraft, will be classified as Non-Basic and processed by the VA through the Technical Validation process detailed at paragraph 3.5.6.

3.5.2.2 Classification Criteria for Design Changes

- (a) Design changes made by a TC holder, or changes an STC holder makes on its own STC, will be designated as either major or minor in accordance with the applicable regulations, FAR 21.93, CAR 521.152, or CAR 521.154 as appropriate, and these design change designations are accepted by the VA without further review.
- (b) For major design changes by the design approval holder that do not result in the reissuance of an amended TC or TCDS, new STC or amended STC, refer to the acceptance procedures at paragraph 3.3.1.
- (c) To facilitate the VA's processing and review of an application for major design changes that will require issuance of an amended TC or TCDS, STC, or amended STC, the CA will classify the application as either Basic or Non-Basic using the design change specific criteria detailed here:
 - (1) Basic: When the features of a design change are not described or captured by the Non-Basic design change approval classification criteria below, the application will

be classified as Basic and processed by the VA through the Streamlined Review process noted at paragraph 3.5.5.

- (2) Non-Basic: Applications for validation of design changes that satisfy any of the following criteria will be classified as Non-Basic and processed by the VA through the validation process detailed at paragraph 3.5.6:
- (i) Changes that require new special conditions, equivalent level of safety findings, or an exemption to the CA's existing certification basis;
 - (ii) Changes that revise the certificated envelope, limitations or operating conditions, such as but not limited to, airspeed; maximum takeoff weight (MTOW); operating ceiling; number of passengers; steep approach takeoff and landing; high altitude airfield operations; special purpose operations;
 - (iii) Changes that affect compliance with any existing additional technical conditions;
 - (iv) Changes that affect an AD that has been issued by the VA as the Authority for the SoD for the original TC or issued unilaterally by the VA; and
 - (v) Any other design change designated as Non-Basic by the CA.

Note: An application for design change approval that seeks to add an aircraft make and model to an STC will be classified by the CA based on the scope of the change using the design change criteria above.

3.5.3 Application Process

3.5.3.1 All applications must be submitted by the CA, and they will ensure that the applicant's data package contains the following information and shall forward this information along with a cover letter to the appropriate VA office (see Appendix A):

- (a) The classification of the application should be clearly identified (on the title page or in the cover letter) as Basic or Non-Basic using either the TC approval classification criteria as defined in paragraph 3.5.2.1, or the design change approval classification criteria as defined in paragraph 3.5.2.2 as applicable for the particular project. For design change applications classified as Non-Basic, the CA should clearly identify the specific design change criteria that resulted in their decision;
- (b) A copy of the CA's TC and TCDS, if available, that identifies the certification basis upon which the CA's design approval was

based. In the absence of a TCDS, the CA should submit the document that defines the certification basis;

- (c) Date of application to the CA and the applicant's requested date for VA approval; and
- (d) Technical data to enable the VA to complete the applicable review including but not limited to the following:
 - (1) Compliance Checklist;
 - (2) Approved Manuals or changes to Approved Manuals as applicable (see paragraph 3.5.6.3 (d));
 - (3) Master Documentation List/Master Drawing List;
 - (4) Maintenance/Repair Manual Supplements;
 - (5) Weight and Balance data; and
 - (6) Instructions for Continued Airworthiness (ICA).

3.5.3.2 If known at the time of application, the application must also contain the following:

- (a) A description of all novel or unusual design features known to the applicant or the CA;
- (b) All known or expected exemptions or deviations, special conditions, or equivalent level of safety findings;
- (c) All Issue Papers raised during the CA's certification activities;
- (d) Information on any market interest and associated delivery schedules; and
- (e) Any additional data/information for known in-service issues to understand continuing airworthiness implications and how they have been addressed.

3.5.3.3 Restricted Category applications will be accepted for the following special purposes:

- (a) Agriculture;
- (b) Forest and wildlife conservation;
- (c) Aerial surveying;
- (d) Patrolling;
- (e) Weather control;
- (f) Aerial advertising;
- (g) Aerial Dispensing of Liquids; or
- (h) Other special purpose operations as determined by the Authorities.

3.5.4 Acknowledgement of Application

- 3.5.4.1 The VA will notify the CA within ten (10) working days of receipt of application. The VA will review the application and request any missing information within thirty (30) working days.
- 3.5.4.2 The VA will accept the CA's classification as provided and initiate processing of the file through the Streamlined Review or Technical Validation process as described below.
- 3.5.4.3 If the VA has concerns over the classification of the application, it can be marked for review under the Maintenance of Confidence provisions defined in paragraph 1.6, but the VA shall proceed with the process as determined by the CA's classification.

3.5.5 Streamlined Review Process

- 3.5.5.1 Design approval applications classified as Basic will be directed through a Streamlined Review process where the VA accepts the certification and design data provided by the CA as the basis upon which the VA's design approval will be issued.
- 3.5.5.2 The VA will accept the CA's design approval as a statement of compliance with the VA's certification basis and rely on the data provided by the CA, including acceptance of any CA approved manuals provided as part of the application package.
- 3.5.5.3 The VA will accept the classification determined by the CA, and the VA may only review the CA classification of the application after the issuance of the VA's approval under the Maintenance of Confidence provisions defined in paragraph 1.6.
- 3.5.5.4 Once the data requirements for the Streamlined Review process have been met, the administrative review of the application file has been completed, and the applicable design approval documentation has been prepared, the VA shall issue the corresponding design approval or letter of acceptance, as appropriate.

3.5.6 Technical Validation Process

The VA will process Non-Basic applications in accordance with the applicable steps of this section to establish compliance with their own certification basis leading to issuance of the corresponding VA design approval. The VA's review should only focus on the specific criteria highlighted by the CA resulting in a Non-Basic classification. If during the initial review of the application package the VA is satisfied that compliance can already be established solely on the basis of the CA's design approval and other supporting data, the VA can proceed to the direct issuance of its design approval.

3.5.6.1 Familiarization Meetings

- (a) The VA will notify the CA if a familiarization meeting is necessary to gain knowledge of the design and better understand those design features that led to a Non-Basic classification of the

application. The CA will arrange a familiarization meeting between the VA, the applicant, and the CA.

- (b) A familiarization meeting should not prevent the VA with moving forward in processing their approval when there are no VA additional technical conditions that require a discussion and resolution.
- (c) The VA may establish a project certification team as required for the project. The VA and CA will promptly notify each other of its respective Project Managers.

3.5.6.2 Establishing Certification Basis

For the purpose of establishing the VA's certification basis the application date that determined the applicable standards applied by the CA for the issuance of a CA design approval will be applied.

- (a) The applicable airworthiness standards may be supplemented with the following requirements:
 - (1) Either Authority may require the applicant to comply with additional technical conditions in the interest of safety. These requirements may include actions deemed necessary for continued safe operation as a result of service history and actions taken by either Authority to correct unsafe conditions;
 - (2) The VA may develop equivalent level of safety findings, special conditions, and/or exemptions based on a review of the CA's certification basis. The VA will work closely with the CA in the development of their certification basis providing the CA and the applicant with an opportunity to comment on the proposal; or
 - (3) TCCA may adopt, as part of its certification basis, any FAA special conditions, exemptions or equivalent level of safety findings as TCCA finds appropriate in order to minimize the reproduction of certification basis documentation specified by the FAA as the CA.
- (b) For FAA: Applicants for a U.S. TC must also comply with the applicable fuel venting and exhaust emission standards of 14 CFR part 34 and the noise standards of 14 CFR part 36 in effect on the date of application for type certification to the FAA.
- (c) For TCCA: Applicants for a Canadian TC must also comply with the applicable noise, fuel venting, and exhaust standards as specified in Part V of the CARS that are in effect on the date of application for type certification to TCCA.

3.5.6.3 Development and Implementation of the Work Plan

Guided by the validation principles in Section 3.4 and Non-Basic criteria detailed in paragraph 3.5.2.2, the VA will develop its work plan using a risk-based approach focused on the elements noted below. The work plan is scalable and should be developed in proportion to the complexity of the design being validated, be it initial design approval or design change approval. The work plan when approved by the VA's management will be communicated to the CA for the purpose of seeking assistance during the validation activities. The VA will rely on the CA to make findings of compliance on its behalf to the maximum extent practicable.

(a) Work Plan Elements

The VA will focus their attention on those design features highlighted by the CA that resulted in the Non-Basic classification of the application. The VA will identify only those elements where it requests the CA to have a special emphasis when making compliance determinations. The work plan should contain information for the CA regarding the expectations of the VA in those areas of special emphasis, and expectations should be consistent with the effort the VA would make if it were making the compliance determination. The following are examples of elements that could be contained in a work plan:

- (1) Unique VA design standards;
- (2) Criticality and/or complexity of the design features;
- (3) New or novel design features;
- (4) Equivalent level of safety findings, special conditions, and exemptions;
- (5) Differences in approach between the CA and VA regarding means and methods of compliance;
- (6) Known in-service issues for products already in service;
- (7) Those review items that are strictly related to knowledge gathering by the VA for the purpose of familiarity with the product; and
- (8) Previous performance or practices of the CA demonstrated in previous certification projects.

(b) Work Plan Data Requests

The VA may make written requests for technical data in support of, and related to, the work plan elements identified above. These requests for data will be the minimum necessary to ensure that the VA acquires the needed familiarity.

(c) Design Review

- (1) In addition to the initial familiarization meeting and technical data review, the VA will determine whether any other technical meetings are necessary to ensure effective implementation of the work plan. All technical meetings will normally be arranged through the CA and will have representatives from both Authorities in attendance.
- (2) The work plan may be revised if during the design review the VA identifies a need to change their level of involvement, and any changes should be appropriately communicated to both the CA and applicant.
- (3) Where the need for an issue paper arises, the VA shall not generate one on a subject already addressed by the CA with which the VA concurs.
- (4) VA issue papers will be coordinated through the CA. Such coordination will expedite the timely and mutually acceptable resolution of certification issues. The VA will incorporate the CA's and the applicant's position in all the VA originated issue papers.
- (5) In addition to issue papers, where a compliance finding made by the CA is not understood by the VA, the VA may document the areas of concern and seek clarification with the aim to:
 - (i) Highlight and resolve any differences in expectations, which may include the means and methods of compliance with, or interpretation of, design standards affecting a finding of compliance already made by the CA; and
 - (ii) Document the final resolution agreed to by the Authorities prior to the VA issuing a design approval.
- (6) Upon request from the VA, the CA may provide a statement of compliance to the VA.

(d) Approved Manuals

The approval of the approved manuals is the responsibility of the CA. For any design approval application classified as Non-Basic, the CA will submit the Approved Manuals, or changes to approved manuals, to the VA for review and acceptance.

Note: For design approval applications classified as Basic, the VA will accept the CA's approved manuals provided in the application package.

3.5.6.4 Issuance of the Design Approval

Once the VA is satisfied that the Technical Validation process is complete, the work plan activities are concluded and compliance with the VA's certification basis has been found, the VA can proceed with issuance of the corresponding design approval.

3.5.7 Concurrent Design Approval Procedures

3.5.7.1 The FAA and TCCA may agree to undertake concurrent design approval projects covered by the scope of these Implementation Procedures. A common certification basis should be an objective of a concurrent approval process.

3.5.7.2 The Authorities will utilize the Validation Principles and Work Plan Elements, described in paragraphs 3.4 and 3.5.6.3(a) respectively, to identify their levels of involvement leading to the issuance of design approvals. This process will ensure that the responsibilities for a single SoD Authority are retained.

3.5.8 Procedures for Split Design/Production Projects

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

3.5.9 Evaluation of Operational and/or Maintenance Aspects

3.5.9.1 Evaluation of U.S. Operational and Maintenance Aspects

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

are encouraged to complete AEG requirements early in the project.

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

3.5.9.2 Evaluation of Canadian Maintenance Aspects

- (a) TCCA AEG in the National Aircraft Certification Branch is responsible for the maintenance aspects of the type certification process. They will conduct MRBs, review associated ICA, and participate in the creation of the MMEL. The AEG will participate in familiarization meetings as requested by the TCCA Project Manager and will generate issue papers as appropriate.

3.5.9.3 Joint Evaluation of Maintenance Aspects

- (a) The FAA and TCCA will accept an MRB Report and associated ICA documentation when developed jointly.
- (b) In the absence of a joint MRB, the FAA AEG or TCCA will conduct its own MRB or equivalent process to develop acceptable ICA.

3.6 Environmental Compliance Demonstration and Approval Procedures

3.6.1 General

- 3.6.1.1 The FAA is authorized to make findings of compliance with 14 CFR parts 34 and 36 based upon FAA-witnessed tests conducted in accordance with FAA-approved test plans and based upon FAA review and approval of all data and compliance demonstration reports. The FAA environmental requirements are documented in FAA Order 8110.4, Type Certification.
- 3.6.1.2 Information and data must be supplied to the CA in order to conduct findings in accordance with Title 49 of the United States Code, Section 44715 (49 U.S.C. 44715) or Part V of the CARs, as applicable. The CA, before issuing an original TC for an aircraft of any category, must assess the extent of noise abatement technology incorporated into the type design and determine whether additional noise reduction is achievable. This examination must be initiated as soon as possible after the application for type certification in each original type certification project and reflect noise reduction potentials that become evident during the design and certification process.

3.6.1.3 TCCA is authorized to make findings of compliance with Part V of the CARs based upon TCCA-witnessed tests, conducted in accordance with TCCA-approved test plans, and based upon TCCA review and approval of all data and compliance demonstration reports.

3.6.1.4 Upon request to TCCA, and after mutual agreement, the FAA may authorize environmental findings of compliance to be performed by TCCA on behalf of the FAA. For tests conducted prior to a TC or STC application being made to the FAA, the FAA may accept TCCA approved noise and emissions certification compliance data, provided the data meets the applicable FAA regulations, guidance, and policy material.

Note: Under 14 CFR parts 34 and 36 all equivalent procedures must be approved by the FAA's Office of Environment and Energy (AEE). Any equivalent procedures not contained in existing approved guidance and policy material must be approved by the FAA in advance of use. In addition 14 CFR part 34.3 requires that all emissions alternative methods of compliance require not only FAA approval but also the approval of the United States Environmental Protection Agency (EPA).

3.6.1.5 Upon request to the FAA, and after mutual agreement, TCCA may authorize environmental findings of compliance to be performed by the FAA on behalf of TCCA. For tests conducted prior to a TC or STC application being made to TCCA, TCCA may accept FAA approved noise and emissions certification compliance data, provided the data meets the applicable TCCA regulations, guidance, and policy material.

3.6.2 Environmental Approval Process

3.6.2.1 In the absence of any VA request to the CA, the process for environmental compliance determinations and approvals includes all or parts of the following:

- (a) Environmental (noise, fuel venting and exhaust emissions) certification compliance demonstration plans must be submitted to the VA for review, comment, and subsequent approval prior to undertaking certification testing;
- (b) Information and data must be supplied to the VA in order to conduct an evaluation of the measurement and analysis methods and practices, and data correction procedures of the applicant for environmental certification under 14 CFR parts 34 and 36, or Part V of the CARs;
- (c) Compliance demonstration tests must be witnessed by the VA personnel or authorized VA designees or delegates, as appropriate. Prior to the start of testing it is necessary to assure the conformity of the test article (aircraft or aircraft engine configuration) to that identified in the VA approved compliance demonstration test plans;

- (d) Proposed equivalent procedures to be used by the applicant during testing, data processing, data reduction, and data analysis must be specifically identified to the VA and approved in advance by the VA as part of items (a) and (c);
- (e) Compliance demonstration reports must be submitted to the VA for review and/or comment and subsequent approval prior to type certification approval.

3.7 Submission of Electronic Data

When a U.S. or Canadian applicant complies with 14 CFR section 36.1236 and FAA Order 8000.79 or TCCA's electronic data policy, as applicable, the applicant is considered to have an arrangement acceptable to both the FAA and TCCA for the submission and storage of electronic data as long as the data is in a format that is compatible with the VA's information system.

SECTION IV CONTINUING AIRWORTHINESS

4.1 General

- 4.1.1 In accordance with Annex 8 to the Chicago Convention, the SoD is responsible for resolving in-service safety issues related to design or production. The CA, as the Authority of the SoD, will provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the other Authority to ensure continued operational safety of the product or article. Each Authority will review and normally accept the corrective actions taken by the CA in the issuance of its own mandatory corrective actions.
- 4.1.2 At the request of the VA, the CA will assist in determining what action is considered necessary for the continued operational safety of the product or article. The VA, as Authority of the SoR, retains sole authority for decisions on final actions to be taken for products or articles under their jurisdiction. The FAA and TCCA will strive to resolve differences.
- 4.1.3 The FAA and TCCA recognize the importance of the routine sharing of Continued Operational Safety (COS) information as a means to assist in the identification and resolution of emerging airworthiness issues. The FAA and TCCA will share their COS data with each other to assist in their respective COS oversight.
- 4.1.4 The VA has the right to seek information from the CA, which includes, but is not limited to, design data and findings of compliance. Additionally, once the design is validated, the CA will provide any mandatory continuing airworthiness information (MCAI) necessary to ensure continuing airworthiness of the product registered in the jurisdiction of the importing State.
- 4.1.5 The FAA and TCCA will ensure active communication between specific focal points, for regular feedback and communicating continuing airworthiness issues on products certified by either the FAA or TCCA and validated by the other. The extent of this engagement will be commensurate with the continuing airworthiness activities associated with the product.

4.2 Failures, Malfunctions and Defects (FM&D) and Service Difficulty Reports (SDR)

- 4.2.1 The FAA and TCCA agree to perform the following functions for the products and articles for which it is the CA:
- 4.2.1.1 Tracking of FM&D reports/SDR and accident/incidents;
 - 4.2.1.2 Evaluating FM&D reports/SDR and accident/incidents;
 - 4.2.1.3 Investigating and resolving all suspected unsafe conditions; and
 - 4.2.1.4 Advising the other Authority of all known unsafe conditions and the necessary corrective actions (see paragraph 4.2.5).
 - 4.2.1.5 Upon request, providing the other Authority with the following:
 - (a) Reports of FM&D/SDR and accidents/incidents;

- (b) Status of investigations into FM&D/SDR and accidents/incidents;
 - (c) Copies of final reports reached in its investigation into FM&D/SDR; and
 - (d) Copies of final reports of investigation into accidents/incidents in accordance with ICAO Annex 13.
- 4.2.1.6 Making a reasonable effort to resolve issues raised by the other Authority concerning matters of safety for products registered in their State.
- 4.2.2 The FAA and TCCA, as Authorities for the SoR, agree to perform the following functions:
- 4.2.2.1 Advise the CA of FM&D/SDR and accidents/incidents which are believed to be potentially unsafe conditions;
 - 4.2.2.2 Support the CA in investigations of unsafe conditions and their occurrences; and
 - 4.2.2.3 Advising the CA, if as a result of investigations made by the VA into FM&D/SDR and accidents/incidents, it has determined that it will make corrective actions mandatory.
- 4.2.3 For COS issues related to investigations of Safety Recommendations, Service Difficulty Reports, accidents or incidents on the imported products, parts, or articles, the Authority for the SoR can directly request information from the design approval holder after informing the CA of the investigation.
- 4.2.4 Copies of FM&D/SDR reports from U.S. and Canada can be found at the addresses listed in Appendix A.
- 4.2.5 Unsafe Condition and Mandatory Continuing Airworthiness Information (MCAI)
- 4.2.5.1 The FAA (under 14 CFR part 39) and TCCA (under Part V of the CARs) agree to perform the following functions for the products, articles, and design changes for which they are the CA:
- (a) Issue an MCAI (e.g. AD) whenever the Authority determines that an unsafe condition exists in a type certificated product or article, and is likely to exist or develop in a type certificated product or article of the same type design. This may include a product that has an aircraft engine, propeller, or article installed on it and the installation causes the unsafe condition.
 - (b) Ensure that the following information is provided to the other Authority in support of the MCAI or directly from the approval holder:
 - (1) The number of aircraft, aircraft engines, and propellers world-wide needing corrective action;
 - (2) A statement on the availability of parts; and

- (3) An estimate of the number of labor hours and the cost of parts required for the corrective actions.
 - (c) Issue a revised or superseding AD when determined that any previously issued AD was incomplete or inadequate to fully correct the unsafe condition.
 - (d) Provide timely notification to the VA of the unsafe condition and the necessary corrective actions by providing a copy of the AD at the time of publication to the address referenced in Appendix A. Additionally, upon request by the VA, the CA will arrange for copies of all relevant service bulletins referenced in the MCAI, as well as other supporting documentation, to be forwarded to the appropriate focal point in the product-responsible FAA Directorate or to the TCCA Continuing Airworthiness Division of the National Aircraft Certification Branch, as appropriate.
 - (e) In the case of emergency airworthiness information ensure special handling so that the other Authority is notified immediately.
 - (f) Advise and assist the VA in defining the appropriate actions to take in the issuance of its own AD.
 - (g) Provide sufficient information to the VA for its use in making determinations as to the acceptability of an AMOC to ADs.
 - (h) Maintain a web-based database of ADs that can be accessed by the VA.
- 4.2.5.2 The FAA and TCCA recognize that they may disagree as to the finding of an unsafe condition and propose to issue a unilateral AD. In such a case the VA should consult with the CA prior to issuing a unilateral AD.
- 4.2.5.3 The FAA and TCCA, as VAs, agree to respond quickly to the issuance of an MCAI by the CA in making its own determination of the need for issuing its own similar MCAI that addresses all unsafe conditions on affected products or articles certified, approved or otherwise accepted by the VA.
- 4.2.5.4 The FAA and TCCA as the CA will share information on any changes that affect operating limitations, life limits, or any other airworthiness limitation, to include manual changes and changes to certification maintenance requirements. These changes should be promptly sent to the VA in order to ensure the continued operational safety of the aircraft. The FAA and TCCA may treat a reduced life limit as an unsafe condition and will accordingly issue an AD. The FAA and TCCA may also issue an AD for other limitation changes if they are considered an unsafe condition.

4.3 Alternative Methods/Mean of Compliance (AMOC) to an AD

- 4.3.1 If the CA issues an AMOC of general applicability to an existing AD for its own SoD products, the CA will notify the VA of the decision.

- 4.3.2 Upon request, the CA will provide sufficient information to the VA for its use in making a determination as to the acceptability of the AMOC. Based on this information, the VA will write an AMOC approval letter for their specific country's operations.
- 4.3.3 An AMOC issued by the FAA to the design approval holder for its SoD products is usually accepted by TCCA and does not require TCCA AMOC approval.
- 4.3.4 Upon request by the VA, the CA shall assist in determining the acceptability of specific AMOC requests where the AD is issued by the CA for its own SoD products.

SECTION V ADMINISTRATION OF DESIGN APPROVALS

5.1 General

This section addresses procedures for the transfer, surrender, revocation, suspension, termination, or withdrawal of a design approval.

5.1.1 For the FAA, 14 CFR section 21.47(c) requires that each transferor must first notify the appropriate FAA ACO before a TC transfer can be performed. For TCCA, CAR 521, as applicable to the design approval, requires TCCA's review and acceptance of SoD responsibilities for any TC held by a non-Canadian person that is transferred to a Canadian person. Early coordination with both Authorities is, therefore, necessary for TC and STC transfers.

5.1.2 Notwithstanding the regulatory differences outlined above, in both countries the type design data are the property of the design approval holder.

5.2 Transfer of TCs and STCs

The FAA and TCCA will administer the transfer of TCs/STCs only where an applicant agrees to assume responsibility for both an FAA and TCCA TC/STC (as applicable) and the affected operating fleet. The following paragraphs outline the procedures to be followed for effective TC transfers.

5.2.1 Transfer of a TC/STC with a change in SoD

5.2.1.1 Early coordination between the current TC/STC holder and its Authority, together with the proposed TC/STC holder and its Authority is essential. The transferring Authority will notify the receiving Authority of the proposed transfer and include information about current production status. All information related to the transfer of a TC/STC including technical documentation, will be in the English language.

5.2.1.2 Upon notification of a change in ownership of a TC/STC holder to a new holder in the other country, the transferring Authority's responsible geographic office will notify the receiving Authority's responsible office as listed in Appendix A. An arrangement may be developed to identify each Authority's responsibilities throughout the transfer process.

5.2.1.3 The transferring Authority will transfer to the receiving Authority the ICAO SoD responsibilities for TCs and STCs within the scope of these Implementation Procedures. The receiving Authority will not assume ICAO SoD functions for models or design changes that have not been found to meet their certification requirements.

5.2.1.4 If the receiving Authority does not already have a corresponding TC/STC the new holder will have to apply to their Authority for a new TC/STC. The transferring Authority will provide support to establish acceptance of the receiving Authority's TC/STC as showing compliance with the applicable certification requirements of the receiving Authority. This would include providing a statement of compliance that the product meets new SoD certification requirements. Upon acceptance, the receiving Authority will issue their TC/STC.

- 5.2.1.5 If the receiving Authority already has a corresponding TC, but that TC does not include all of the models being transferred, the transferring Authority will, if requested, provide support to establish acceptance of the additional model(s) as showing compliance with the applicable certification requirements. This support would include providing a statement of compliance that the model meets the new SoD certification requirements. Upon acceptance, the receiving Authority will place the additional model on its TC.
- 5.2.1.6 For STCs, if the original STC does not include a specific certificated model of the product listed on the new STC, the applicability of an STC issued by the receiving Authority will only include those models for which a TC has been validated by the receiving Authority.
- 5.2.1.7 The transfer of the ICAO SoD responsibilities for the TC/STC to the receiving Authority will be considered complete when the receiving Authority confirms all necessary data have been transferred to the new holder, and the new holder is able to perform the responsibilities required of a design approval holder.
- 5.2.1.8 The transferring Authority will reissue a TC/STC in the name of the new holder after the receiving Authority issues its TC/STC, unless the new holder does not wish to maintain the original SoD approval.
- 5.2.1.9 If the new SoD's TC only covers a partial list of models from the transferring Authority's original TC and the new holder does not apply for approval of those additional models, the existing holder will continue to hold the data for those additional models and the transferring Authority will continue to fulfill its SoD responsibilities for those additional models.
- 5.2.1.10 Upon transfer, or a mutually agreed-upon date, the receiving Authority in carrying out SoD functions will comply with the requirements of Annex 8 to the Chicago Convention for affected products. For TCs/STCs, the receiving Authority will notify the transferring Authority and all affected ICAO Contracting States (i.e. States of Registry) of the change in SoD responsibility and identify the new TC/STC holder, upon completion of all applicable procedures described above.
- 5.2.1.11 The transfer of the SoD responsibilities per Annex 8 of the Chicago Convention has to be agreed by both Authorities. If agreement cannot be reached between the two Authorities, then the CA may revoke the certificate and notify the concerned ICAO States that there is no longer a design approval holder.

5.2.2 Transfer of TCs and STCs with no change in SoD

- 5.2.2.1 Where there is no change in the SoD, the CA will notify the VA when a TC/STC validated by the VA is successfully transferred to a new design approval holder within the country of the CA.

- 5.2.2.2 The CA shall provide the VA with a statement confirming the ability of the new holder to fulfill the regulatory responsibilities assigned to a design approval holder. The CA shall assist the VA in facilitating the reissuance of the validated TC/STC to the new holder.
- 5.2.2.3 The VA, upon completion of its review, will issue a TC/STC in the name of the new design approval holder, and notify the CA accordingly.

5.3 Surrender of TCs or STCs

- 5.3.1 If a certificate holder surrenders a TC or STC issued by either the FAA or TCCA, the CA will immediately notify the other in writing of the action. For TCCA, notification will be to the FAA's product-responsible directorate as listed in Appendix A. For the FAA, notification will be to the National Aircraft Certification Branch at the address given in Appendix A.
- 5.3.2 The FAA or TCCA, as the CA, will accomplish all actions necessary to ensure continuing airworthiness of the products affected by the surrendered TC or STC, until such time as:
 - 5.3.2.1 The surrendered TC or STC is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or
 - 5.3.2.2 The FAA or TCCA revokes the TC or STC. Prior to revocation, the FAA or TCCA will notify the other of the pending action.

5.4 Revocation or Suspension of TCs or STCs

- 5.4.1 In the event that either Authority revokes or suspends a TC or STC of a product manufactured in its country, that Authority shall immediately inform the other. The VA, upon notification, will conduct an investigation to determine if action is required. If the revocation or suspension was for cause and the VA concurs with the CA's certificate action, the VA will initiate revocation or suspension of its TC or STC.
- 5.4.2 Alternatively, the VA may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet within its jurisdiction. In this case, the CA should obtain and provide type design data as requested to the VA. Final certificate action is at the sole discretion of the VA.
- 5.4.3 Either Authority may revoke its TC or STC if the continued airworthiness responsibilities would cause an undue burden for that Authority.

5.5 Surrender, Withdrawal, or Change of Holder of a TSO /CAN-TSO Design Approval

5.5.1 Surrender

If an FAA TSOA holder, FAA Letter of design approval holder, or a CAN-TSO design approval holder elects to surrender their TSOA, LODA or CAN-TSO design approval, the FAA or TCCA shall immediately notify the other in writing of the action. The Exporting Authority (EA) shall inform the Importing Authority (IA) when an unsafe condition has been identified, until such time as the TSO authorization or CAN-TSO design approval is formally withdrawn by the EA.

5.5.2 Withdrawal

If a TSOA/CAN-TSO design approval is withdrawn, the FAA or TCCA shall immediately notify the other in writing of the action. The EA shall inform the IA when an unsafe condition has been identified. In the event of a withdrawal of a TSOA/CAN-TSO design approval for non-compliance, the EA shall investigate all non-compliances for corrective action and shall notify the IA of the corrective action. The EA still has responsibility for the continuing airworthiness of those TSO /CAN TSO articles manufactured under its authority.

5.5.3 Change of Holder of TSO /CAN-TSO Design Approval

Upon notification of a change of holder of TSO design approval or CAN-TSO design approval, the EA shall notify the IA.

SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES

6.1 Production Quality System

All products and articles produced in the U.S. or Canada and exchanged under the provisions of these Implementation Procedures shall be produced in accordance with an approved production quality system that ensures conformity to the approved design and ensures that completed products and articles are in a condition for safe operation. The production quality system addresses the manufacture of associated products and articles within and outside the SoM.

6.2 Surveillance of Production Approval Holders

6.2.1 The FAA and TCCA, as Authorities for the SoM, will conduct regulatory surveillance of production approval holders and their suppliers in accordance each Authority's specific policies, practices, and/or procedures. Both scheduled and random evaluations should be conducted to verify that the production approval holder is in continual compliance with their approved production quality system, manufacturing products and articles that fully conform to the approved design, and are in a condition for safe operation. The Authority for the SoM should verify the correction of all deficiencies.

6.2.2 Regulations and policy guidance material for surveillance of production approval holders is referenced in Appendix B.

6.3 Extensions of Production Approvals

6.3.1 As the Authority for the SoM, the FAA and TCCA may authorize production approval extensions. This includes manufacturing sites and facilities in each other's countries or in a third State. The Authority for the SoM remains responsible for the surveillance and oversight of these manufacturing sites and facilities.

6.3.2 Each Authority for the SoM is responsible for surveillance and oversight of its production approval holders operations located in the other country. Routine surveillance and oversight may be performed by the FAA or TCCA on each other's behalf through the provisions of Section VIII.

6.3.3 Either Authority for the SoM may seek assistance with regulatory surveillance and oversight functions from the Civil Aviation Authority (CAA) of a third State when a production approval has been granted or extended by formal agreement/arrangement to that third State. This should only be done only when a bilateral arrangement for technical assistance has been formalized between the CAA of the country seeking assistance and the CAA of the third State.

6.4 Production Approvals Based on Licensing Agreement

6.4.1 The Authorities recognize that some business relationships may result in the licensing of data for products or articles designed under one Authority's approval and manufactured under the other Authority's approval. In such cases, the Authorities will work together to develop an arrangement defining their regulatory responsibilities to ensure accountability under Annex 8 to the Chicago Convention. Such special arrangements will address the

responsibilities of the SoD and the SoM and will be documented in accordance with Section IX of these Implementation Procedures.

6.4.2 For products, either Authority can grant a production approval in its respective State based on design data obtained through a licensing agreement (i.e. licensing the rights to use the design data) with the design approval holder in the other State, or in a third State to manufacture that product. In this case, the Authority granting that production approval will ensure the establishment of adequate manufacturing processes and quality control procedures to ensure that each product conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes will be submitted to the type design holder who will obtain approval from its Authority using established procedures. These production approvals based on a licensing agreement will be addressed on a case-by-case basis in accordance with Section IX of these Implementation Procedures.

6.4.3 For articles, either Authority may grant a production approval in its respective State based on design data obtained through a licensing agreement (i.e. licensing the rights to use the design data) with the design approval holder in the other State. In this case, the Authority granting production approval will ensure the establishment of adequate manufacturing processes and quality control procedures to ensure that each article conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes will be submitted to the design approval holder who will obtain approval from its Authority using established procedures.

6.5 Supplier Surveillance – Outside the SoM

6.5.1 The Authority for the SoM shall include in its regulatory surveillance and oversight programs a means of surveillance of persons/suppliers, located outside its State. This surveillance and oversight shall be equivalent to the program for domestic suppliers. This surveillance activity will assist the Authorities in determining conformity to an approved design and if articles are safe for installation on type certificated products.

6.5.2 Each Authority for the SoM is responsible for surveillance and oversight of its production approval holders' suppliers located in the other country. Routine surveillance and oversight may be performed by the other Authority through the provisions of Section VIII.

6.5.3 Either Authority may request that the other Authority conduct regulatory surveillance on its behalf for facilities located within that Authority's country. The assisting Authority may use either its own policies, practices and procedures or those of the requesting Authority. Details of this assistance will be documented in a management plan.

6.5.4 Either Authority for the SoM may seek assistance with regulatory surveillance and oversight functions from the CAA of a third State in which the supplier is located. This may only be done when an agreement/arrangement for this

purpose has been formalized between the FAA or TCCA and the CAA of the third State.

- 6.5.5 The production approval holder may not use a supplier in a State where the Authority of the production approval holder is denied unimpeded access, by either the supplier or the supplier's CAA, to the supplier's facility to perform surveillance activities. The production approval holder also may not use a supplier located in a State if that State denies entry to the Authority of the production approval holder.

6.6 Multi-National Consortium

- 6.6.1 Approvals may be issued to multinational consortia for the design and production of products and/or articles in either the U.S. or Canada. These consortia clearly designate one SoD and one SoM, for the purposes of regulatory accountability. There may be domestic and international suppliers to the approval holder(s) that produce parts for use in the final product.
- 6.6.2 The FAA and TCCA shall continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder and should emphasize surveillance and oversight of parts suppliers. Each Authority shall use its regulatory surveillance and oversight programs that best enable it to ensure the consortia suppliers are producing parts that conform to the approved design and are in a condition for safe operation.

SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES

7.1 General

- 7.1.1 Export Certificates of Airworthiness are issued by the FAA and TCCA for completed aircraft. Authorized Release Certificates (Airworthiness Approval Tags) are issued by the FAA and TCCA for aircraft engines, propellers and articles.
- 7.1.2 The FAA's requirements and procedures for import of aeronautical products are described in 14 CFR part 21, FAA Order 8130.2, and Advisory Circular (AC) 21-23. TCCA's requirements for import of aeronautical products are described in CAR 507, with associated standards detailed in AWM 507.
- 7.1.3 The FAA's requirements for issuing export airworthiness approvals are contained in 14 CFR part 21, FAA Order 8130.2, FAA Order 8130.21, and FAA Advisory Circular (AC) 21-2. TCCA's regulations for issuing Export Airworthiness Certificates are described in CAR 509 with associated standards detailed in AWM 509.

7.2 New or Used Aircraft Exported for which a Design Approval has Been Granted

- 7.2.1 Except as provided in paragraph 7.6, the IA will accept an Export Certificate of Airworthiness on new aircraft and on used aircraft only if a TC holder exists to support continuing airworthiness of such aircraft, identified in paragraph 2.2.4, when the Exporting Authority (EA) certifies that each aircraft:
 - 7.2.1.1 Conforms to a type design approved by the IA, as specified in the IA's TCDS (including all applicable STCs);
 - 7.2.1.2 Has undergone a final operational check;
 - 7.2.1.3 Is in a condition for safe operation, including compliance with applicable IA ADs;
 - 7.2.1.4 Meets all additional requirements prescribed by the IA in paragraph 7.8, as notified; and
 - 7.2.1.5 For Used Aircraft only:
 - (a) Is properly maintained using approved procedures and methods throughout its service life to the requirements of an approved maintenance program as evidenced by logbooks and maintenance records; and
 - (b) Records which verify that all overhauls, major changes and repairs were accomplished in accordance with approved data.
- 7.2.2 Each aircraft imported to the U.S. or Canada with a EA airworthiness approval will have an Export Certificate of Airworthiness and should contain information equivalent to the following statement: "The [INSERT AIRCRAFT MODEL] covered by this certificate conforms to the type design approved under the TC Number [INSERT TC NUMBER, REVISION LEVEL, AND DATE], and is found

to be in a condition for safe operation,” and any other clarifying language as specified in the TCDS.

7.2.3 When a used aircraft produced in the U.S. or Canada is to be imported into the other country from a third State, the Authority of the original SoD will, upon request, assist the IA in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. The original SoD Authority will also provide, upon request, information regarding subsequent installations on the aircraft that they have approved.

7.2.4 If a used civil aircraft produced in Canada or the U.S. has been used in military service in either country at any time, the EA will consult with the IA to determine if they will accept such an aircraft.

7.2.5 Acceptance of Used Aircraft Being Exported (Returned) to the original SoD

7.2.5.1 Either Authority will accept an Export Certificate of Airworthiness on a used aircraft being exported (returned) to the original SoD for the aircraft, when the conditions of 7.2.1 have been met.

7.2.5.2 If the EA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the IA accordingly.

7.2.6 Acceptance of Used Aircraft for which another State is the SoD

7.2.6.1 The IA will accept Export Certificates of Airworthiness from the EA for used aircraft for which another State is the SoD.

(a) For used aircraft being imported from Canada into the U.S., the other State must have a bilateral agreement/arrangement with the U.S. covering the same class of product, and the conditions of paragraph 7.2.1 have been met; and

(b) Although Canada does not have a similar requirement that a bilateral agreement be in place covering similar class of product, the conditions of paragraph 7.2.1 must be met.

7.2.6.2 If the EA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the IA accordingly.

7.3 New Aircraft Engines and Propellers Exported to the U.S. or Canada

7.3.1 Except as provided in paragraph 7.7, the IA shall accept the EA's Authorized Release Certificates certifying that each new aircraft engine or propeller identified in paragraph 2.2.4 exported to the U.S. or Canada:

7.3.1.1 Conforms to a type design approved by the IA, as specified in the IA's TCDS, and any additional STCs accepted by the IA;

7.3.1.2 Has undergone a final operational check;

7.3.1.3 Is in a condition for safe operation, including compliance with applicable IA ADs; and

7.3.1.4 Meets all additional requirements prescribed by the IA in paragraph 7.8.

7.3.1.5 For rebuilt aircraft engines being exported to Canada from the U.S., that the aircraft engine has been rebuilt by the production approval holder and the Total Time Since New (TTSN) is specified in both the technical record of the aircraft engine and the accompanying Authorized Release Certificate.

7.3.2 Each new aircraft engine and propeller exported to the IA will have an Authorized Release Certificate that identifies the EA's approved design data (TC number).

7.3.3 For new aircraft engines and propellers, the Authorized Release Certificate should contain information equivalent to the following statement: "The [INSERT AIRCRAFT ENGINE OR PROPELLER MODEL] covered by this certificate conforms to the type design approved under the IA's TC Number [INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE], and is found to be in a condition for safe operation and has undergone a final operational check," and any other clarifying language as specified in the IA's TCDS.

7.4 New TSO Articles

7.4.1 Under the acceptance provisions for TSO articles as detailed in Section III, the IA shall accept the EA's Authorized Release Certificate on those new articles only when the EA certifies, that the new article:

7.4.1.1 Conforms to the TSO/CAN-TSO Design Approval, including any accepted non-TSO functions (see paragraph 3.3.4) as applicable;

7.4.1.2 Complies with all applicable IA ADs; and

7.4.1.3 Meets all additional requirements prescribed by the IA in paragraph 7.8, as notified.

7.5 New Modification and Replacement Parts

7.5.1 The IA will accept the EA's Authorized Release Certificates on new modification and/or replacement parts as identified in paragraph 2.2.4 only when the EA certifies by issuance of an Authorized Release Certificate that each part:

7.5.1.1 Conforms to the applicable FAA or TCCA approved design data and is safe for installation;

7.5.1.2 Is eligible for installation on a product or article which has been granted an IA's design approval or has been accepted; and

7.5.1.3 Meets all additional requirements prescribed by the IA in paragraph 7.8, as notified.

7.5.2 When parts are shipped under direct ship authorizations, the accompanying EA's Authorized Release Certificate, or equivalent documentation, must indicate that the responsible manufacturing/production approval holder has authorized direct shipment. This indication may be a supplemental "remark" entry on the Authorized Release Certificate indicating the authorization to the supplier for direct shipment of parts from the supplier's location.

7.5.3 Each part exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate. This form should identify the IA's approved design data (e.g., TC/STC/TSO/CAN-TSO Number, etc.).

7.6 Coordination of Exceptions on an Export Certificate of Airworthiness

7.6.1 The EA will notify the IA prior to issuing an Export Certificate of Airworthiness when non-compliance with an IA's approved type design is to be noted on the exporting approval document. This notification should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate.

7.6.1.1 For new aircraft, this notification should be sent to the responsible FAA ACO as detailed in Appendix A. For used aircraft, this notification should be sent to the responsible FAA Flight Standards Office (FSDO) available online at www.faa.gov.

7.6.1.2 For new and used aircraft exported to Canada, the TCCA Regional Office should be contacted as detailed in Appendix A.

7.6.2 In all cases, a written acceptance of the exceptions from the IA is required before the issuance of the EA's Export Certificate of Airworthiness. A copy of this written acceptance will be included with the export documentation.

7.7 Coordination of Exceptions on an Authorized Release Certificate

7.7.1 The EA will notify the IA prior to issuing an Authorized Release Certificate for an aircraft engine, propeller, or TSO article, when non-compliance with EA-approved design is to be noted in the "Remarks" block (Block 13) of the Authorized Release Certificate. This notification should help resolve all issues regarding the aircraft engine, propeller, or article's installation eligibility.

7.7.2 This notification should be sent to the geographic responsible MIO or TCCA Regional Office detailed in Appendix A, as applicable. In all cases, a written acceptance from the IA is required before the issuance of EA's Authorized Release Certificate. A copy of this written acceptance will be included with the export documentation.

7.8 Additional Requirements for Imported Products

7.8.1 Additional Requirements for the United States

The following identifies those additional requirements that must be complied with as a condition of acceptance for products and articles imported into the U.S. or for use on a U.S. registered aircraft.

7.8.1.1 Identification and Marking

Aircraft, aircraft engines, propellers and articles must be identified in accordance with the applicable subpart in 14 CFR part 21. Identification plates should have the manufacturer's legal name or as it appears in the approved data of the type design.

7.8.1.2 Instructions for Continued Airworthiness (ICA)

ICA and maintenance manuals having airworthiness limitation sections must be provided by the certificate holder as prescribed in 14 CFR section 21.50.

7.8.1.3 Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List

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

7.8.1.4 Logbooks and Maintenance Records

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

7.8.2 Additional Requirements for Canada

The following identifies those additional requirements that must be complied with as a condition of acceptance for products and articles imported into the Canada, or for use on a Canadian registered aircraft.

7.8.2.1 Product Identification

To be eligible for a Canadian flight authority, aeronautical products must be identified in accordance with requirements contained in CAR 201. Identification plates should have the manufacturer's legal name or as it appears in the approved data of the type design.

7.8.2.2 Provision of Aircraft Manuals

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

SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

8.1 General

- 8.1.1 Upon request and after mutual agreement, and as resources permit, the FAA and TCCA may provide technical assistance to each other when significant activities are conducted in either the U.S. or Canada.
- 8.1.2 Every effort should be made to have these certification tasks performed locally on each other's behalf. These technical assistance activities will help with regulatory surveillance and oversight functions at locations outside of the requesting Authority's country. These supporting technical assistance activities do not relieve the Authority of the responsibilities for regulatory control, environmental certificate, and airworthiness approval of products and articles manufactured at facilities located outside of the requesting Authority's country.
- 8.1.3 The FAA and TCCA will use their own policies and procedures when providing such technical assistance to the other, unless other special arrangements are agreed upon. Types of assistance may include, but are not limited to, the following:
- 8.1.3.1 Certification Support
- (a) Approving test plans;
 - (b) Witnessing tests;
 - (c) Performing compliance inspections;
 - (d) Reviewing reports;
 - (e) Obtaining data;
 - (f) Verifying/determining compliance;
 - (g) Monitoring the activities and functions of designees or approved organizations; and
 - (h) Conducting investigations of service difficulties.
- 8.1.3.2 Conformity and Surveillance Support
- (a) Conformity inspections;
 - (b) Witnessing the first article inspection of parts;
 - (c) Monitoring the controls on special processes;
 - (d) Conducting sample inspections on production parts;
 - (e) Monitoring production certificate extensions;
 - (f) Monitoring the activities and functions of designees or approved organizations;
 - (g) Conducting investigations of service difficulties; and
 - (h) Evaluating or conducting surveillance of production quality systems including assistance in determining that a supplier

complies with purchase order and quality requirements at locations in the U.S. or Canada.

8.1.3.3 Airworthiness Certification Support

- (a) Assistance in the delivery of airworthiness certificates for aircraft; and
- (b) Determining the original export configuration of a used aircraft.

8.1.3.4 Technical Training

Any additional assistance needed to support the technical implementation of this agreement.

8.2 Witnessing of Tests During Design Approval

- 8.2.1 The FAA or TCCA may request assistance in the witnessing of tests from the other Authority.
- 8.2.2 Subject to 8.4, only Authority-to-Authority requests are permissible and neither the FAA nor TCCA will respond to a test witnessing request made directly from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations and agreement between the FAA and TCCA on the specific work to be performed. A written request for witnessing of tests will be provided.
- 8.2.3 Unless otherwise delegated, approval of the design approval applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of the Authority of the country in which the design approval applicant is located. Establishing the conformity of each test article prior to the conduct of the test is the responsibility of the design approval applicant.
- 8.2.4 Test witnessing activities may require the development of a working arrangement based on the complexity and frequency of the requested certifications. At the discretion of the Authority receiving such requests, these activities may be delegated to authorized designees, delegates or approved organizations as applicable.
- 8.2.5 Where there is no working arrangement, requests for witnessing of individual tests must be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan must be provided by the FAA or TCCA, as appropriate, at least two weeks prior to each scheduled test.
- 8.2.6 The FAA or TCCA requests for conformity of the test set-up and/or witnessing of tests shall be sent to the appropriate FAA ACO or TCCA office which has geographic responsibility for the location of the test. FAA requests for test witnessing may be sent on FAA Form 8120-10, Request for Conformity, and described in the Special Instructions section of the form. FAA and TCCA offices are listed in Appendix A.
- 8.2.7 Upon completion of test witnessing on behalf of the requesting Authority, the FAA or TCCA will send a report stating that the test was conducted in accordance with approved test plans and confirming the test results, as well as any other documentation as notified by the requesting Authority.

8.3 Compliance Determinations

- 8.3.1 The FAA or TCCA may also request that specific compliance determinations be made associated with the witnessing of tests or other activities. Such statements of compliance will be made to the airworthiness or environmental standards of the requesting Authority.
- 8.3.2 The FAA's or TCCA's statements of compliance will be sent in a formal letter, transmitted electronically, to the requesting FAA ACO or TCCA.

8.4 Flammability Testing Procedures

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

8.5 Conformity Certifications during Design Approvals

- 8.5.1 The CA may request conformity certifications from the Civil Aviation Authority in the State in which the design approval applicant's part supplier is located.

- 8.5.2 Only Authority-to-Authority requests are permissible and Authorities will not respond to a conformity certification request from the manufacturer, supplier or designee. Certifications will be conducted only after consultations between the two Authorities on the specific work to be performed, and agreement has been obtained from the CAA in the State in which the supplier is located. Requests for conformity certifications should be limited to prototype/pre-production parts that are of such complexity that they cannot be inspected by the manufacturer or it's CAA after assembly or prior to installation in the final product. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications. At the discretion of the Authority in receipt of such requests, conformity certifications may be delegated to authorized designees or delegated organizations.
- 8.5.3 TCCA requests for conformity certifications will be sent to the FAA Directorate MIO that has geographic responsibility for the U.S. region in which the conformity certification will take place. FAA Offices are listed in Appendix A. FAA requests for conformity certifications will be sent on a completed FAA Form 8120-10, Request for Conformity, to TCCA's Operational Airworthiness Division at the address listed in Appendix A.
- 8.5.4 Upon completion of all conformity inspections conducted on behalf of the requesting Authority, the FAA or TCCA will complete and return all documentation to the requesting Authority, as notified. The CAA of the State in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's CAA on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of the FAA or TCCA for evaluation and disposition. The FAA or TCCA should receive a report stating the disposition required on each deviation before an FAA Form 8130-3 or TCCA Form One – Authorized Release Certificate is issued.
- 8.5.5 Neither conformity certification on prototype/pre-production parts, nor inspections on prototype/pre-production parts, should be construed as being an export airworthiness approval, since a conformity certification does not constitute an airworthiness determination. Airworthiness determinations remain the responsibility of the design or production approval holder and the CAA of the State in which the holder is located.

8.6 Other Requests for Assistance or Support

The FAA or TCCA may request other types of technical assistance outlined in paragraph 8.1.3. Each request will be handled on a case-by-case basis, as resources permit. Each written request will include sufficient information for the task to be performed and reported back to the requestor. Where the technical assistance is repetitive or long-term, a special arrangement may be needed.

8.7 Airworthiness Certificates

There may be certain programs and conditions that warrant technical assistance for the issuance of standard airworthiness certificates so that aircraft may be placed directly into operation from the site of manufacture. The IA may seek assistance from the EA in the

final processing and delivery of an airworthiness certificate when the aircraft has been manufactured, granted an Export Certificate of Airworthiness by the EA, and entered on the importing State's registry. This will require the development of a special arrangement between the EA and IA.

8.8 Protection of Proprietary Data

Both Authorities recognize that data submitted by a design approval holder is the intellectual property of that holder, and release of that data by the FAA or TCCA is restricted. The FAA and TCCA agree that they will not copy, release, or show proprietary data obtained from either Authority to anyone other than an FAA or TCCA employee without written consent of the design approval holder or other data submitter. This written consent should be obtained by the FAA or TCCA from the design approval holder through the CAA of the State in which the holder is located and will be provided to the other Authority.

8.9 Freedom of Information Act (FOIA) Requests

8.9.1 The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) (5 U.S.C., Section 552) to release information that the FAA may have in its possession. Each record the FAA has in its possession must be disclosed under the FOIA unless a FOIA exemption applies to that record. Trade secrets and financial or commercial information that is confidential or privileged are examples of criteria that may exempt records from FOIA. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person.

8.9.2 When the FAA receives a FOIA request related to a product or article of an FAA approval holder or applicant who is located in Canada, the FAA will request TCCA assistance in contacting the FAA approval holder or applicant to obtain justification for a determination of what may qualify for exemption under the criteria found in 5 U.S.C. Section 552.

8.10 Access to Information and Privacy (ATIP) Act Requests

The ATIP office in Transport Canada often receives requests from the public under the Access to Information and Privacy Act to release information which TCCA may have in its possession. Each record TCCA has in its possession must be disclosed under the ATIP Act unless an exemption applies to that record. Subject to Subsection 20(1) of the Act, which pertains to third part information, the ATIP office shall refuse to disclose any records requested under this Act that contains (a) trade secrets of a third party; (b) financial, commercial, scientific, or technical information that is confidential information supplier to TCCA by a third party and is treated consistently in a confidential manner by the third party; (c) information the disclosure of which could be reasonably expected to prejudice the competitive position of a third party; and (d) information the disclosure of which could reasonably be expected to interfere with contractual or other negotiations of a third party. If the ATIP Office intends to disclose any record requested under this Act, or any part thereof, that contains or that TCCA has reason to believe might contain information related to (a), (b), or (c), a notice must be given to the third party under Subsection 27(1) with a statement that they have twenty days after the notice is given to

make representations to the ATIP Office that has control of the record as to why the record or part thereof should not be disclosed. When the ATIP Office receives a request related to a product of a TCCA approval holder or applicant who is located in the U.S., the ATIP Office will contact the TCCA approval holder or applicant to solicit their position on what portions of that information should be excluded under the criteria above.

8.11 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

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

SECTION IX SPECIAL ARRANGEMENTS

9.1 General

- 9.1.1 It is anticipated that situations may arise that have not been specifically addressed in these Implementation Procedures, but are within the scope of the BASA. Where such a situation arises, it will be reviewed by the respective FAA Aircraft Certification Service Director and the TCCA Standards Director, and they will mutually agree to an arrangement to address the situation.
- 9.1.2 Where a situation is unique, with little possibility of repetition, the arrangement will be of limited duration. However, if a situation has anticipated new technology, or management developments that could lead to further repetitions, then these Implementation Procedures will be revised accordingly by the FAA and TCCA.
- 9.1.3 Arrangements shall be developed and administered by the focal points for these Implementation Procedures, listed in Appendix A. Special arrangements will be posted on the FAA and TCCA International Arrangements websites for public viewing as appropriate.

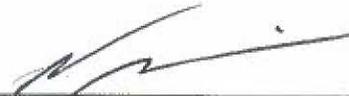
SECTION X AUTHORITY

10.1 General

- 10.1.1 These Implementation Procedures replace the earlier Implementation Procedures for Airworthiness (IPA) dated June 5, 2008.
- 10.1.2 The FAA and TCCA agree to the provisions of these Implementation Procedures as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration

Transport Canada Civil Aviation



Dorenda D. Baker
Director, Aircraft Certification Service

Robert Sincennes
Director, Standards Branch

Date: November 10, 2016

Date: November 10, 2016

APPENDIX A ADDRESSES

The designated focal point offices for these Implementation Procedures are:

For the FAA

International Division (AIR-400)
Aircraft Certification Service
Federal Aviation Administration
c/o Wilbur Wright Building, Room 600W
800 Independence Avenue, SW
Washington, DC 20591
U.S.A.
Tel: 1-202-385-8950
Fax: 1-202-493-5144
E-mail: 7-AWA-AVS-AIR-040-Coord@faa.gov

For TCCA

Aircraft Certification Standards (AARTC)
Standards Branch
Transport Canada Civil Aviation
330 Sparks Street, 4th floor
Place de Ville, Tower C
Ottawa, ON K1A 0N5
Canada
Tel: 1-613-990-2738
Fax: 1-613-954-1602
E-mail : TC.InternationalArrangements-Ententesinternationales.TC@tc.gc.ca

FAA Offices

Key Aircraft Certification Offices for these Implementation Procedures

Contact Point for Airworthiness Directives

Mailing Address

Continued Operational Safety Section
AIR-141
P.O. Box 22082
Oklahoma City, OK 73125
Tel: 1-405-954-4103
Fax: 1-405-954-2209
E-mail: 9-amc-faa-mcai@faa.gov

Office Address

Continued Operational Safety Section
AIR-141
ARB, Room 304
6500 MacArthur Blvd.
Oklahoma City, OK, 73125

Contact Point for Article Approval Applications

Boston Aircraft Certification Office
ANE-150
12 New England Executive Park Burlington, MA 01803
Tel: 1-781-238-7150
Fax: 1-781-238-7170

Contact Point for STC Applications

New York Aircraft Certification Office

ANE-170

1600 Stewart Avenue, Suite 410

Westbury, NY 11590

Tel: 1-516-228-7300

Fax: 1-516-794-5531

E-mail: 7-AVS-NYA-ACO@faa.gov

Contact Points for TC Applications

FAA Aircraft Certification Service Directorates

Engine and Propeller Directorate

ANE-100

12 New England Executive Park

Burlington, Massachusetts 01803

Tel: 1-781-238-7100

Fax: 1-781-238-7199

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

Applications for Aircraft Engine TCs should be sent to the Engine Certification Office;
Applications for propeller TCs should be sent to the Boston Aircraft Certification Office.

Rotorcraft Directorate

ASW-100

10101 Hillwood Parkway

Fort Worth, TX 76177

Tel: 1-817-222-5100

Fax: 1-817-222-5959

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

Applications should be sent to Standards Staff, ASW-110

Small Airplane Directorate

ACE-100

DOT Building

901 Locust

Room 301

Kansas City, MO 64106-2641

Tel: 1-816-329-4100

Fax: 1-816-329-4106

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, manned free balloons, and VLA.*

Applications should be sent to the Project Support Office, ACE-112

Transport Airplane Directorate

ANM-100

1601 Lind Avenue, SW

Renton, WA 98055-4056

Tel: 1-425-227-2100

Fax: 1-425-227-1100

Regulatory and policy responsibility for all transport category airplanes.

Applications should be sent to the International Branch, ANM-116

Applications for VLA should be sent to:

Chicago Aircraft Certification Office

ACE-115C

2300 East Devon Avenue, Room 107

Des Plaines, IL 60018

Tel: 1-847-294-7357

Fax: 1-847-294-7834

**FAA Headquarters
Manufacturing Inspection Offices and Aircraft Certification Offices**

FAA Headquarters - Aircraft Certification Service

International Division

AIR-400
800 Independence Avenue, SW
Washington, DC 20591
Tel: 1-202-385-8950
Fax: 1-202-493-5144
E-mail: 7-AWA-AVS-AIR-040-Coord@faa.gov

Design, Manufacturing and Airworthiness Division

AIR-100
950 L'Enfant Plaza North, SW
Washington, DC 20024
Tel: 1-202-385-6348
Fax: 1-202-385-6475
E-mail: 9-AWA-AVS-AIR100-Coord@faa.gov

Production & Airworthiness Division

AIR-200
950 L'Enfant Plaza North, SW
Washington, DC 20024
Tel: 1-202-385-6346
Fax: 1-202-385-6475
E-mail: 9-AWA-AVS-AIR200-Coord@faa.gov

Environmental Policy and Regulations

Office of Environment and Energy

AEE-1
800 Independence Avenue, SW
Washington, DC 20591
Tel: 1-202-267-3576
Fax: 1-202-267-5594

FAA Manufacturing Inspection Offices (MIOs)

Engine and Propeller Directorate MIO

For the States of: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

ANE-180
1200 District Avenue
Burlington, Massachusetts 01803
Tel: 1-781-238-7180
Fax: 1-781-238-7898

Rotorcraft Directorate MIO

For the States of: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

ASW-180
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Tel: 1-817-222-5180
Fax: 1-817-222-5136

Small Airplane Directorate MIO

For the States of: Alabama, Alaska, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, Ohio, South Carolina, South Dakota, Tennessee, and Wisconsin.

ACE-180
DOT Building
901 Locust, Room 301
Kansas City, MO 64106
Tel: 1-816-329-4180
Fax: 1-816-329-4157

Transport Airplane Directorate MIO

For the States of: Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming.

ANM-108
1601 Lind Avenue, SW
Renton, WA 98057-3356
Tel: 1-425-227-2108
Fax: 1-425-227-1100

Requests to FAA for Conformity Inspections

Small Airplane Directorate: 9-ACE-180-FRFC@faa.gov
Rotorcraft Directorate: 9-ASW-180-FRFC@faa.gov
Engine & Propeller Directorate: 9-ANE-180-FRFC@faa.gov
Transport Airplane Directorate: 9-ANM-ONLY-ALL@faa.gov

FAA Aircraft Certification Offices (ACOs)

Anchorage ACO

ACE-115N
222 West 7th Avenue, Unit 14, Room 128
Anchorage, AK 99513
Tel: 1-907-271-2669
Fax: 1-907-271-6365

Boston ACO

ANE-150
12 New England Executive Park
Burlington, MA 01803
Tel: 1-781-238-7150
Fax: 1-781-238-7170

Denver ACO

ANM-100D
Technical Operations Center (TOC)
26805 E. 68th Avenue, Room 214
Denver, CO 80249
Tel: 1-303-342-1080
Fax: 1-303-342-1088
E-mail: 9-ANM-TAD-DACO@faa.gov

Delegation Systems Certification Office

ASW-130
10101 Hillwood Parkway
Fort Worth, TX 76177
Tel: 1-817-222-5190
Fax: 1-817-222-4960

New York ACO

ANE-170
1600 Stewart Avenue, Suite 410
Westbury, NY 11590
Tel: 1-516-228-7300
Fax: 1-516-794-5531
E-mail: 7-AVS-NYO-ACO@faa.gov

Atlanta ACO

ACE-115A
107 Charles W. Grant Pkwy., Suite 201
Hapeville, GA 30354
Tel: 1-404-474-5500
Fax: 1-404-474-5606

Chicago ACO

ACE-115C
2300 East Devon Avenue, Room 107
Des Plaines, IL 60018
Tel: 1-847-294-7357
Fax: 1-847-294-7834

Engine Certification Office

ANE-140
12 New England Executive Park
Burlington, MA 01803
Tel: 1-781-238-7140
Fax: 1-781-238-7199

Fort Worth ACO

ASW-140
10101 Hillwood Parkway
Ft. Worth, TX 76177
Tel: 1-817-222-5170
Fax: 1-817-222-2146

Los Angeles ACO

ANM-100L
3960 Paramount Blvd., Suite 100
Lakewood, CA 90712-4137
Tel: 1-562-627-5200
Fax: 1-562-627-5210

Wichita ACO
ACE-115W
1801 Airport Road
Room 100, Mid-Continent Airport
Wichita, KS 67209
Tel: 1-316-946-4100
Fax: 1-316-946-4107

Seattle ACO
ANM-100S
1601 Lind Avenue
SW Renton, WA 98057-3356
Tel: 1-425-917-6400
Fax: 1-425-917-6590
E-mail: 9-ANM-SACO-Foreign-Validation@faa.gov

Boeing Aviation Safety Oversight Office
ANM-100B
1601 Lind Avenue
SW Renton, WA 98057-3356
Tel: 1-425-917-6550
Fax: 1-425-917-6565

TCCA Offices

Key Contacts for these Implementation Procedures

Contact Point for Aircraft certification Issues

Aircraft Certification Standards – International Arrangements
Standards Branch
Transport Canada Civil Aviation
330 Sparks Street, 4th Floor
Place de Ville, Tower C
Ottawa, ON K1A 0N5
Tel: 1-613-952-0212
Fax: 1-613-954-1602
E-mail: TC.InternationalArrangements-Ententesinternationales.TC@tc.gc.ca

Contact point for Operational Airworthiness Issues

Operational Airworthiness Division

Standards Branch
Transport Canada Civil Aviation
330 Sparks Street, 4th Floor
Place de Ville, Tower C
Ottawa, ON K1A 0N5
Tel: 1-613-952-4386
Fax: 1-613-952-3298

Contact Point for Airworthiness Directives

Continuing Airworthiness Division

National Aircraft Certification Branch
Transport Canada Civil Aviation
159 Cleopatra Drive
Ottawa, ON K1A 0N5
Tel: 1-888-663-3639
Fax: 1-613-996-9178
E-mail: cawwebfeedback@tc.gc.ca

Contact Point for TC/STC Applications

Only for an STC application where there is no identified Canadian customer

National Aircraft Certification Branch

Transport Canada Civil Aviation
159 Cleopatra Drive
Ottawa, ON K1A 0N5
Tel: 1-888-663-3639
Fax: 1-613-996-9178

Contact Point for STC and Other Airworthiness Applications **Regional Offices**

Atlantic Region

Associate Director, Operations (MAH)
Moncton Regional Office
Heritage Court Building
95 Foundry Street
Moncton, NB E1C 5H7
Tel: 1-800-305-2059
Fax: 1-855-726-7495

Quebec Region

Associate Director, Operations (NAH)

Dorval Regional Office
700, Leigh Capr  ol Place
Dorval, QC H4Y 1G7
Tel: 1-514-633-3316
Fax: 1-514-633-3958

Ontario Region

Associate Director, Operations (PAH)

Ontario Regional Office
Joseph Shepard Building
4900 Yonge Street, 4th Floor
Toronto, ON M2N 6A5
Tel: 1-416-952-0090
Fax: 1-416-952-0050

Associate Director, Operations (PAH)

Ontario Regional Office
Joseph Shepard Building
4900 Yonge Street, 4th Floor
Toronto, ON M2N 6A5
Tel: 1-416-954-2058
Fax: 1-877-822-2129

Prairie and Northern Region

Associate Director, Operations (RAR)

Calgary
Airport Corporate Centre
1601 Airport Road NE, 8th Floor
Calgary, AB T2E 6Z8
Tel: 1-403-292-5226
Fax: 1-403-512-3722

Associate Director, Operations (RAX)

Edmonton
Canada Place
1100-9700 Jasper Avenue
Edmonton, AB T5J 4E6
Tel: 1-780-495-2316

Associate Director, Operations (RAW)

Winnipeg
McDonald Building
344 Edmonton Street, 2nd Floor
Winnipeg, MB R3B 2L4
Tel: 1-204-983-7411
Fax: 1-204-984-8125

Pacific Region

Associate Director, Operations (TAH)

Vancouver Regional Office
800 Burrard Street
Vancouver, BC, V6Z 2J8
Canada
Tel: 1-604-666-5599
Fax: 1-855-618-6288

Associate Director, Operations (TAX)

Vancouver Regional Office
800 Burrard Street, 9th Floor
Vancouver, BC, V6Z 2J8
Canada
Tel: 1-604-666-5555
Fax: 1-855-618-6288

APPENDIX B LIST OF REFERENCE DOCUMENTS

B.1 FAA Reference Documents

1. Code of Federal Regulations, Title 14, parts 21-36, 39, 43, 45, 91, and 183
2. FAA Advisory Circular 21-2 – Complying with the Requirements of Importing Countries
3. FAA Advisory Circular 21-23 – Airworthiness Certification of Civil Aircraft, Engine, Propellers, and Related Products Imported to the United States
4. FAA Advisory Circular 43-210 - Standardized Procedures for Obtaining Approval of Data Used in the Performance of Major Repairs and Major Alterations
5. FAA Order 8000.79 – Use of Electronic Technology and Storage of Data
6. FAA Order 8110.4 – Type Certification
7. FAA Order 8110.37 - Designated Engineering Representative (DER) Handbook
8. FAA Order 8110.53 - Reciprocal Acceptance of Repair Design Data Approvals Between FAA and TCCA
9. FAA Order 8110.120 – Processing Surrendered, Abandoned, and Historical Aircraft Type Certificates
10. FAA Order 8130.2 – Airworthiness Certification of Products and Articles
11. FAA Order 8120.23 – Certificate Management of Production Approval Holder
12. FAA Order 8130.21- Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag
13. FAA Order 8300.16 - Major Repair and Alteration Data Approval
14. FAA Order 8900.1- Flight Standards Information Management System (FSIMS)
15. FAA/TCCA Maintenance Implementation Procedures (MIP)

B.2 TCCA Reference Documents

1. Part II of the CARs – Aircraft Identification and Registration and Operation of a Leased Aircraft by a Non-Registered Owner
 - a. Subpart 1 - Identification of Aircraft and Other Aeronautical Products
2. Part V of the CARs (partial listing of applicable subparts to these Implementation Procedures):
 - a. Subpart 0 – General
 - b. Subpart 1 – Annual Airworthiness Information Report
 - c. Subpart 7 – Flight Authority and Certificate of Noise Compliance
 - d. Subpart 9 – Export Airworthiness Certificates
 - e. Subpart 21 – Approval of the Type Design or a Change to the Type Design of an Aeronautical Product, consisting of:
 - i. Division I – General

- ii. Division II – Type Certificates
- iii. Division III — Canadian Technical Standard Order (CAN-TSO) Design Approvals
- iv. Division IV — Changes to a Type Design
- v. Division V — Supplemental Type Certificates
- vi. Division VI — Repair Design Approvals
- vii. Division VII — Part Design Approvals
- viii. Division VIII — Responsibilities of a Design Approval Document Holder
- ix. Division IX — Service Difficulty Reporting
- x. Division X — Airworthiness Directives
- xi. Division XI — Foreign Aeronautical Products
- f. Subpart 49 – Amateur Built Aircraft
- g. Subpart 61 – Manufacture of Aeronautical Products
- h. Subpart 71 – Aircraft Maintenance Requirements

APPENDIX C LIST OF SPECIAL ARRANGEMENTS

1. FAA-TCCA Management Plan for Bell Helicopter Civil Aeronautical Products
Date of issue: September 22, 2009
2. FAA-TCCA Management Plan for the Design and Production of Products under a TC/PC Split
Date of issue: September 13, 2016

APPENDIX D CROSS-REFERENCE OF STANDARDS

| Product | FAA Regulations 14 CFR | TCCA Standards AWM Chapter |
|---|---|---|
| Aircraft Emissions | Part 34 Fuel venting and exhaust Part 36 Noise | AWM 516 (adopted ICAO Annex 16) |
| Gliders & Powered Gliders | | AWM 522 (adopted CS-22) |
| Small Airplanes (Normal, Utility, Aerobatic, & Commuter) | Part 23 | AWM 523 |
| Very Light Airplanes (Light Sport Aircraft in the U.S.) | | AWM 523 – VLA (adopted JAR-VLA) |
| Transport Category Airplanes | Part 25 | AWM 525 |
| Continued Airworthiness and Safety Improvements for Transport Category Airplane | Part 26 | (refer to AWM Chapter 525 amended to reflect FAR amendments 25-xxx) |
| Normal Category Rotorcraft | Part 27 | AWM 527 |
| Transport Category Rotorcraft | Part 29 | AWM 529 |
| Manned Free Balloons | Part 31 | AWM 531 |
| Aircraft Engines | Part 33 | AWM 533 |
| Propellers | Part 35 | AWM 535 |
| Articles & Parts | Part 21, Subpart O | AWM 537 |
| Airships | | AWM 541 |
| Amateur Built Aircraft | | AWM 549 |
| Aircraft Equipment & Installation | | AWM 551 |

APPENDIX E DOCUMENTS SUPERSEDED OR CANCELLED BY REVISION 2

1. Implementation Procedures for Airworthiness (IPA) Revision 1, dated June 5, 2008
2. Amendment 1 to Revision 1 of the Implementation Procedures for Airworthiness (on TSO reciprocity), dated September 15, 2015
3. STC Validation Management Plan (FAA Validation Procedures for TCCA Supplemental Type Certificates), dated March 2016
4. FAA-TCCA Management Plan for the TC Transfer, Including the Transition of Continued Airworthiness Responsibilities, for Convair Products Including Associated STCs. Date of Issue: August 2000
5. FAA -TCCA Management Plan for the Manufacturing Rights and Continued Airworthiness Responsibilities for Zenair Aircraft. Date of Issue: July 2000

APPENDIX F LIST OF ACRONYMS

| | |
|---------|--|
| ACO | Aircraft Certification Office |
| AD | Airworthiness Directive |
| AEG | Aircraft Evaluation Group |
| AFM | Aircraft Flight Manual |
| AMOC | Alternative Methods/Mean of Compliance |
| ATIP | Access to Information and Privacy Act (Canada) |
| AWM | Airworthiness Manual |
| BAMT | Bilateral Airworthiness Management Team |
| BASA | Bilateral Aviation Safety Agreement |
| CAN-TSO | Canadian Technical Standard Order |
| CA | Certificating Authority |
| CAR | Canadian Aviation Regulations |
| CFR | Code of Federal Regulations |
| 14 CFR | Title 14, Code of Federal Regulations |
| COS | Continued Operational Safety |
| DER | Designated Engineering Representative |
| EA | Exporting Authority |
| FAA | Federal Aviation Administration |
| FM&D | Failures, Malfunctions and Defects |
| FOIA | Freedom of Information Act (U.S.) |
| IA | Importing Authority |
| ICA | Instructions for Continued Airworthiness |
| ICAO | International Civil Aviation Organization |
| LODA | FAA Letter of TSO Design Approval |
| MCAI | Mandatory Continuing Airworthiness Information |
| MIO | Manufacturing Inspection Office |
| MIP | FAA/TCCA Maintenance Implementation Procedures |
| MMEL | Master Minimum Equipment List |
| MOC | Method of Compliance |
| MRB | Maintenance Review Board |
| ODA | Organization Designation Authorization |
| PDA | Part Design Approval |
| PMA | Parts Manufacturer Approval |
| RDA | Repair Design Approval |
| SDR | Service Difficult Reports |

| | |
|------|--|
| SoD | State of Design |
| SoM | State of Manufacture |
| SoR | State of Registry |
| STC | Supplemental Type Certificate |
| TC | Type Certificate |
| TCCA | Transport Canada Civil Aviation |
| TSO | Technical Standard Order |
| TSOA | Technical Standard Order Authorization |
| VA | Validating Authority |
| VLA | Very Light Airplanes |