IMPLEMENTATION PROCEDURES

For

AIRWORTHINESS

Covering

DESIGN APPROVAL, PRODUCTION AND SURVEILLANCE ACTIVITIES,

EXPORT AIRWORTHINESS APPROVAL,

POST DESIGN APPROVAL ACTIVITIES, AND

TECHNICAL SUPPORT

Under the Agreement between

The Government of the United States of America

and

The Government of Israel

For the Promotion of Aviation Safety

Revision 2

September 10, 2024

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SECTION I GENERAL

1.1 Authorization

These Implementation Procedures for Airworthiness (referred hereinafter as "Implementation Procedures" or "IPA") are authorized by Article III of the Agreement between the Government of the United States of America and the Government of Israel for the Promotion of Aviation Safety, dated December 19, 2000, also known as the Bilateral Aviation Safety Agreement (BASA) or BASA Executive Agreement. The Federal Aviation Administration (FAA) and the Civil Aviation Authority of Israel (CAAI) 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 equivalent or compatible in structure and performance to support these Implementation Procedures.

1.2 Purpose

The purpose of these Implementation Procedures is for the FAA and the CAAI to define the civil aeronautical products and articles eligible for import into the U.S. and Israel as importing States, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import. Furthermore, the FAA and the CAAI may provide technical support to each other when activities within the scope of these Implementation Procedures are conducted in either the U.S. or Israel. Such technical support may consist of regulatory surveillance and oversight functions conducted by either the FAA or the CAAI on the other's behalf through the provisions of Section VIII.

1.3 Principles

1.3.1 These Implementation Procedures are based on mutual confidence and trust between the FAA and the CAAI regarding each Authority's technical competence, regulatory capabilities, and the compatibility of each other's aircraft certification and approval systems. When a finding is made by one Authority in accordance with these Implementation Procedures, that finding is given the same validity as if it were made by the other Authority and will be accepted as a recommendation for a finding by the other Authority when determining compliance, to the extent permitted under such Authority's laws, regulations, and policies. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the Certificating Authority's (CA's) aircraft certification system to ensure that the

airworthiness requirements and environmental requirements of the Validating Authority (VA) are satisfied.

1.3.2 The FAA and the CAAI are committed to the elimination of duplication of work and exclusive findings of compliance when acting as the VA or Authority for the importing State.

1.3.3 The FAA and the CAAI mutually recognize and accept each other's delegation systems as part of their respective aircraft certification systems. To the maximum extent permitted by these Implementation Procedures and each Authority's laws, regulations, and policies, the findings, compliance determinations, and approvals made through these systems are given the same validity as those made directly by either the FAA or the CAAI.

1.3.4 The FAA and the CAAI will not routinely notify the other of their designees', delegates', or delegated organizations' routine activities in advance of any of those persons traveling to the U.S. or Israel to witness tests, to perform conformity inspections, and/or to make determinations of compliance. There may be situations where one Authority may communicate directly with an individual designee or delegate of the other Authority. In this case, prior notification to the other Authority is required.

1.3.5 The FAA and the CAAI have agreed that all information, including regulations, procedures, policies, and technical documentation, exchanged under these Implementation Procedures will be in the English language.

1.4 Changes in the Authority Airworthiness Systems

1.4.1 These Implementation Procedures are based upon sufficiently equivalent or compatible Authority airworthiness systems being in place at the time of signing. Therefore, the FAA and the CAAI shall keep each other informed of significant changes within those systems, such as changes in:

1.4.1.1 Statutory responsibilities;

1.4.1.2 Organizational structure and size (e.g., key personnel, management structure, technical training, office location);

1.4.1.3 Revisions to airworthiness, certification, and environmental standards and procedures;

1.4.1.4 Production quality system oversight, including oversight of out-of-country production of products and articles; or

1.4.1.5 Delegated functions or the kinds of organizations to which functions have been delegated, and those mechanisms of the system that manage their interfaces, such as changes to delegated functions.

1.4.2 The FAA and the CAAI 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 Subject to each Authority's laws, regulations, policies, and procedures, the FAA and the CAAI will notify each other of relevant draft regulations, policies, and guidance material and will consult on new or proposed changes to airworthiness and environmental standards.

1.5 Governance

The FAA and the CAAI will meet, through management meetings, as necessary, to review these Implementation Procedures and ensure their continued validity. The frequency of these meetings will be determined by both Authorities, via the focal points identified in Appendix A, and will depend on the number and significance of the issues to be discussed between the Authorities. Every effort should be made to alternate the location of these meetings between the U.S. and Israel.

1.6 Continued Maintenance of Confidence

1.6.1 The BASA Executive Agreement states that these Implementation Procedures shall be subject to periodic evaluation. There is an obligation placed on the FAA and the CAAI 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 continuing compatibility of the airworthiness systems as prescribed by the BASA Executive Agreement and maintaining mutual confidence in the FAA's and the CAAI's technical competence and ability to perform regulatory functions within the scope of these Implementation Procedures.

1.6.2 In order to ensure the continuing ability of the FAA and the CAAI to rely on each other under these Implementation Procedures, the two Authorities shall establish a process to implement a periodic review that is intended to promote continued understanding and compatibility with each other's systems. Both Authorities shall determine the procedures and processes constituting such a process, to be conducted on a regular basis. The process will be performance based and may employ metrics for key milestones. The FAA and the CAAI will review the outcomes during regular bilateral meetings and seek resolution to address any areas for improvement.

1.7 Applicable National Requirements, Procedures, and Guidance Material

1.7.1 The FAA's standards for airworthiness and environmental certification 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, 36, 38, 39, 43, and 45. 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. Additional regulations are included in Airworthiness Directives (ADs).

Guidance material, policy, and procedures are contained in FAA Orders, Notices, policy memoranda, and Advisory Circulars (ACs).

Note: U.S. requirements and guidance for environmental certification (14 CFR parts 34, 36, and 38), as applicable, incorporate the standards outlined in ICAO Annex 16 of the Convention on Civil Aviation (Chicago Convention) (commonly cited as International Civil Aviation Organization (ICAO) Annex 16), Volumes I and II, and the associated ICAO Environmental Technical Manual.

1.7.2 The CAAI's standards for aircraft, aircraft engine, and propeller airworthiness and environmental certification include, but are not limited to: the Air Navigation Regulations (1977), by reference to 14 CFR parts, 23, 25, 26, 27, 29, 31, 33, 34, and 35. The CAAI also uses European Aviation Safety Agency (EASA) Certification Specifications (CS) CS-22 for gliders, CS-31 TGB (Tethered Gas Balloons), North Atlantic Treaty Organization (NATO) Standard Agreements (STANAG) 4671, 4702, 4703 for remotely piloted aircraft systems, and British Civil Aviation Regulations (BCAR) for VLA

1.7.3 The FAA and the CAAI shall comply with their respective, applicable domestic laws and regulations in applying these Implementation Procedures.

1.8 Interpretations and Resolution of Conflicts

1.8.1 In the case of conflicting interpretations between the FAA and the CAAI 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 Authority whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted will prevail.

1.8.2 In the case of 3rd country regulations or standards (e.g., EASA CS, BCAR, etc.) the interpretation of the importing authority will prevail.

1.8.3 The FAA and the CAAI will resolve issues in a timely manner through consultation. Every effort should be made to resolve issues at the working staff level before elevating issues through the responsible management hierarchy. To resolve issues, the FAA and the CAAI shall use the following process.

1.8.3.1 When a Program Manager cannot resolve an issue, the first certification decision point is between the FAA local office manager and the CAAI Initial Certification Department A or B and AIR International Office.

1.8.3.2 If resolution cannot be reached, the issue will be expeditiously escalated to the FAA AIR Division Director, the CAAI Director of Airworthiness Division, and AIR International Office.

1.8.3.3 If resolution cannot be reached, the FAA Aircraft Certification Service Executive Director and the CAAI Director of Airworthiness Division shall resolve the matter.

1.9 Technical Consultations

1.9.1 The FAA and the CAAI recognize that revisions by either Authority to its organization, regulations, procedures, or standards may affect the basis on which these Implementation Procedures are executed. In accordance with each Authority's applicable laws and regulations, each Authority will advise the other of plans for such changes at the earliest possible opportunity and discuss the extent to which such planned changes affect the basis of these Implementation Procedures. If consultations result in an arrangement to amend these Implementation Procedures, the Authorities will seek to ensure that such an amendment becomes effective at the same time as, or as soon as possible after, the effective date of or implementation of the change that prompted such amendment.

1.9.2 The FAA and the CAAI will consult as necessary to provide input when requested on technical issues and resolve technical disagreements. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.

1.9.3 The FAA and the CAAI will communicate openly at the Authority level and assist each other in resolving complex technical issues outside of specific projects.

1.10 Cooperation on Investigation or Enforcement Action

Both the FAA and the CAAI will cooperate and assist in the investigation of any alleged or suspected violations of the FAA or the CAAI laws or regulations. Both Authorities shall cooperate in sharing information needed for any investigation or enforcement action, including its closure. The sharing of information will be subject to the respective laws and regulations of the U.S. and Israel that govern the disclosure or sharing of the requested information.

1.11 Revisions, Amendments, and Points of Contact

1.11.1 The designated focal points for these Implementation Procedures are:

1.11.1.1 For the FAA: Aircraft Certification Service, International Office (AIR-040); and

1.11.1.2 For the CAAI: Airworthiness Division.

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

1.11.1.4 These Implementation Procedures may be amended in writing by mutual consent of the FAA and the CAAI. Such amendments will enter into force by signature of the duly authorized representatives of the FAA and the CAAI.

1.12 Entry Into Force, Termination, and Cancellations

1.12.1 Entry Into Force

These Implementation Procedures enter into force the last date of signature of the duly authorized representatives of the FAA and the CAAI. These implementation procedures will remain in force until terminated by either Authority.

1.12.2 Termination

Either the FAA or the CAAI may terminate these Implementation Procedures by providing sixty (60) calendar days written notice to the other Authority.

Termination will take effect at the end of the sixty (60) calendar days and will not affect the validity of activities conducted under these Implementation Procedures prior to termination.

1.12.3 Cancellations

The documents identified in Appendix D are superseded and canceled without prejudice to approvals granted or obtained during the period those documents were in effect. The applicable provisions contained in the documents listed in Appendix D have been incorporated in Revision 2 of these Implementation Procedures.

1.13 Definitions

Notwithstanding the definitions set forth in 14 CFR and in the CAR, for the purposes of these Implementation Procedures, the following definitions will apply to the extent the definitions do not conflict.

1.13.1 "Acceptance" means the CA has granted an approval, issued a certificate, or made a finding of compliance. The VA will accept that approval, certificate, or finding as satisfactory evidence that a product and/or design provides a level of safety equivalent to the VA's applicable standards and will consider the CA approval as its own equivalent approval.

1.13.2 "Acoustical Change" means any voluntary change in the type design of an aircraft to be approved that may increase the noise levels of that aircraft.

1.13.3 "Additional Technical Condition" means a requirement of the importing State that is in addition to the applicable airworthiness and environmental requirements of the State of Design or that may be prescribed:

1.13.3.1 For airworthiness requirements, that provides a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing State.

1.13.3.2 For environmental requirements, that provides noise, fuel venting, fuel efficiency, and exhaust emission levels no greater than those provided for by the applicable environmental requirements of the importing State.

1.13.4 "Aeronautical Product Approval (APA)" means an approval for those aeronautical articles approved by CAAI for manufacture under the requirements of the 14th chapter of the Israeli Air Navigation Regulations (ANR) (Procedures for Certification of Aircraft and Aircraft Parts), 1977. The APA approves that these articles have been shown to comply with the applicable Technical Standard Order minimum performance standard and does not approve installation of the article on an aircraft.

1.13.5 "Aircraft" has the meaning defined in the VA's applicable laws and regulations.

1.13.6 "Aircraft Engine" means an engine that is used or intended to be used for propelling aircraft. It includes turbo-superchargers, appurtenances, and accessories necessary for its function, but does not include propellers.

1.13.7 "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 airworthiness standards.

1.13.8 "Aircraft Model" means an aircraft manufacturer's designation for an aircraft grouping with similar design or style of structure. The aircraft model listed in the aircraft TC is the designation used by the aircraft manufacturer to distinguish a particular aircraft or is the designation used by a national military or armed force to distinguish a particular aircraft. If an aircraft is of amateur construction, then the aircraft model would be the name designated by the organization responsible for the design in most cases. The aircraft model, when coupled with the aircraft make, must be unique in order to identify that aircraft grouping. The aircraft model, when coupled with the aircraft manufacturer and aircraft serial number, must be unique.

1.13.9 "Airworthiness Certificate" means a standard airworthiness certificate: FAA Form 8100-2, issued by the FAA; and CAAI KA105A, issued by the CAAI, and special airworthiness certificate, FAA Form 8130-7, issued by the FAA.

1.13.10 "Airworthiness Directives" means the legally enforceable rules issued by:

1.13.10.1 the FAA in accordance with 14 CFR part 39. These rules are referenced by the acronym, "AD"; or

1.13.10.2 the CAAI in accordance with CAAI Article 69 of the Air Navigation Law (ANL). These rules are referenced by the acronym, "AD".

1.13.11 "Airworthiness Standards" means the regulations, requirements, airworthiness codes, or other certification specifications governing the design and performance of civil aeronautical products and articles.

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

1.13.13 "Approved" unless used with reference to another person, means approved by the FAA or the CAAI, or any person to whom the FAA or CAAI has delegated its authority in the matter concerned, or approved under the provisions of the BASA Executive Agreement between the United States and Israel.

1.13.14 "Approved Manuals" means manuals, or sections of manuals, requiring approval by the FAA or the CAAI 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.

1.13.15 "Article" is defined differently in the U.S. and in Israel.

1.13.15.1 For the FAA, an article means a material, part, component, process, or appliance. See 14 CFR section 21.1.

1.13.15.2 For the CAAI, an article means any material, part, component, or process, intended for aviation use, or aviation equipment.

1.13.16 "Aviation Authority (AA)" means a responsible government agency or entity that exercises legal oversight on behalf of the foreign government over regulated entities and determines their compliance with applicable standards, regulations, and other requirements within the jurisdiction of the foreign government.

1.13.17 "Certificating Authority (CA)" means the FAA or the CAAI, as charged by their laws to fulfill the ICAO responsibilities as a State of Design to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles originated in their State.

1.13.18 "Certification Basis" means the applicable airworthiness and environmental standards established by a CA for the purpose of certification and by a VA for the purpose of validation. 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.

1.13.19 "Civil Aeronautical Product" refer to Article II of the BASA Executive Agreement for definition.

1.13.20 "Commercial Part" means an article that is listed on an FAA-approved Commercial Parts List included in a design approval holder's Instructions for Continued Airworthiness required by 14 CFR section 21.50.

1.13.21 "Compliance Determination" means the determination, by either the FAA's system or the CAAI's system, during the certification process, that the applicant has demonstrated compliance with identified, individual airworthiness, environmental, or other standards.

1.13.22 "Compliance Finding" means the official act by which the responsible authority makes a legal finding that the applicant has demonstrated compliance with all the applicable airworthiness and environmental standards.

1.13.23 "Concurrent Certification" means a process whereby the certification applicant requests validation of the product at the same time as certification is conducted by the CA.

1.13.24 "Continued Operational Safety (COS)" means that process which ensures the integrity of a product throughout its service life. This involves problem prevention, service monitoring and corrective actions that feedback into a product's design and production.

1.13.25 "Corrective Action" means the measures taken to resolve unsatisfactory

conditions and to prevent reoccurrence.

1.13.26 "Design Approval" means a Type Certificate (including amended and supplemental type certificates) or the approved design under a PMA, TSOA, letter of TSO design approval, or other approved design.

1.13.27 "Design Approval Holder (DAH)" means the holder of any design approval, including TCs, amended TCs, STCs, amended STCs, PMAs, TSOA, and letter of TSO design approval.

1.13.28 "Designee" means a non-FAA person appointed by the FAA in accordance with 14 CFR part 183, subpart A or appointed by CAAI in accordance with ANR (CAA Representatives). This person has been delegated the responsibilities of an FAA manufacturing inspector, engineer, or test pilot. Designees may be authorized to perform the functions listed in 14 CFR part 183, subpart C or Regulation 6 of the ANR (CAA Representatives).

1.13.29 "Deviation" when used with respect to TSO articles means an alternative method to meet performance criteria of a TSO and requires factors or design features providing an equivalent level of safety to compensate for the standards from which a deviation is requested.

1.13.30 "Distributor" means any person engaged in the sale or transfer of products and articles for installation in type-certificated aircraft, aircraft engines, or propellers, and that conducts no manufacturing activities.

1.13.31 "Emissions Change" means any voluntary change in the type design of an aircraft or engine which may increase fuel venting or exhaust emissions.

1.13.32 "Environmental Approval" refer to Article II of the BASA Executive Agreement for definition.

1.13.33 "Environmental Compliance Demonstration" means a process by which the design or change to a design of a civil aeronautical product or article is evaluated for compliance with applicable standards and procedures concerning noise, fuel venting, or exhaust emissions.

1.13.34 "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.

1.13.35 "Environmental Testing" means a process by which a civil aeronautical product is evaluated by the Authority for compliance with environmental standards defined by that Authority, using procedures determined between the Authorities.

1.13.36 "Equivalent Level of Safety Finding (ELOS)" means a finding where compensating factors provide a level of safety equal to that provided by the requirements for which equivalency is being sought.

1.13.37 "Exemption" means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by the FAA or the CAAI.

1.13.38 "Exporting Civil Aviation Authority (EA)" means the organization within the

exporting State charged by the laws of the exporting State, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, and articles.

1.13.39 "Familiarization" means the process whereby the Validating Authority (VA) obtains information and experience on a civil aeronautical product designed in the exporting State in order to: prescribe additional technical conditions for that product; mandate corrective airworthiness action in the event that the product experiences service difficulties during its operation in the importing State; and ensure the development of appropriate maintenance, operating, and pilot type rating information (if applicable) for the product.

1.13.40 "Finding" means a determination of compliance or noncompliance with the standards defined by the Authority as the result of actions such as test witnessing, inspections, qualifications, approvals, and monitoring.

1.13.41 "Flight Test" means any ground or flight test performed on the product test article that is controlled or evaluated by FAA or CAAI flight test personnel (or their designees), in support of appropriately authorized official testing.

1.13.42 "Implementation Procedures" means a document under the BASA Executive Agreement that specifies detailed procedures on cooperation between the FAA and CAAI in a discipline of aviation safety oversight. For airworthiness and depending on the particular arrangement, this document may be called Implementation Procedures for Airworthiness (IPA), Technical Implementation Procedures (TIP), or Schedule of Implementation Procedures (SIP).

1.13.43 "Importing Civil Aviation Authority (IA)" means the organization within the importing State charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, and articles.

1.13.44 "Instructions for Continued Airworthiness (ICA)" means the required information, as per 14 CFR section 21.50, or the appendices in each part of the CAAI Airworthiness Inspection Manual (AIM), developed in accordance with applicable airworthiness requirements that include the applicable inspection tasks, intervals, methods, processes, procedures, and airworthiness limitations to keep the product airworthy throughout its operational life.

1.13.45 "Issue Paper" means a document describing an item that requires resolution prior to the issuance of a design approval.

1.13.46 "Letter of TSO Design Approval (LODA)" means a Design Approval issued by the FAA for an article manufactured outside the United States that meets a specific TSO. A LODA is not a production approval and is not an installation approval. Certain FAA Certification Branches have responsibility for processing LODA applications submitted by the CAAI. These FAA Certification Branches are responsible for issuing the LODA to the foreign manufacturer. See FAA Order 8150.1.

1.13.47 "Licensing Agreement" means a commercial contract 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.

1.13.48 "Maintenance" refers to Article II of the BASA Executive Agreement for definition.

1.13.49 "Maintenance Records" means the records of maintenance for an aircraft, aircraft engine, or propeller. Commonly referred to as a "logbook."

1.13.50 "Management Plan" means a working-level document that prescribes a detailed method for achieving a technical process derived from an activity stated in the BASA Executive Agreement or Special Arrangement.

1.13.51 "Manufacturer" means the person who, by FAA or CAAI regulation, is responsible for determining that all products or articles produced within the quality system conform to an FAA or CAAI-approved design or established government or industry standard and are in a condition for safe operation. NOTE: Manufacturers that are not producing under an FAA-approved quality system do not issue any attestation that the part is in a condition for safe operation (typically commercial parts or standard parts).

1.13.52 "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.

1.13.53 "New Aircraft Engine/Propeller" means an aircraft engine or propeller that is still owned by the manufacturer, distributor, or dealer; and has never been installed on an aircraft, has no time in service other than testing by the manufacturer, and meets all technical requirements for a new product.

1.13.54 "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 of the TSO article.

1.13.55 "Overhauled Engine or Propeller" means an engine or propeller that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with approved or acceptable standards and technical data.

1.13.56 "Parts Manufacturer Approval (PMA)" 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.

1.13.57 "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.

1.13.58 "Product Issue List" means a list that identifies all known certification issues, such as special conditions, for a specific product type. The list helps the applicant, CA, and VA identify certification items that need to be addressed on a certification project.

1.13.59 "Production Approval" means a document issued by the FAA or the CAAI 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 (PMA), or a TSOA.

1.13.60 "Production Approval Holder (PAH)" means the holder of a production certificate, a Parts Manufacturer Approval (PMA), or a Technical Standard Order TSOA. This person controls the design and quality of a product or article.

1.13.61 "Production Certificate (PC)" means an approval by the FAA or CAAI to manufacture or alter a product after having shown compliance with an approved type design. The FAA or CAAI issues a PC to a TC holder (this includes STC holders) or a licensee of a TC holder, who meets the requirements of 14 CFR sections 21.135, 21.137, and 21.138, or CAAI ANR (Procedures for the certification of Aircraft and Aircraft Parts), 1977, regs 50, 52, and 54, respectively.

1.13.62 "Production Certificate Extension" means an extension by the FAA or the CAAI of a Production Certificate to a facility located in another country or jurisdiction.

1.13.63 "Program Manager (PM)" means the person (individual or team lead) responsible for ensuring all applicable airworthiness standards are met prior to FAA or CAAI approval.

1.13.64 "Quality System" means a systematic process that meets the requirements of the Authority for the State of Manufacture (SoM) and ensures that the products and articles produced under this production quality system will conform to the approved design and will be in a condition for safe operation.

1.13.65 "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.

1.13.66 "Restricted Category Aircraft" means an aircraft intended for special purpose operations that:

1.13.66.1 For the CAAI: Either (i) meets the airworthiness requirements of a standard category less those that are inappropriate for a special purpose operation, complies with the applicable noise requirements, and has no feature or characteristic that makes it unsafe when operated under the limitations prescribed for its intended use, or (ii) is of a type that has been manufactured in accordance with the requirements of and accepted for use by the Israel Defence Force or a foreign Military, was modified for a special purpose operation, complies with the applicable noise requirements, and has no feature or characteristic that makes it unsafe when it is operated under the limitations prescribed for its intended use; and

1.13.66.2 For the FAA: Either (i) meets the airworthiness requirements of a standard category less those that are inappropriate for a special purpose operation, complies with the applicable noise requirements, and has no feature or characteristic that makes it unsafe when operated under the limitations prescribed for its intended use, or (ii) is of a type that has been manufactured in accordance with the requirements of and accepted for use by, an Armed Force of the U.S., was modified for a special purpose operation, complies with the applicable noise requirements, and has no feature or characteristic that makes it unsafe when it is operated under the limitations prescribed for its intended use. Military surplus aircraft must be surplus of the U.S. Armed Forces.

1.13.67 "Revocation" means when a certificate is no longer valid, and the holder may not exercise any of its privileges. A revoked certificate cannot be reinstated.

1.13.68 "Safety Elements" mean areas used by the CA and VA to classify validation projects and to manage the VA level of review of those projects (see paragraph 3.5.3).

1.13.69 "Sequential Validation" means a process whereby the CA has completed its certification, or is well advanced in the certification process, before a validation application is submitted.

1.13.70 "Significant Standards Differences (SSD)" means airworthiness standards differences where "the standards" are substantively different and may result in type design changes (including approved manuals) to meet the airworthiness standards of the importing authority different from the design and operation approved by the exporting authority. SSDs are typically identified within a specific listing between the validating authority and certificating (certifying) authority at the product level.

1.13.71 "Special Conditions" means the FAA finds that the airworthiness regulations of 14 CFR part 21, subpart B, or the CAAI finds that the airworthiness regulations of the CAAI ANR, do not contain adequate or appropriate safety standards for an aircraft, aircraft engine, or propeller because of a novel or unusual design feature of the aircraft, aircraft engine or propeller, and the FAA and CAAI therefore prescribes special conditions and amendments thereto for the product. The special conditions are issued in accordance with 14 CFR part 11 (for the FAA), and Regulation 4 of the ANR (for the CAAI), and contain such safety standards for the aircraft, aircraft engine, or propeller as the FAA or CAAI finds necessary to establish a level of safety equivalent to that established in the regulations.

1.13.72 "Standard Airworthiness Certificate" means an airworthiness certificate issued to a civil aircraft in accordance with Article 31 of the Chicago Convention.

1.13.73 "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.

1.13.74 "State of Design (SoD)" means the country or jurisdiction having regulatory authority over the organization responsible for the design and continued airworthiness of a civil aeronautical product or article.

1.13.75 "State of Manufacture (SoM)" means the country or jurisdiction having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.

1.13.76 "State of Registry (SoR)" means the State or territory on whose register an aircraft is entered.

1.13.77 "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.

1.13.78 "Supplemental Type Certificate (STC)" means the separate design approval that the FAA or CAAI issues to an applicant who alters a product by introducing a major change in type design (as defined by 14 CFR section 21.93(a), or CAAI Chapter 5 of the ANR) that does not require an application for a new TC. The STC process is essentially the same as the TC process.

1.13.79 "Surrender" means when a certificate holder voluntarily relinquishes a certificate and the associated privileges. A surrender does not immediately affect the aircraft previously manufactured.

1.13.80 "Suspension" means a temporary action to withhold the effectiveness or validity of a certificate, approval, or authorization as ordered by the FAA or the CAAI.

1.13.81 "Type Certificate/Production Certificate (TC/PC) Split" means a product for which the State or territory having jurisdiction over the Authority having regulatory responsibility for the design and continued airworthiness of the product or article is different from the State or territory having jurisdiction over the Authority having regulatory responsibility for the production and airworthiness of the product or article.

1.13.82 "Technical Standard Order (TSO)" means a minimum performance standard for specified articles. Each TSO covers a certain type of article. When authorized to manufacture an article to a TSO standard, this is referred to as a TSO authorization.

1.13.83 "Technical Standard Order Authorization (TSOA)" means an FAA design and production approval issued to the manufacturer of an article that has been found to meet a specific TSO. A TSOA is not an approval to install and use the article in the aircraft. It means that the article meets the specific TSO, and the applicant is authorized to manufacture it.

1.13.84 "Type Certificate (TC)" means the type design, the operating limitations, the type-certificate data sheet (TCDS) for airworthiness and emissions, the applicable type-certification basis, and environmental protection requirements with which the FAA and CAAI records compliance, and any

other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. An engine TCDS will include the record of emission compliance.

1.13.85 "Type Design" means, in general, the description of all characteristics of a product, including its design, manufacturing processes, limitations (e.g., approved section of the airplane flight manual), and continued airworthiness instructions, which determines its airworthiness. This includes drawings and specifications necessary to define the configuration and design features (e.g., dimensions, materials, and processes) and the data substantiating that the design meets the applicable airworthiness requirements. For the FAA, see 14 CFR section 21.31.

1.13.86 "Used Aircraft" means an aircraft that is not a new aircraft.

1.13.87 "Validating Authority (VA)" means the FAA or the CAAI, 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.

1.13.88 "Validation" means the FAA's or the CAAI's process for issuing an approval of a design originally approved by the other.

1.13.89 "Work Plan" serves as a scalable project planning document developed by the VA to document the scope of their technical review based on risk-based principles. The Work Plan identifies specific design features, systems, or characteristics of a civil 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 and articles to be approved by the FAA and the CAAI for standard category airworthiness certification, except as described in paragraph 2.1.4.

2.1.2 The FAA and the CAAI do not normally validate approvals issued by the other for products or articles unless there is a demonstrated market interest in issuing the approval.

2.1.3 The FAA and CAAI issue standard airworthiness certificates in the normal, utility, acrobatic, commuter, and transport categories of aircraft, as well as manned-free balloons and special classes of aircraft which include airships, very light airplanes (VLA), gliders, and other non-conventional aircraft.

2.1.4 Aircraft for which a special airworthiness certificate is issued by the FAA or CAAI will be dealt with on a case-by-case basis through the Special Arrangements provision in Section IX of these Implementation Procedures or other means agreed by both parties.

Restricted category aircraft are not eligible for a standard airworthiness certificate by the FAA or CAAI.

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 (ATCs) for products listed in Table 1 for which the U.S. is the SoD and TCs and ATCs, for products listed in Table 2 for which Israel is the SoD.

2.2.1.2 Supplemental Type Certificates (STCs) and amended STCs for products listed in Table 1 and STCs, and amended STCs, for products listed in Table 2 that have been issued both an FAA and a CAAI type design approval, regardless of SoD.

2.2.1.3 Design data approved by either authority, used in the support of repairs or alterations, as identified in paragraph 3.3.2, for products and articles for which both the FAA and the CAAI have issued a type design approval for the product.

2.2.1.4 TSO and PMA approvals as listed in Table 1; and APA, and PMA approvals, as listed in Table 2 (see paragraph 2.2.4).

2.2.1.5 Any other design change approved under the CA's system.

2.2.2 Export Certificates of Airworthiness

Export Certificates of Airworthiness issued by the U.S. or Israel for aircraft that conform to a Type Design validated by the Importing Authority (IA), provided that the conditions detailed in paragraph 7.2 (as applicable) are

satisfied, including:

2.2.2.1 New and used aircraft for which the U.S. or Israel is the SoD and the SoM.

2.2.2.2 New and used aircraft for which the U.S. or Israel is the SoD and the other is the SoM, provided that:

(a) A management plan has been entered into, defining the FAA's and the CAAI's roles and responsibilities relating to continued airworthiness. The management plan will:

(1) Be developed and approved by the FAA and the CAAI for each TC/PC split project and provide all relevant detailed information on the design approval holder, production approval holder, and the product concerned;

(2) Provide procedural guidance in regulatory responsibilities; and

(3) Establish a communication methodology addressing the exchange of information between the FAA and the CAAI;

(b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and

(c) The TCDS issued by the SoD lists all production approvals.

2.2.2.3 New and used aircraft for which a third State is the SoD and the SoM.

2.2.2.4 New and used aircraft with different SoD and SoM for which a third State is the SoD and the U.S. or Israel is the SoM, provided that:

(a) An agreement/arrangement has been entered between the SoD and the SoM defining each Authority's roles and responsibilities for continued airworthiness and is available to the Importing Authority (IA);

(b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and

(c) The TCDS issued by the SoD lists all production approvals.

2.2.2.5 New and used aircraft with different SoD and SoM for which the U.S., Israel, or a third State is the SoD and a State other than the U.S. or Israel is the SoM will require:

(a) Either development of a Special Arrangement under Section IX of these Implementation Procedures; or IA review and acceptance of an existing arrangement established between the SoD and the SoM;

(b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued

airworthiness of the design; and

(c) The TCDS issued by the SoD lists all production approvals.

2.2.3 Authorized Release Certificates / Airworthiness Approval Tag (or equivalent)

New, used, overhauled, and rebuilt aircraft engines and new propellers that conform to a Type Design approved by the IA, provided that the conditions detailed in paragraph 7.3 (as applicable) are satisfied, including:

2.2.3.1 New, used, overhauled, and rebuilt aircraft engines and new propellers for which the U.S. or Israel is the SoD and the SoM;

2.2.3.2 New, used, overhauled, and rebuilt aircraft engines and new propellers for which the U.S. or Israel is the SoD and the other is the SoM, provided that:

(a) A management plan has been entered, defining the FAA's and the CAAI's roles and responsibilities relating to continued airworthiness;

(b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and

(c) The TCDS issued by the SoD lists all production approvals.

2.2.3.3 New, used, overhauled, and rebuilt aircraft engines and new propellers for which a third State is the SoD and the U.S. or Israel is the SoM, provided that:

(a) The IA reviews and accepts an existing arrangement established between the SoD and the SoM;

(b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and

(c) The TCDS issued by the SoD lists all production approvals.

2.2.4 Articles

2.2.4.1 CAAI, as the IA, will accept:

(a) New FAA TSO articles;

(b) New replacement and modification parts that conform to CAAI approved design data and are eligible for installation in a product or article that has been granted CAAI design approval, as follows:

(1) Replacement parts for all products and articles, regardless of the State of Design; and

(2) Modification parts for all products and articles, regardless of the State of Design.

(c) All FAA PMA approvals, without further showing, for modification and/or replacement parts for installation on products certified or validated by the CAAI.

2.2.4.2 FAA, as the IA, will accept:

(a) New APA articles.

(b) New replacement parts that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval, for the following:

(1) Airplanes, airships, VLA, gliders, and articles, as listed in Table 2, for which Israel is the State of Design; and

(2) Products or articles for which the U.S., Israel, or a third State, is the State of Design. In the case of a third State design, there must be a bilateral agreement between the U.S. and the third State.

(c) New modification parts that conform to FAA-approved design data and are eligible for installation in a product or article which has been granted an FAA design approval, for the following:

(1) Airplanes, airships, VLA, gliders, powered lift, and articles, as listed in Table 2, for which Israel is the State of Design for both the product/article and the design change; and

(2) Products or articles for which the U.S., Israel, or a third State, is the State of Design for the design change. In the case of a third State design; there must be a bilateral agreement between the U.S. and the third State.

2.2.5 Standard Parts

Standard Parts (not commercial parts) conforming to established government or industry accepted specifications are generally delivered by the manufacturer with a Certificate of Conformity and are accepted by both the FAA and the CAAI providing they do conform to established government or industry accepted specifications and are identified by the approved design data of the products or articles in which they are installed.

2.2.6 Environmental Approval

As outlined in Section 3, the VA will accept environmental approvals based upon findings made against 14 CFR parts 34, 36, and 38 by the FAA as CA, or ANR (Aircraft Noise), 1977 by the CAAI as CA, as the basis for

establishing compliance with VA environmental requirements.

2.3 Continued Airworthiness

The scope of these Implementation Procedures includes continued airworthiness, as detailed in Section IV.

2.4 Production and Surveillance

The scope of these Implementation Procedures includes production and surveillance, as detailed in Section VI.

2.5 Summary Table

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

Table 1*

Summary of U.S. State of Design Products, Articles, and their Associated FAA Approvals Eligible for Approval by the CAAI.

PRODUCT/ARTICLE	FAA Type Certificates & Amendments	FAA Supplemental Type Certificates	FAA Technical Standard Order Authorizations	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:				
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 primary, provisional and restricted category	**(see Note 1)**	**(see Note 1)**	N/A	N/A
PARTS:				
TSO Articles	N/A	N/A	✓	N/A
Replacement or Modification Parts for the above airplanes, rotorcraft, balloons, aircraft engines, propellers, special class aircraft, and articles.	✓ Note: Produced under production approval.	✓ Note: Produced under production approval.	✓	✓

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***** Please reference the applicable Safety Elements in paragraph 3.5.3 in combination with this table.

** The FAA certifies Unmanned Aviation Systems (UAS) under 14 CFR Part 21.

Note 1: Aircraft certified in the primary, provisional and restricted categories will be dealt with on a case-by-case basis through the special arrangement provision in Section IX or other means agreed by both parties.

Table 2*

Summary of Israeli State of Design Products, Articles, and their Associated CAAI Approvals Eligible for Approval by the FAA.

PRODUCT/ARTICLE	CAAI Type Certificates/Type Approval & Amendments	CAAI Supplemental Type Certificates	Aeronautical Product Approval	CAAI 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
Tethered Gas 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
Unmanned Aircraft Systems**	✓	✓	N/A	N/A
Aircraft type certificated in the primary, provisional and restricted category	**(see Note 1)**	**(see Note 1)**	N/A	N/A
PARTS:				
APA Articles	N/A	N/A	✓	N/A
Replacement or Modification Parts for the above airplanes, rotorcraft, aircraft engines, propellers, airships, VLA, gliders, powered lift, and articles.	✓ Note: Produced under production approval.	✓ Note: Produced under production approval.	✓	✓

***** Please reference the applicable Safety Elements in paragraph 3.5.3 in combination with this table.

** The CAAI certify Unmanned Aircraft Systems (UAS) under NATO STANAGs 4671, 4702, 4703 (see paragraph 1.7.2)

Note 1: Aircraft certified in the primary, provisional and restricted categories will be dealt with on a case-by-case basis through the special arrangement provision in Section IX or other means agreed by both parties.

SECTION III VALIDATION PROCEDURES

3.1 General

3.1.1 The principles and procedures in this Section apply to the acceptance or validation of applications for FAA or CAAI initial design approvals 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 and alterations.

3.1.2 Applications for FAA or CAAI approval are intended for civil aeronautical products and articles. Products and articles which are intended only for military use are not eligible for FAA or CAAI validation under the BASA Executive Agreement unless the Authority for the SoD has accepted to certify the product or article and there is a civilian and/or public use application within the jurisdiction of the importing State. In these cases, the FAA and the CAAI shall consult to determine whether validation is within the scope of the BASA Executive Agreement and may require a Special Arrangement under Section IX of these Implementation Procedures.

3.1.3 The purpose of validation is to determine that the design approval or certificate issued by the CA is in compliance with the VA's environmental and airworthiness requirements for aeronautical products and articles, provided that a level of safety equivalent is retained.

3.1.4 Close cooperation between the VA and the CA is necessary to provide for effective management of the validation process and for the most effective utilization of resources. Working under the principle that communication should occur between Authorities, correspondence will be answered through and coordinated with the CA. The FAA and the CAAI also recognize that direct communication between the VA and the applicant is sometimes necessary. Direct communication should be limited to technical questions regarding the product (familiarization) and should be conducted with the awareness and consent of the CA. The CA should be informed of the outcome of these discussions.

3.1.5 Applicants are encouraged to seek concurrent certification and validation approvals. Both Authorities may implement concurrent design approval projects covered by the scope of these Implementation Procedures. A type design that satisfies both the VA and the CA requirements is the desired outcome of a concurrent approval process.

3.1.6 The resolution process as provided in paragraph 1.8 will be used to address any disagreements on the validation process.

3.1.7 Submission of Electronic Data

3.1.7.1 When electronic data is submitted by an Israeli applicant, as described in CAAI's working procedures the applicant is considered to have an arrangement acceptable to the CAAI for the submission and storage of electronic data. The applicant is responsible for the transmission of the electronic data, including any proprietary data,

to the FAA, in a format that is compatible with the FAA's information system, under the guidance of the CAAI.

3.1.7.2 When electronic data is submitted by a U.S. applicant, as described in FAA Order 8000.79, the applicant is considered to have an arrangement acceptable to the FAA for the submission and storage of electronic data. The applicant is responsible for the transmission of the electronic data, including any proprietary data, to the CAAI under the guidance of the FAA. Compliance with U.S. export control requirements must be met; reference FAA Order 1240.13.

3.1.8 Certificates and design approvals are accepted or validated by the VA using one of the following three procedures:

3.1.8.1 Acceptance

(a) Acceptance of the CA approval by the VA without issuance of its own approval.

(b) No application for validation is required.

3.1.8.2 Streamlined Validation (SV)

(a) An approval by the VA without any technical review, with the issuance of a VA approved document.

(b) Design change approvals that are not impacted by the Safety Elements in paragraph 3.5.3 are eligible for Streamlined Validation.

3.1.8.3 Technical Validation

(a) All design approvals not eligible for Acceptance or Streamlined Validation will undergo a Technical Validation.

(b) For Technical Validation, the VA will issue an approval document.

(c) Technical Validation includes:

(1) Full Technical Validation (FTV)

(i) Technical validation of the certificate or change will be performed by the VA.

(ii) The objectives of FTV are for the VA to evaluate compliance with applicable standards, and thereby, identify areas for further technical confidence building. These areas will be applied to future projects under the Limited Technical Validation process, thereby limiting VA review.

(iii) The ideal scenario for this process is a concurrent certification-validation program to facilitate the VA technical assessment.

(2) Limited Technical Validation (LTV)

(i) Technical Validation of the certificate or change will be performed by the VA using Safety Elements (paragraph 3.5.3) to define its level of involvement.

(ii) This process can properly function under either the concurrent or sequential validation process.

(d) The requirement to identify and demonstrate compliance to applicable VA environmental standards is one component of the validation process. The procedures for VA compliance findings to its environmental standards are provided in paragraph 3.6.

3.1.9 To determine whether the CA approval will be subject to acceptance or one of three validation processes, the CA will apply the following decision process:

Does the CA approval qualify for Acceptance, as defined in paragraph 3.2?

3.1.9.1 If yes, the VA will follow the Acceptance Procedures in paragraph 3.3.

3.1.9.2 If no, continue to paragraph 3.4 to determine the type of validation procedure to follow.

3.2 Acceptance

The FAA and the CAAI conclude that certain approvals can benefit from mutual acceptance. There are specific CA approvals (further described in paragraph 3.3) that shall 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, per paragraph 3.3.1;

3.2.2 PMA, per paragraph 2.2.4
NOTE: If the PMA is part of an STC, the STC must be validated;

3.2.3 Design data for repairs and alterations per paragraph 3.3.2;

3.2.4 Minor changes to TSO LODA and APA, per paragraph 3.3.3;

3.2.5 Any TSOA Article, per paragraph 3.3.4.

NOTE: The VA may suspend the acceptance of design approval(s) in paragraph 3.2, where following consultation with the CA, there is no mutually acceptable resolution of airworthiness concern(s) identified by the VA on a specific design approval. In this case, the VA can either take action in accordance with Section IV, Continued Airworthiness, or require validation of the design approval in question.

3.3 Acceptance Procedures

The acceptance of the following approvals by the VA is based solely on the CA's approval without the need for submission of an application for validation by the CA. An approval originally granted by the FAA or the CAAI 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

3.3.1.1 Design changes made by the design approval holder, classified as minor changes to type design and approved by the CA under their procedures, which do not require the CA or the VA to issue a new or amended TC, TCDS, or STC, and which do not qualify as an acoustical or emissions change under 14 CFR section 21.93 or ANR 34.

3.3.1.2 Design changes made by the design approval holder, classified as major changes to type design and approved by the CA under their procedures, for which none of the Safety Elements identified in paragraph 3.5.3 is applicable, and which do not require the CA or the VA to issue a new or amended TC, TCDS, or STC, and which do not qualify as an acoustical or emissions change under 14 CFR section 21.93 or ANR 34.

3.3.1.3 No application is required and the design change is accepted by the VA without any involvement; and

3.3.1.4 These design changes are to be included in the design approval holder's type design.

3.3.1.5 PMA Parts: CAAI shall directly accept all FAA PMA approvals, without further showing, for modification and/or replacement parts for installation on products certificated or validated by the CAAI.

3.3.2 Design Data for Repairs and Alterations

3.3.2.1 Acceptance of Design Data in Support of Repairs

The FAA and the CAAI shall accept approved design data from each other provided that the approval was granted in accordance with their respective repair design approval procedures and used in support of major or minor repairs of products, parts, or articles within the scope of these Implementation Procedures as noted in Section II, if:

(a) the IA has certificated/validated the product or article, and

(b) the CA/EA is acting on behalf of the SoD for the repair design data, and

(c) the CA repair design data approval is documented via applicable repair design approval letter, form, or other official document based on the applicable repair design approval procedure, and

(d) the repair is not in an area that is subject to an AD unless the VA's AD allows for acceptance of CA repair design approval.

3.3.2.2 Acceptance of Design Data in Support of Alterations

CA approved or accepted alterations in accordance with 14 CFR part 43 or Chapter 7 of ANR (Operation of Aircraft & Rules of Flight), 1981 & ANR (Approved Maintenance organizations),

2013 installed on a product exported from the U.S. or Israel, regardless of the SoD of the product, are considered approved by IA at the time of import. The IA shall accept such CA alteration data when substantiated by the FAA via an appropriately executed FAA Form 8110-3, 8100-9, 337 (block 3) or logbook entry, or by the CAAI via logbook entry.

3.3.3 Acceptance of Minor Changes to a TSO LODA and APA.

The FAA and CAAI shall accept minor changes to a TSO LODA and APA provided that the approval was granted in accordance with their respective procedures.

3.3.4 FAA TSO Articles

3.3.4.1 General

The CAAI will accept an FAA TSOA without issuing an additional CAAI approval.

(a) Acceptance will be applicable to all current and future TSOA issued by the FAA.

(b) The TSOA is an approved article within the respective FAA system but does not imply installation approval.

3.3.4.2 New articles exported to Israel having an FAA airworthiness approval will have an FAA Form 8130-3, FAA Authorized Release Certificate (Airworthiness Approval Tag).

3.3.4.3 Acceptance of such articles, under these Implementation Procedures, will be based on the following conditions:

(a) The article meets the applicable TSO, as evidenced by a statement or declaration of conformity by the TSOA; and

(b) If applicable, deviations or exemptions from the TSO are substantiated and have been approved by the FAA.

3.3.5 CAAI Aeronautical Product Approval (APA).

3.3.5.1 Application. The CAAI design approval for TSO appliances is characterized by the issuance of an Aeronautical Product Approval (APA). All U.S. applicants for a CAAI design approval shall make application through the FAA Certification Branch responsible for the applicant's geographic area, with a request that the application and required information be forwarded to the CAAI Office, at the address indicated in Appendix A.

3.3.5.2 Installation Approval. A CAAI APA does not constitute an installation approval for the TSO appliance on an aircraft. The installer must obtain installation approval from their civil airworthiness authority for use on an aircraft registered under that authority.

3.3.5.3 Joint Design Approval Procedures. The FAA and CAAI may undertake concurrent type certification/validation and other design approval projects with respect to products covered by the scope of these Implementation Procedures when it is in the interest of both authorities and their aviation industries. The

procedures for such projects will be mutually agreed upon by the FAA and CAAI.

3.4 Classification of Applications for Validation

3.4.1 For applications containing CA design approvals that do not meet the acceptance criteria established in paragraph 3.2, the Authorities have established a risk-based approach influenced by the extent of past certification and operational experience with similar CA products, as well as the specific design features and operational characteristics of the project presented for validation. This risk-based approach establishes the VA level of involvement, according to the project classification as either Streamlined Validation or Technical Validation (which includes FTV and LTV).

3.4.2 The CA shall classify an application for validation according to the following decision process:

3.4.2.1 If the type design or major change in type design application for validation is for a product (listed in Section II, Table 1 and Table 2) that has not been previously submitted for validation to the VA, the VA may conduct an FTV, following the process outlined in paragraph 3.5.

3.4.2.2 If the type design or major change in type design application for validation is for a product (listed in Section II, Table 1 and Table 2) that has been previously approved for validation to the VA, the VA shall conduct a review of the Safety Elements in paragraph 3.5.3.

(a) If one or more of the Safety Elements is applicable, the VA will conduct an LTV, following the applicable process outlined in paragraph 3.5.

(b) If none of the Safety Elements is applicable, the VA will conduct an SV, following the applicable process outlined in paragraph 3.5. If the application is for a TSO LODA or APA, follow the process outlined in paragraph 3.8.

3.5 Validation Process

All three validation processes (FTV, LTV, SV) require an application to the VA, a certification statement from the CA to the VA, and issuance of a VA design approval. However, the intermediate steps between application and VA approval vary depending on which process is applied.

3.5.1 Application (applies to FTV, LTV, and SV)

3.5.1.1 Upon receipt of an application for validation from an applicant, the CA shall send it to the VA after the CA has verified that:

(a) The product or design change is within the scope of these Implementation Procedures as provided in paragraph 2.2;

(b) The product or design change has been issued a TC, or STC by the CA, or an application has been made to the CA; and

(c) The application is not eligible for Acceptance, as defined in paragraph 3.2;

3.5.1.2 All applications must be submitted by the CA, who shall ensure that the package contains the following information and forward this information to the appropriate VA office as listed in Appendix A:

Note: For certain projects some elements of the application package will not be known at the time of application; those applications must include all known data. Missing information will be provided to the VA as it becomes available during the course of the validation project.

(a) Cover letter from the CA identifying the following:

(1) Applicant requested timeline

(2) Application Category Requested:

(i) Concurrent Certification Validation

(ii) Sequential Certification Validation

(3) Validation Classification (see paragraph 3.4.2):

(i) Streamlined Validation

(ii) Technical Validation type (FTV or LTV).

(b) Completed VA application form, as applicable;

(c) A copy of the CA's TC and data sheet (if available), or STC or amended TC, that identifies the certification basis upon which the CA's design approval was issued. In the absence of a TCDS, the CA shall submit the document that defines the certification basis.

(d) An applicant statement of compliance as per 14 CFR § 21.20.

(e) The date of the application to the CA;

(f) A description of the product in accordance with the following:

(1) For a TC, descriptive data defined in 14 CFR section 21.15 for applications to the FAA, or ANR 2(b) and 3 for applications to CAAI;

(2) For a design change, a detailed description of the change, together with the make and model of the changed product;

(g) The CA shall list any applicable ADs and provide an assessment that changes to correct the unsafe condition identified in the AD have been incorporated into the type design;

(h) Compliance Checklist, including reference to any known applicable VA additional technical conditions, as defined in paragraph 1.13.3, and means of compliance;

(i) Approved Manuals or changes to Approved Manuals as applicable (see paragraph 3.5.9);

(j) Master Drawing List;

(k) Maintenance/Repair Manual Supplements;

(l) Weight and Balance data;

(m) Instructions for Continued Airworthiness;

(n) A description of the criteria that led to the FTV, LTV, or SV project categorization;

(o) Issue Papers raised during the CA's certification activities related to the Safety Elements;

(p) A detailed description of areas impacted by the Safety Elements, in paragraph 3.5.3, as applicable to the project;

(q) Information on VA market interest and proposed delivery schedules; and

(r) A CA certification statement, as described in paragraph 3.5.12.

(s) Environmental: For a TC, a definition of the noise, fuel venting, and exhaust emissions standards upon which the design approval is based, and the proposed applicable VA environmental standards. For changed products, identification of the change as an acoustical or emissions changes, if applicable;

3.5.2 Acknowledgement of Application (applies to FTV, LTV, and SV)

3.5.2.1 The VA shall notify the CA within ten working days of receipt of application.

3.5.2.2 The VA shall review the application, confirm whether it is consistent with the validation process identified by the CA (sequential, concurrent, FTV, LTV, SV), and request the CA to send any missing information required for the application within 30 working days of receipt of an application.

3.5.2.3 The VA shall advise the applicant of any applicable fees within 15 working days of receipt of a complete application package.

3.5.2.4 Upon receipt of payment of any applicable fees, the VA shall begin working on the validation project.

3.5.3 Safety Elements Review (applies to LTV and SV projects only)

3.5.3.1 If one or more of the Safety Elements is applicable, the VA shall conduct an LTV.

3.5.3.2 If none of the Safety Elements is applicable, the VA shall conduct an SV.

3.5.3.3 The VA shall establish the scope of its technical review based upon the applicability of the following Safety Elements:

(a) **Special Emphasis Items (SEI)** – Areas of VA interest for all products of a certain class. May include relevant Product Issue List(s). These include areas where acceptable methods of compliance, at an industry level, continue to evolve, there is subjectivity in their application, and VA awareness is necessary. Each Authority shall publish, for public consumption, and periodically update, a list of such generic certification issues for each product class within their regulatory purview. In the absence of a published list(s), this criterion cannot be invoked by the VA. See linked list(s) in Appendix F.

(b) **Significant Changes** –The design change is classified by the CA as significant under their applicable requirements (i.e., either 14 CFR 21.101 or ANR 38, as applicable). The VA may accept the CA's classification, or reclassify the design change. For changes classified as significant, the VA may accept the CA analysis or conduct its own analysis;

(c) **New Technology** – New technology is technology that is new to the VA as a whole, not just new to the VA team members. For example, if technology used by the applicant were new to the VA team but not the VA itself, it would not be considered new. It is the VA management's responsibility to make sure the VA team members are properly informed of the earlier use of technology, VA standards, and MOC;

(d) **Novel Applications of Existing Technology** – Novel application of technology is where a particular technology is being used in a manner that causes the precepts of the technology to be questioned; a known technology being used in a manner different from previous experience of the CA or VA. However, it does not mean that existing technology being applied for the first time to a particular product line is automatically novel. Additionally, novel applies to the VA as a whole, not just the project being assessed by the specific VA team members;

(e) **The Product Use is Unconventional** – A product being used for a purpose for which it was previously not designed;

(f) **Potential Unsafe Condition** – A potential unsafe condition identified by either Authority that warrants issuing mandatory continuing airworthiness information (MCAI) for this product or a similar product. A potential unsafe condition may also be one in which the product contains design features pursuant to 14 CFR 21.21(b)(2) or ANR 8, where experience with other products in service has shown an unsafe condition might occur in that product, even though compliance with the standards in the VA certification basis can be demonstrated. Unsafe is measured with respect to the overall level of safety intended by the product's VA certification basis. Additionally, continued airworthiness concerns occur when the VA is aware of an issue for similar products already in service and may be actively taking steps to address the concern;

(g) **New Standard Interpretations or new MOC for the Existing Airworthiness Standards** – Interpretations/MOC applied by the CA that are different from those already accepted between the CA and the VA. An interpretation of a method of compliance or standard would not be considered "new" if it had been applied in a similar context by both the VA and the CA;

(h) **New VA Standards** – When new VA airworthiness standards are adopted and any of the following apply:

(1) Limited past experience by the VA with their application to a CA product; or

(2) They have an important impact on the whole product or a product's critical feature; or

(3) Engineering judgment is required to establish compliance;

(i) **Exemptions** – Exemption from applicable standards;

(j) **Equivalent Level of Safety** – Areas identified as requiring an ELOS finding to applicable standards;

(k) **Special Conditions** – Areas identified when the applicable airworthiness standards do not contain adequate or appropriate safety standards for the aircraft, aircraft engine, or propeller. For the FAA, refer to 14 CFR section 21.16 for further information;

(l) **SSD** – Airworthiness standards differences where the standards, and/or their interpretations, are substantively different and may result in type design changes (including approved manuals) to meet the airworthiness standards of the VA. SSDs will be identified by the VA based on a comparison of applicable VA and CA standards. If no specific SSD listing is available, this safety element may not be applied;

(m) **Acoustical or Emissions Change** – A change classified as an acoustical or emissions change per 14 CFR section 21.93 or ANR 34; or

(n) **Areas for Further Technical Confidence Building** –

(1) Technical areas for further confidence building consist of specific airworthiness standards, design features, or technologies identified by the VA.

(2) These standards, design features, or technologies are identified by the VA and must be based on either a lack of validation experience or objective evidence gathered from past validation and/or operational experience with similar CA products, where that experience supports a need for further confidence building.

(3) Areas for further confidence building are documented and shared between the Authorities. These initial lists will be provided by each Authority within sixty (60) days after signing these Implementation Procedures. Absent a list(s), this Safety Element cannot be invoked by the VA.

(4) The number of technical areas that require further confidence building is expected to decrease as the VA gains validation and/or operational experience with CA articles or products of the same type. When requesting items to be removed from the list, the CA shall collect and submit objective evidence to the VA of appropriate competence in compliance determination.

(5) However, if persistent gaps in compliance determinations are discovered by the VA during validation projects or operation of an article and/or product of the same type, the number of technical areas requiring further confidence building can increase. However, the VA shall document and submit objective evidence to the CA demonstrating a trend of increasing numbers of gaps in compliance determinations to justify an increase in the number of technical areas.

(6) Changes to the list will be effective thirty (30) days after the change is provided and will be applicable to new applications submitted after that effective date.

(7) Each Authority is responsible for communicating the other's list(s) to its staff, to facilitate correct and consistent project classification by the CA. In addition, each Authority shall communicate its own list to its staff, to facilitate the Work Plan development consistent with these procedures.

3.5.4 Streamlined Validation

3.5.4.1 The SV process is limited to the administrative actions required for the VA to issue its design approval based on the corresponding CA approval and a certification statement from the CA to the VA, as described in paragraph 3.5.12.

3.5.4.2 SV projects are only managed as sequential projects, in which the CA submits the application to the VA after the CA has completed its certification program when it is ready to provide a certification statement to the VA as described in paragraph 3.5.12.

3.5.4.3 The VA shall issue its design approval based on the CA's 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.

3.5.4.4 Once the VA confirms that the data requirements for the SV 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.

3.5.4.5 The VA shall issue final approval within 35 working days after acknowledging a complete application (as defined in paragraph 3.5.2), and confirmation of payment of any applicable fees.

3.5.4.6 In cases where the applicant chooses to voluntarily adopt into the VA certification basis later amendments to airworthiness or environmental standards than those required as described in paragraph 3.5.9, those later amendments for those standards shall be identified in the application.

3.5.5 Technical Validation (applies to FTV, LTV projects only)

3.5.5.1 Technical Validation is intended to allow the VA to:

(a) Familiarize itself with the type design, with emphasis on identification of applicable Safety Elements (paragraph 3.5.3), including additional technical conditions (as defined in paragraph 1.13.3);

(b) Develop and use a Work Plan that incorporates active management oversight to ensure common principles and procedures are applied to maximize reliance on the CA's findings and compliance determinations;

(c) Rely on the CA to conduct compliance determinations to the VA's certification basis as applicable; and

(d) Issue its own design approval based on the CA's design approval, any VA additional technical conditions, and a statement from the CA that the type design complies with the VA's certification basis.

3.5.5.2 Technical Familiarization

(a) The VA shall use the technical familiarization process to refine and finalize the Work Plan for FTV and LTV projects. Technical familiarization objectives include:

(1) Establishment of the VA certification basis, including identification of any additional technical conditions or additional VA airworthiness, noise, fuel venting, and emissions requirements relative to the CA certification basis.

(2) Establishment of the VA scope of review, limited to the applicable Safety Elements for an LTV project.

(3) Establishment of the VA depth of review, where the VA will review compliance data or otherwise participate directly in compliance determination activities.

(b) The CA shall arrange all familiarization meetings between the VA, the CA, and the applicant. If the CA does not intend to participate in the meetings, these can be coordinated directly between the VA and applicant, and the CA informed.

(c) The VA shall establish a project validation team if required for the project.

(d) The technical familiarization is only for the purpose of gaining an understanding of the product type design. The VA shall focus its attention during technical familiarization on understanding the general compliance methodologies used or to be used by the applicant, including assumptions, boundary conditions, and critical parameters of that methodology to verify the Safety Elements that are impacted, to determine if Issue Papers are necessary, and to update the Work Plan, if needed. Further details, including review of test plans or other compliance documents, test witnessing, or other details of the compliance demonstration are deferred until that depth of review is added to the Work Plan and approved by VA management.

(e) Familiarization flights are a unique aspect of technical familiarization because, in a concurrent program, they cannot be conducted until late in the project when a flying article is available. In a sequential or concurrent LTV project, familiarization flights have the following purposes:

(1) Identify to the CA for resolution any potential compliance issues not previously identified by the validation team in the course of technical familiarization.

(2) Familiarize the VA with the type design as necessary to support operational introduction and continued operational safety of the VA-registered fleet.

(f) VA requests for familiarization flights must be identified in the Work Plan.

(g) Familiarization flights should be supported by the CA flight test team to facilitate completion of the objectives described in (e).

3.5.5.3 Depth of Technical Review (applies to LTV projects only):

(a) The depth of VA technical review within each impacted Safety Element is guided by the procedures and principles provided below.

(b) The VA shall rely, to the maximum extent possible, on the CA to make compliance determinations on its behalf. VA justification is required for any VA review of a compliance determination, including the review of any compliance document. This justification normally falls into the following general areas:

(1) Applicable Safety Elements, when

(i) the VA has limited experience in applying those Safety Elements and engineering judgment is required to establish compliance, or

(ii) Areas for further technical confidence building, as defined in paragraph 3.5.3.3(n).

(2) New or novel features, new MOCs, or novel application of existing MOCs

Note: Once the VA has accepted an MOC for a given standard on any program with the CA, the expectation is that the VA shall accept that MOC in the future as long as the area is not identified for further confidence building and the assumptions made in the MOC are applicable. An exception is where a past MOC has been determined not to be sufficient. This determination shall be discussed between the VA and the CA.

(3) Sensitive issues usually associated with an accident or incident on a product with similar design features.

Note: A compliance document in this context is any test report or other document that directly supports a determination of compliance.

(c) VA review of compliance determinations, including review of any compliance documents, must be identified in the Work Plan along with the associated justification, and approved by VA management

(d) If the VA, upon completion of its review of a compliance document, finds the document acceptable, the VA shall provide a written statement to the CA verifying that the document is acceptable for demonstration of compliance to the VA certification basis.

3.5.5.4 Development and Implementation of the Work Plan

(a) The VA's level of involvement consists of both the scope and depth of review. Scope identifies what to review. Depth identifies how much to review, and to what level of detail. The level of involvement is documented in the Work Plan.

(b) For LTV projects, the VA shall determine the scope of its review using the Safety Elements (paragraph 3.5.3), as reviewed against the CA application package contents and CA statement of compliance. The VA will determine the depth of its technical review, including review of compliance documents, based on the criteria in paragraph 3.5.5.3.

(c) For FTV projects, the VA shall determine the scope of its review without being constrained by the Safety Elements.

(d) The Work Plan should support VA confidence in a level of safety as required by the VA system.

(e) The Work Plan will outline the project, document the VA certification basis, identify additional technical conditions that the VA will apply, and list requested meetings and assistance from the CA.

(f) The VA shall rely, to the maximum extent possible, on the CA to make compliance determinations on its behalf. The VA may identify preferred MOC for applicable Safety Elements in the Work Plan.

(g) The VA is expected to continue to rely on the CA for previously conducted compliance determinations on future programs, once the CA has successfully demonstrated to the VA that it can find compliance.

(h) The Work Plan must be approved by VA management and communicated to the CA for review prior to any validation activities, to ensure support during the validation activities.

(i) For LTV projects, if during implementation of the Work Plan the VA determines that involvement is needed in an area not included in the original Work Plan, it must be justified against the same Safety Element criteria (paragraph 3.5.3) and approved by VA management.

(j) Familiarization flights or familiarization meeting activities, if necessary for issuing the validated TC/STC or approving a change to a validated TC/STC, will be documented in the Work Plan.

3.5.5.5 Work Plan Contents

Based on the scope and scale of the project, the Work Plan will include:

(a) Identification of the CA and its applicant;

(b) Date of the CA's application on behalf of its applicant;

(c) VA's office identification and its assigned PM;

(d) Familiarization requirements;

(e) CA certification basis;

(f) VA certification basis;

(g) Applicable Safety Elements per paragraph 3.5.3.3;

(h) Validation project milestones that can be used to develop a joint project schedule with the applicant and the CA;

(i) Operational considerations, including applicable Board activities referenced in paragraph 3.5.10 and any requested involvement in review of the COS plan and ICA, if applicable;

(j) Listing of all CA Issue Papers raised during the CA's certification activities related to the Safety Elements. The Work Plan will ultimately document all CA issue papers formally accepted by the VA as applicable to its validation program;

(k) Proposed compliance showings subject to VA verification; and

(l) Technical support requests.

3.5.5.6 Using and Maintaining the Work Plan

(a) The VA shall develop an initial Work Plan based on a review of the application package (LTV and FTV projects).

(b) The VA shall provide its Work Plan to the CA and applicant following VA management approval.

(c) The Work Plan shall be revised by the VA if, during the course of the validation project, it determines a need to revise the scope or depth of its validation review. Any such changes shall be approved by the VA at the same level approving the original Work Plan and communicated to both the CA and applicant.

(d) For LTV projects, if Work Plan elements are added during the validation, they must be justified against the same Safety Element criteria (paragraph 3.5.3).

(e) The VA shall limit its level of review to what is specified in the Work Plan.

3.5.6 Establishment of the VA Certification Basis

3.5.6.1 For the purpose of establishing the VA's certification basis, the applicable VA's airworthiness standards in effect on the date of application (otherwise known as effective application date) by the applicant to the CA for the issuance of a CA design approval shall be applied (see exceptions for environmental standards below), in accordance with the VA's regulations and policies.

3.5.6.2 The VA shall review the CA certification basis and identify any additional technical conditions and any additional requirements deemed necessary to meet the VA's airworthiness and environmental standards and as a result of service history and actions taken by either Authority to correct unsafe conditions.

3.5.6.3 Applications for a U.S. TC, or for a design change classified as an emissions change according to 14 CFR section 21.93(c) and associated advisory/policy material, must comply with the applicable fuel venting and exhaust emission standards of 14 CFR part 34 and 38 in effect on the date of application to the FAA.

3.5.6.4 Applications for a U.S. TC or for a design change classified as an acoustical change according to 14 CFR section 21.93(b) and associated advisory/policy material must comply with the applicable noise standards of 14 CFR part 36 in effect on the date of application to the FAA.

3.5.6.5 Applications for an Israeli TC, or for a design change classified as an emissions change according to ANR 34, must comply with the applicable fuel venting and emissions standards of 14 CFR part 34 in effect on the date of application to the CAAI.

3.5.6.6 Applications for an Israeli TC, or for a design change classified as an acoustical change according to CAAI ANR 34, must comply with the applicable noise standards of 14 CFR part 36 in effect on the date of application to the CAAI.

3.5.7 Use of Issue Papers

3.5.7.1 The VA should avoid duplication of an issue paper on a subject that is already addressed by the CA with which the VA concurs.

3.5.7.2 Issue Papers shall be coordinated through the CA to the design approval holder to expedite a timely and mutually acceptable resolution. The VA shall incorporate the CA's and the applicant's position in all Issue Papers originated by the VA.

3.5.7.3 VA intention to raise IPs must be documented in the Work Plan and approved by VA management.

3.5.8 Approved Manuals

3.5.8.1 The CA approves all manuals unless the VA specifies it shall do so directly and that intent is documented in the approved Work Plan.

3.5.8.2 If the VA requires changes to the manuals during the validation process, the VA shall communicate to the CA the changes needed, and the approval of the manual shall be made by the CA.

3.5.8.3 Changes to manuals required by the VA must be directly related to Work Plan items.

3.5.8.4 Stand-alone changes to approved manuals (i.e., changes that are not associated with physical design changes) shall be dealt with as any other design change according to the Acceptance, SV, LTV, or FTV procedures, as applicable.

3.5.9 Instructions for Continued Airworthiness

Acceptance or approval, as appropriate, of ICA, including the Airworthiness Limitations Section (ALS) of the ICA, shall be managed by the VA office responsible for the product. The level of involvement of the VA shall be established using the Design Approval Procedures of this Section: the CA reviews the ICA unless the VA specifies its involvement in the Work Plan; stand-alone changes to ICA shall be dealt with as any other design change according to the Acceptance, Streamlined Validation, or Technical Validation procedures, as applicable.

3.5.10 Evaluation of Operational and Maintenance Aspects

3.5.10.1 Evaluation of U.S. Operational and Maintenance Aspects

(a) The FAA has established an Aircraft Evaluation Division (AED) that is responsible for the operational and maintenance evaluation necessary to support introduction of products into the FAA system.

(b) The AED shall conduct Boards, as appropriate, to review the following items on Israeli SoD products prior to entry into U.S. operation: Scheduled maintenance requirements, crewmember training and licensing requirements; and the formulation and approval of a Master Minimum Equipment List (MMEL).

(c) The AED will be invited to participate in the familiarization meeting by the FAA Project Manager and will generate Issue Papers as appropriate to the intended operational use and maintenance program.

(d) Completion of all AED programs and reviews is not required at the time of FAA issuance of a validated TC but must be demonstrated before issuance of the first U.S. standard airworthiness certificate. To avoid operational suitability problems, applicants are encouraged to complete AED requirements early in the project.

3.5.10.2 Evaluation of Israeli Operational and Maintenance Aspects

(a) The CAAI relies on the findings of the FAA's AED for U.S. SoD products prior to entry into Israel, to include for:

(1) Operational Configuration;

(2) Pilot Training and Licensing Requirements;

(3) Maintenance Personnel Training and Licensing Requirements;

(4) The formulation and approval of a Master Minimum Equipment List (MMEL); and

(5) The formulation and approval of Scheduled Maintenance Requirements, Operational Documents, and Instructions for Continued Airworthiness (other than Approved Manuals required as part of a certification program).

(b) The AED evaluation shall be initiated by the acceptance of an application for a validation project, followed by confirmation of the evaluation items with the applicant as appropriate to the type design.

(c) Compliance with CAAI requirements is required at the time of CAAI TC issuance.

3.5.11 Issuance of the Design Approval

Once the VA is satisfied that the Technical Validation process is completed, the Work Plan activities are concluded, compliance with the VA's certification basis has been demonstrated, and confirmation of payment of any applicable fees, the VA shall notify the CA that it is ready to receive the certification statement, in the following form:

"The CA certifies that the {specific product type, model, or STC} complies with the {VA's} certification basis as identified in {Work Plan, Issue Paper, STC, TCDS, etc., as applicable to the project} dated {date}"

3.6 Environmental Compliance Demonstration and Approval Procedures

3.6.1 For the FAA:

3.6.1.1 The FAA is authorized to make findings of compliance with 14 CFR parts 34, 36, and 38, 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. In the case of noise certification, a mutual finding of noise compliance has to be made after the FAA and the CAAI resolve any issues raised during the certification process.

3.6.1.2 Information and data must be supplied to the FAA in order to make a finding in accordance with Title 49 of the United States Code, Section 44715 (49 U.S.C. 44715). The FAA, before issuing an original TC for an aircraft of any category, shall 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 Information and data must be supplied to the FAA in order to conduct environmental review pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 et seq.), 40 CFR parts 1500-1508, and FAA Order 1050.1F, Environmental Impacts: Policy and Procedures (or any subsequent revisions to this Order). NEPA requires the FAA to analyze and disclose, as appropriate, potential environmental consequences of its actions. In order to grant an aircraft type certificate (new, amended, or supplemental), the FAA shall prepare environmental documentation consistent with FAA environmental procedures. (See FAA Order 1050.1F, paragraph 3-1.2.b(2), or subsequent revisions).

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

3.6.1.5 As specified in 14 CFR section 21.93, for the purpose of complying with 14 CFR parts 34 and 38, each voluntary change in the type design of an airplane or engine that may increase fuel venting or may change the exhaust emissions is an “emissions change,” requiring further demonstration of compliance. Likewise, for the purpose of complying with 14 CFR part 36, each voluntary change in the type design of an aircraft that may increase the noise levels of that aircraft is an “acoustical change,” requiring further demonstration of compliance. The FAA may choose to make all findings of compliance for acoustical or emissions changes under 14 CFR sections 21.93 (b) and (c), as established in the work plan.

3.6.1.6 Environmental Approval Process.

In the absence of any FAA request to the CAAI, the process for environmental compliance determinations and approvals made by the CAAI includes all or parts of the following:

(a) Environmental (noise, fuel venting, and exhaust emissions) certification compliance demonstration plans must be submitted to the FAA for review, comment, and subsequent approval not less than 90 days prior to undertaking certification testing;

(b) Information and data must be supplied to the FAA in order to conduct an evaluation of the measurement and analysis methods and practices, and data correction procedures of the applicant for environmental certification under 14 CFR parts 34, 36 and 38;

(c) Compliance demonstration tests may be witnessed by the FAA personnel or authorized FAA 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 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 FAA and approved in advance by the FAA; and

(e) Compliance demonstration reports must be submitted to the FAA for review and/or comment and subsequent approval prior to type certification approval.

3.6.2 For the CAAI:

3.6.2.1 The CAAI is authorized to make findings of compliance with ANR (aircraft noise), 1977, Part 34 based upon CAAI-witnessed tests conducted in accordance with CAAI-approved test plans and based upon CAAI review and approval of all data and compliance demonstration reports. In the case of noise certification, a mutual finding of noise compliance has to be made after both sides resolve any issues raised during the certification process. The CAAI environmental requirements are documented in ANR (aircraft noise), 1977, Part 34.

3.6.2.2 Environmental Testing and Approval Process. The CAAI process for environmental testing and approvals includes the following:

(a) A U.S. applicant for an Israeli TC or STC shall show that the aircraft or aircraft engine meets the fuel venting, exhaust emission, and efficiency standards of 14 CFR parts 34 and 38 and the noise standards of 14 CFR part 36. The FAA shall make findings of compliance to 14 CFR parts 34, 36, and 38 based upon FAA witnessed tests, conducted in accordance with FAA approved test plans, and based upon FAA review and approval of all data and compliance demonstration reports submitted by the applicant.

(b) The CAAI may review any FAA approved test plans, data, and reports that show compliance to 14 CFR parts 34, 36, and 38, if necessary. If determined to be equivalent by the CAAI, compliance with 14 CFR parts 34, 36, and 38 shall be accepted by the CAAI.

(c) The CAAI shall require the environmental certification documents to demonstrate compliance with the CAAI-identified additional requirements. The FAA, upon request from CAAI, and as resources permit shall review documents and validate that appropriate testing or evaluation has been completed to demonstrate compliance with the CAAI-identified additional requirements. The FAA shall provide the relevant compliance statements to the CAAI.

(d) The FAA shall specifically identify to the CAAI any equivalent means of compliance that were used to demonstrate compliance with the noise and fuel venting/exhaust emissions requirements. The CAAI shall verify and accept FAA approval of such equivalent procedures as compliance with ANR (aircraft noise), 1977, Part 34.

(e) Upon written request by the CAAI, the FAA shall arrange for a meeting with the applicant to review particular details of the noise and/or fuel venting/exhaust emissions certification, and to discuss any additional requirements that may result from the CAAI's review of the documents and compliance statements provided by the applicant through the FAA.

(f) A manufacturer or exporter of the first aircraft of a model that has not been type certificated by the CAAI who wishes to obtain an Israeli Airworthiness Certificate must substantiate that the aircraft meets the requirements of paragraph 3.6.2.1.

3.7 Changes to a Type Design (TC/STC) Affecting Noise and Emissions

Noise and Emissions Requirements for Changes to Type Design

3.7.1 Any determination of an acoustical or emissions change, regardless if the type design change is major or minor, requires further demonstration of compliance. The VA shall follow the procedures in paragraph 3.7 when making findings of acoustical or emissions change under 14 CFR section 21.93(b) & (c) and ANR (Procedures for the certification of Aircraft and Aircraft Parts), reg. 34.

3.7.2 A technical substantiation shall be provided to the VA to determine whether the changes may be considered an acoustic or emissions change for type design changes that may increase the noise levels of the aircraft or increase fuel venting or exhaust emissions, including, but not limited to, changes that:

3.7.2.1 Have any effect on the performance characteristics of the aircraft, (e.g., drag, weight, lift, power, RPM, etc.);

3.7.2.2 Add or modify any externally radiating noise sources, (e.g., APU operation, fuselage distensions, wing extensions, rigging changes, hollow cavities in landing gear or airframe, etc.); and/or

3.7.2.3 Modify the engine(s), nacelle(s), propeller (s), or rotor system.

3.7.3 Technical substantiation is not required for type design changes that have no possibility of affecting the noise or emissions certification levels.

3.8 Design Approval Procedure for FAA Letter of Design Approval and Non-TSO Functions for CAAI APA

3.8.1 Application Process for an FAA Letter of TSO Design Approval (LODA)

3.8.1.1 An application for an FAA LODA of a TSO article may only be submitted for articles that have been approved by the CAAI through an APA and of a kind for which a minimum performance standard has been published by the FAA in a TSO.

3.8.1.2 The applicant must forward the application package including all applicable technical data listed in paragraph 3.8.1.3 to the CAAI.

3.8.1.3 The CAAI shall ensure that the application package contains the following information:

(a) All required data/documentation pertaining to the proper installation, performance, operation, and maintenance of the APA article, as specified in the TSO performance standard;

(b) If applicable, a request to deviate from the FAA's TSO standard and substantiation data for FAA approval, or identification of the deviation and evidence of VA approval;

(c) A statement of conformance to the FAA's TSO performance standard from the applicant;

(d) A certifying statement from the CAAI indicating that the article has been examined, tested, and found to meet the FAA's applicable TSO;

(e) A copy of the CA's TSOA; and

(f) Evidence that the article will be imported into the U.S., installed on a U.S.-registered aircraft, or on a U.S. product. The evidence must identify the FAA's TSO article model at a minimum. The evidence provided must be valid at the time of application for the project to be worked promptly.

3.8.1.4 When the CAAI forwards an application for validation to a TSO performance standard with which the CAAI has limited experience, the CAAI shall inform the FAA, who may elect to conduct an additional technical evaluation.

3.8.1.5 The point of contact for FAA LODAs:

(a) For the FAA: West Certificate Branch (AIR-770).

3.8.1.6 The FAA shall notify the CAAI within ten working days of receipt of application. The FAA shall review the application and request any missing information within 30 working days.

3.8.2 Issuance of the FAA LODA

3.8.2.1 The FAA shall issue a LODA after:

(a) Receipt of all the items identified in paragraph 3.8.1.3;

(b) Conducting a review of the data/documentation specified in the FAA TSO performance standard;

(c) Receipt and review of other specific technical data, as jointly determined between the CAAI and FAA, needed to demonstrate compliance with the FAA's TSO standard; and

(d) Approval of all proposed deviations to the FAA's TSO.

3.8.2.2 The FAA shall forward the LODA to the applicant and notify the CAAI of its issuance.

Note: FAA LODA and CAAI APA do not constitute an installation approval for the article on an aircraft.

3.8.3 Procedure for Changes to a TSO LODA by the Design Approval Holder

3.8.3.1 Minor changes to a TSO LODA are considered approved by the CAAI and accepted by the FAA according to the procedures in paragraph 3.3.3.

3.8.3.2 Major changes to a TSO LODA are processed as a new LODA application, per the procedures in paragraph 3.8.1.

3.9 Acceptance of Non-TSO Functions

3.9.1 The FAA and CAAI shall accept, without further validation, data on non-TSO functions where those functions are integrated into an existing or proposed article when:

3.9.1.1 The non-TSO functions included in the article have been shown not to interfere with the TSO functions and not to interfere with the ability to comply with the TSO standard;

3.9.1.2 The data provided with the article relative to non-TSO functions is valid data as processed by the approving Authority; and

3.9.1.3 The non-TSO functions are covered under the FAA or CAAI TSO approval holder's quality system.

3.9.2 The acceptance of data on non-TSO functions does not constitute installation approval.

3.9.3 The CA and VA shall cooperate and provide technical support for the evaluation of non-TSO functions at the product level before granting TSO approval.

SECTION IV CONTINUED AIRWORTHINESS

4.1 General

4.1.1 In accordance with ICAO Annex 8, the SoD is responsible for resolving in-service safety issues related to design or production. The CA, as the Authority of the SoD, shall provide applicable information 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 shall 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 shall assist in determining what action is 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 taken for products or articles under its jurisdiction. The FAA and the CAAI shall strive to resolve differences.

4.1.3 The FAA and the CAAI recognize the importance of the sharing of Continued Operational Safety (COS) information to assist in the identification and resolution of emerging airworthiness issues. The FAA and the CAAI shall share relevant COS data with each other to assist in their respective COS oversight.

4.1.4 Once the design is validated, the CA shall issue any MCAI or AD necessary to ensure continuing airworthiness of the product registered in the jurisdiction of the importing State.

4.1.5 The FAA and the CAAI shall ensure active communication between specific focal points, for regular feedback and communicating continuing airworthiness issues on products certified by either the FAA or the CAAI and validated by the other. The extent of this engagement shall reflect the continuing airworthiness activities associated with the product.

4.1.6 The principles and procedures provided in paragraphs 4.1.1 through 4.1.5 should be sufficient for the VA to fulfill its SoR COS responsibilities. However, the VA has discretionary authority to seek information from the CA, which includes, but is not limited to, design data and findings of compliance, when such requests are needed to support resolution of COS concerns.

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

4.2.1 The FAA and the CAAI shall 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 4.3);

4.2.1.5 Upon request, provide 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; and

(c) Summary of FM&D/SDR investigation findings and conclusions.

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 the CAAI, as Authorities for the SoR, shall perform the following functions:

4.2.2.1 Advising the CA of FM&D/SDR and accidents/incidents which are believed to be potentially unsafe conditions;

4.2.2.2 Supporting 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 shall 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 Service Difficulty, Quality Escapes, and Suspected Unapproved Parts Investigation Information Requests:

4.2.4.1 When either the FAA or the CAAI needs information for the investigation of service difficulty, quality escapes 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 export authority shall ensure that the requested information is provided in a timely manner.

4.2.4.2 The FAA and CAAI shall establish individual focal points to respond to each other’s questions and ensure that timely communication occurs.

4.2.4.3 The FAA or CAAI 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 shall be made as soon as possible. Either the FAA or the CAAI, as applicable, shall assist in ensuring that their manufacturer provides requested information expeditiously.

4.2.5 Copies of FM&D/SDR reports from the United States and Israel are available through the addresses listed in Appendix A.

4.3 Unsafe Condition and Mandatory Continuing Airworthiness Information (MCAI)

4.3.1 The FAA (under 14 CFR part 39) and the CAAI (under article 69 of the ANL and CAAI directive ENG 1.4.035) shall perform the following functions for the products, articles, and design changes for which they are the CA:

4.3.1.1 Issue an MCAI (e.g., AD) whenever the Authority determines that an unsafe condition exists in a product or article and is likely to exist or develop in a 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.

4.3.1.2 Provide the following information to the other Authority in support of the MCAI or directly from the approval holder:

(a) Service information that provides the instructions for how to perform the required corrective actions;

(b) A statement on the availability of parts; and

(c) An estimate of the number of labor hours and the cost of parts required for the corrective actions.

4.3.1.3 Issue a revised or superseding AD when determined that any previously issued AD was incomplete or inadequate to fully correct the unsafe condition.

4.3.1.4 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 shall forward copies of all relevant service bulletins referenced in the MCAI, as well as other supporting documentation, to the appropriate focal point in the FAA or to the CAAI, as appropriate.

4.3.1.5 In the case of emergency airworthiness information, ensure special handling so that the other Authority is notified immediately.

4.3.1.6 Advise and assist the VA in defining the appropriate actions to take in the issuance of its own AD.

4.3.1.7 Maintain a web-based database of ADs accessible to the VA.

4.3.2 The FAA and the CAAI recognize that they may disagree as to the finding of an unsafe condition by the other (as the CA) and propose additional mandatory requirements. Such action should only be taken based on safety related reasons after prior consultation with the CA and advance notification of implementation.

4.3.3 The FAA and the CAAI, as VAs, shall respond quickly to the issuance of an MCAI by the CA and adopt the mandatory information directly or assess the

information received to address all unsafe conditions and take appropriate action.

4.3.4 The FAA and the CAAI, as the CA shall 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 the CAAI may treat a reduced life limit as an unsafe condition and shall accordingly issue an AD. The FAA and the CAAI may also issue an AD for other limitation changes if they are considered an unsafe condition.

4.4 Alternative Methods/Means of Compliance (AMOC) to an Airworthiness Directive (AD)

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

4.4.2 Upon request, the CA shall 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 is responsible to issue an AMOC approval for the operators in their State.

SECTION V ADMINISTRATION OF DESIGN APPROVALS

5.1 General

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

5.2 Transfer of TCs and STCs

The regulatory requirements for certificate transfers are equivalent in the U.S. and Israel. The U.S. and Israeli regulations allow the transfer of a TC/STC after notification to the FAA/CAAI. Early coordination with both Authorities is encouraged.

The FAA and the CAAI shall administer the transfer of TCs/STCs only when an applicant assumes responsibility for both a U.S. and Israeli TC/STC and the affected operating fleet. The following paragraphs outline the procedures for TC/STC transfers.

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

5.2.1.1 Both Authorities must confirm the transfer of the SoD responsibilities per ICAO Annex 8.

5.2.1.2 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 shall 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, shall be in the English language.

5.2.1.3 Upon notification of a change in ownership of a TC/STC holder to a new holder in the State of the receiving Authority, the transferring Authority's responsible office shall notify the receiving Authority's responsible office listed in Appendix A. An arrangement should be developed to identify each Authority's responsibilities throughout the transfer process.

5.2.1.4 The transferring Authority shall transfer to the receiving Authority the ICAO SoD responsibilities for TCs and STCs within the scope of these Implementation Procedures. The receiving Authority shall not assume ICAO SoD functions for models or design changes not found to meet its certification requirements.

5.2.1.5 If the receiving Authority does not already have a corresponding TC/STC, the new holder shall have to apply to the receiving Authority for a new TC/STC. The transferring Authority shall 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 and all data needed to determine that the product meets the certification requirements of the new SoD (receiving Authority). Upon acceptance, the receiving Authority shall issue its TC/STC.

5.2.1.6 If the receiving Authority already has a corresponding TC, but that TC does not include all of the transferred models, the transferring Authority shall, 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(s) meet the certification requirements of the new SoD (receiving Authority). Upon acceptance, the receiving Authority shall place the additional model(s) on its TC.

5.2.1.7 For STCs, the applicability of an STC issued by the receiving Authority shall only include those models for which a TC was issued by the receiving Authority.

5.2.1.8 The transfer of the ICAO SoD responsibilities for the TC/STC to the receiving Authority is complete when the receiving Authority confirms all necessary data is transferred to the new holder, and the new holder is able to perform the responsibilities required of a design approval holder.

5.2.1.9 If requested by the approval holder, the transferring Authority shall issue a validated TC/STC after the receiving Authority issues its TC/STC.

5.2.1.10 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 shall continue to hold the data for those additional models and the transferring Authority shall continue to fulfill its SoD responsibilities for those additional models.

5.2.2 Upon transfer, or a mutually confirmed date, the receiving Authority, in carrying out SoD functions, shall comply with the requirements of ICAO Annex 8 for affected products. For TCs/STCs, the receiving Authority shall 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.

5.2.3 Transfer of TCs and STCs with no change in SoD

5.2.3.1 Where there is no change in the SoD, the CA shall 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.

5.2.3.2 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.

5.2.3.3 The VA, upon completion of its review, shall issue a TC/STC in the name of the new design approval holder, and notify the CA accordingly.

5.2.4 Transfer of TCs and STCs to a Third State

When a TC or STC is transferred to a third State, the CA shall notify the VA prior to the transfer and provide any necessary technical support to the VA as needed. Early collaboration is crucial prior to processing such a transfer.

5.3 Surrender of TCs or STCs

5.3.1 If a certificate holder elects to surrender a TC or STC issued by the FAA or CAAI, the FAA or CAAI shall immediately notify the other authority in writing of the action at the address listed in Appendix A.

5.3.2 The FAA and CAAI, as the CA, shall accomplish all actions necessary to ensure continued airworthiness of the product until such time as:

5.3.2.1 A new TC or STC for the product is issued as part of the full TC process with a new application since the surrendered TC or STC cannot be reissued to a third party or a former holder; or

5.3.2.2 The FAA or CAAI terminates the TC or STC. Prior to termination, the FAA or CAAI shall notify the other Authority 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 for which it is the CA, that Authority shall immediately inform the other. The VA, upon notification, shall 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 shall 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.

5.4.4 If either Authority revokes its TC or STC of a product manufactured for which it is the CA, that Authority shall immediately inform the other.

5.5 Termination

5.5.1 In the event that one Authority terminates a design approval, the information shall be communicated between the FAA and the CAAI on a case-by-case basis.

5.6 Surrender or Withdrawal of a TSO Design Approval or Aeronautical Product Approval (APA)

5.6.1 Surrender

If an FAA TSOA holder, FAA LODA holder, or CAAI APA holder elects to surrender their TSOA, LODA, or APA approval issued by the FAA or the CAAI

respectively, the FAA or the CAAI shall immediately notify the other in writing of the action. The CA shall inform the VA when an unsafe condition is identified until the approval is formally withdrawn by the CA.

5.6.2 Withdrawal

If a TSO or APA approval is withdrawn, the FAA or the CAAI shall immediately notify the other in writing of the action. The CA shall inform the VA when an unsafe condition is identified. In the event of withdrawal of a TSO or APA approval or for non-compliance, the CA shall investigate all non-compliances for corrective action and notify the VA of the corrective action. The CA still has the responsibility for the continuing airworthiness of those TSO or APA articles manufactured under its Authority.

SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES

6.1 Production Quality System

6.1.1 All products and articles produced in the U.S. or Israel 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.

6.1.2 Surveillance of Production Approval Holders

6.1.2.1 The FAA and the CAAI, as authorities for the SoM, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with each Authority's applicable regulations, policies, practices, criteria, and/or procedures. Scheduled evaluations or audits should be conducted to verify that the production approval holder is in continual compliance with its 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.

6.1.2.2 The FAA's production approval holder and supplier surveillance programs are described in FAA Order 8120.23, Certificate Management of Production Approval Holders.

6.1.2.3 The CAAI's production approval holder and supplier surveillance programs are described in CAAI MFG 2.4.001, *Surveillance of Production Approval Holders*.

6.2 Extensions of Production Approvals

6.2.1 As the Authority of the SoM, the FAA and the CAAI may authorize production approval extensions, to include manufacturing sites and facilities in each other's countries or in a third State. Such extension authorizations shall be issued only to existing production approval holders within the U.S. or Israel. This assures a clear line of sight to the SoM, in compliance with ICAO Annex 8 State/CAA roles and responsibilities. The Authority for the SoM remains responsible for the surveillance and oversight of these manufacturing sites and facilities. Therefore, the Authority must not authorize production approval extensions to sites and facilities located in a third State for which it does not have legal or territorial jurisdiction to accomplish full surveillance and oversight.

6.2.2 Each Authority for the SoM is responsible for surveillance and oversight of its production approval holders' operations located within the jurisdiction of the other Authority. Routine surveillance and oversight may be performed by the FAA or the CAAI on the other's behalf through the provisions of Section VIII.

6.2.3 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 is granted or extended. The SoM Authority should seek

assistance only when a bilateral arrangement for technical support has been formalized between the FAA or CAAI and the CAA of the third State.

6.3 Production Approvals Based on Licensing Agreement

6.3.1 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 shall work together to develop an arrangement defining their regulatory responsibilities to ensure accountability under ICAO Annex 8. Such arrangements shall address the responsibilities of the SoD and the SoM and shall be documented in accordance with Section IX of these Implementation Procedures.

6.3.2 For products and 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 Authority's State, or in a third State, to manufacture that product or article. In this case, the Authority granting that production approval must have a validated design approval and ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each product or article conforms to the approved licensed design data. Procedures must ensure that all changes introduced into the design by the production approval holder are approved. These design changes are submitted to the design approval holder who shall obtain approval from its Authority using established procedures. Production approvals based on a licensing agreement covered under the scope of these Implementation Procedures shall require a Management Plan. For those not covered under the scope of these Implementation Procedures, a Special Arrangement and Management Plan may be required, in accordance with Section IX, Special Arrangements and Management Plans.

6.3.3 For any TC/PC split, the FAA and CAAI shall follow the following steps:

6.3.3.1 Applicant to notify both Authorities

6.3.3.2 Both Authorities shall communicate and determine that the request is appropriate

6.3.3.3 SoM shall issue the PC

6.3.3.4 CA shall update TCDS and VA to update TCDS by adding new production approval holder

6.3.3.5 Both Authorities shall formulate a Management Plan

6.4 Supplier Surveillance – Outside the State of Manufacture (SoM)

6.4.1 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 shall assist the Authorities in

determining conformity to approved design and if articles are safe for installation on type certificated products.

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

6.4.3 Either Authority may request that the other Authority conduct regulatory surveillance on its behalf for facilities located within the other Authority's country. Details of this assistance shall be documented in a Management Plan.

6.4.4 The SoM Authority may seek assistance with regulatory surveillance oversight functions from the CAA of a third State in which the supplier is located, and only when an agreement/arrangement for this purpose has been formalized between the FAA or the CAAI and the CAA of the third State.

6.4.5 Neither Authority should allow the production approval holder to 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 should also not be allowed to use a supplier located in a State if that State denies entry to the Authority of the production approval holder.

6.5 Multi-National Consortia

6.5.1 Approvals may be issued to multi-national consortia for the design and production of products or articles in either the U.S. or Israel. 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.

6.5.2 The FAA and the CAAI 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 the CAAI for completed aircraft. Authorized Release Certificates (Airworthiness Approval Tags) are issued by the FAA and the CAAI for aircraft engines, propellers, and articles.

7.1.2 The FAA's requirements and procedures for import are described in 14 CFR part 21, FAA Order 8130.2, and Advisory Circular (AC) 21-23. The CAAI's requirements and procedures for import are described in CAAI ANR (Procedures of aircraft and aircraft parts) & CAAI Advisory Pamphlet AP 1.4.306A, as well as FAA AC 21-2.

7.1.3 The FAA's requirements and procedures 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. The CAAI's requirements for issuing export certificates are described in CAAI ANR (Procedures for certification of aircraft and aircraft parts), 1977 & CAAI Advisory Pamphlet 1.4.303.

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

7.2.1 Each aircraft imported to the United States or Israel with an EA airworthiness approval shall have an Export Certificate of Airworthiness and should contain information equivalent to the following comment: "The [INSERT AIRCRAFT MODEL AND SERIAL NUMBER] covered by this certificate conforms to the type design approved under EA Type Certificate Number [INSERT TC NUMBER AND TCDS REVISION LEVEL], validated under IA Type Certificate Number [INSERT TC NUMBER and TCDS REVISION LEVEL], and is found to be in a condition for safe operation," and any other clarifying language as specified in the TCDS. Under certain conditions, the IA may decide that an Export Certificate of Airworthiness is not required for used aircraft.

7.2.2 Except as provided in paragraph 7.6, the IA shall accept an Export Certificate of Airworthiness on new aircraft and on used aircraft (including the case of those products that are designed or manufactured in a third State when that country has a bilateral agreement/arrangement with both the FAA and the CAAI covering the same product), only if a TC holder exists to support continuing airworthiness of such aircraft, identified in paragraph 2.2.2, when the EA certifies that each aircraft:

7.2.2.1 (a) If new, conforms to its approved type design validated by the IA (including all applicable STCs); (b) if used, evidence is provided that it conformed to a type design approved by the IA (including all applicable STCs) when it was new, and meets paragraph 7.2.1.5;

7.2.2.2 Has undergone a final operational check;

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

7.2.2.4 Meets all additional requirements prescribed by the IA in paragraph 7.8, as notified; and

7.2.2.5 Additional requirements for Used Aircraft:

(a) Has been 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) Has records that verify that all overhauls, major changes, and repairs were accomplished in accordance with approved data.

7.2.3 When a U.S. or Israel SoD used aircraft is to be imported from a third State into the U.S. or Israel, the FAA or the CAAI, as the SoD Authority shall, upon request by the other, assist in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. The SoD Authority shall also provide, upon request, information regarding subsequent installations on the aircraft they have approved.

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

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

7.2.5.1 Either Authority shall accept an Export Certificate of Airworthiness on a used aircraft being exported (returned) to the original SoD for the aircraft when the conditions of paragraph 7.2.2 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 shall inform the IA accordingly.

7.2.6 Acceptance of Used Aircraft for which a Third State is the SoD

7.2.6.1 The IA shall accept Export Certificates of Airworthiness from the EA for used aircraft for which a third State is the SoD.

7.2.6.2 For used aircraft being imported from Israel to the U.S., or from the U.S. to Israel, the conditions of paragraph 7.2.1 must be met.

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

7.3 <u>New, Rebuilt, and Overhauled Aircraft Engines and New Propellers Exported to the U.S. or Israel</u>

7.3.1 Except as provided in paragraph 7.7, the IA shall accept the EA's Authorized Release Certificates, or equivalent, certifying that each new, used, overhauled

and rebuilt aircraft engine or new propeller identified in paragraph 2.2.3 exported to the U.S. or Israel:

7.3.1.1 (a) If new, conforms to its approved type design validated by the IA, as specified in the IA's TCDS/Type Approval Data Sheet (TADS), and any additional STCs accepted by the IA; (b) if used, overhauled, or rebuilt, evidence is provided that it conformed to a type design validated by the IA (including all applicable STCs) when it was new;

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 Israel 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, or equivalent.

7.3.2 Each new aircraft engine and propeller exported shall have an Authorized Release Certificate, or equivalent, that identifies the IA's approved design data.

7.3.3 For new aircraft engines and propellers, the Authorized Release Certificate, or equivalent, should contain information equivalent to the following statement: "The [INSERT AIRCRAFT ENGINE OR PROPELLER MODEL AND SERIAL NUMBER] covered by this certificate conforms to the type design approved under EA Type Certificate Number [INSERT TC NUMBER, REVISION LEVEL, AND DATE], validated 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/TADS.

7.4 TSO/APA Articles

Under the provisions for TSO and APA articles as detailed in Section III, the IA shall accept the EA's Authorized Release Certificate, or equivalent, for articles only when the EA certifies, that the article:

7.4.1 Conforms to the EA's TSO/APA Design Approval, including any accepted non-TSO functions (see paragraph 3.9), as applicable;

7.4.2 Complies with all applicable EA ADs; and

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

7.5 Modification and Replacement Parts

7.5.1 Each part exported to the importing State shall have an EA's Authorized Release Certificate or equivalent. The IA shall accept the EA's Authorized Release

Certificates, or equivalent, on modification and/or replacement parts as identified in paragraph 2.2.3 only when the EA certifies by issuance of an Authorized Release Certificate, or equivalent, that each part:

7.5.1.1 Is eligible for installation in a product or article that has been granted an IA design approval;

7.5.1.2 Conforms to the EA's applicable approved design data and is in a condition for safe operation; 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, or equivalent, indicating the authorization to the supplier for direct shipment of parts from the supplier's location.

7.6 Coordination of Exceptions on an Export Certificate of Airworthiness

7.6.1 The EA shall notify the IA prior to issuing an Export Certificate of Airworthiness when non-compliance with the IA's validated type design is 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 FAA: For new aircraft, this notification is sent to the responsible FAA office listed in Appendix A. For used aircraft, this notification is sent to the responsible FAA Flight Standards District Office (FSDO) available online at www.faa.gov.

7.6.1.2 CAAI: For new aircraft, this notification is sent to the Initial Airworthiness Division and for used aircraft this notification is sent to the Airworthiness Division, as listed 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 shall be included with the export documentation.

7.7 Coordination of Exceptions on an Authorized Release Certificate

7.7.1 The EA shall notify the IA prior to the issuance of an Authorized Release Certificate for an aircraft engine, propeller, or PMA article when a non-compliance is found with the IA validated design, or for a TSO article when a non-compliance is found with the EA approved design. This notification is to be documented in the "Remarks" block of the Authorized Release Certificate and should help the installer ensure the non-compliance is addressed regarding the aircraft engine, propeller, or TSO/PMA article's installation. This notification is sent to the FAA responsible Certificate Management Branch or the Flight Standards Division as detailed in Appendix A, as applicable. In all cases, a written acceptance from the IA is required before the issuance of the EA's

Authorized Release Certificate. A copy of this written acceptance shall be included with the export documentation.

7.8 Additional Requirements for Imported Products and Articles

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 Israel, for use on a U.S.-registered aircraft or Israel-registered aircraft, respectively:

7.8.1 Identification and Marking

Imported aircraft, aircraft engines, propellers, and articles must be identified in accordance with the applicable subpart of 14 CFR part 45 and ANR (Registration and Marking of Aircraft, 1973) (Updated 2015)) for Israeli-registered aircraft, aircraft engines, propellers, and articles. For the U.S., identification plates should have the manufacturer's legal name as it appears in the approved data of the type design.

7.8.2 Instructions for Continued Airworthiness (ICA)

ICA and maintenance manuals having airworthiness limitation sections must be provided by the type certificate holder as prescribed in 14 CFR section 21.50 and ANR (Procedures of aircraft and aircraft parts) 24, *CAAI Aircraft Certification Procedure 1.4.12*.

7.8.3 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.

7.8.4 Logbooks and Maintenance Records

Each aircraft (including the aircraft engine, propeller, or article) must be accompanied by logbooks and maintenance records equivalent to those specified in 14 CFR section 91.417 for U.S.-registered aircraft and *CAAI ANR (operation of aircraft and rules of flight). 1981, reg.136* for Israel-registered aircraft. For a used aircraft, the maintenance records must also show that the aircraft has had a 100-hour inspection, or equivalent, as specified in 14 CFR section 21.183(d) for U.S.-registered aircraft and CAAI ANR (Procedures for the certification of Aircraft and Aircraft Parts), 1977 reg. 67 for Israeli-registered aircraft.

SECTION VIII TECHNICAL SUPPORT BETWEEN AUTHORITIES

8.1 General

8.1.1 Upon request and after mutual consent and as resources permit, the FAA and the CAAI may provide technical support to each other when significant activities are conducted in either the U.S. or Israel.

8.1.2 Every effort should be made to have these certification tasks performed locally on each other's behalf. These technical support activities will help with regulatory surveillance and oversight functions at locations outside of the requesting Authority's country. These supporting technical support activities do not relieve the Authority of the responsibilities for regulatory control, environmental certification and airworthiness approval of products and articles manufactured at facilities located outside of the requesting Authority's country.

8.1.3 The FAA and the CAAI shall use their own policies and procedures when providing such technical support to the other unless other Special Arrangements are established. Types of assistance may include, but are not limited to, the following:

8.1.3.1 Design Certification Support

(a) Approving test plans;

(b) Witnessing tests;

(c) Performing conformity 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 Production Certification and Surveillance Support

(a) Witnessing 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 Israel.

8.1.3.3 Airworthiness Certification Support

(a) Assistance in the delivery of airworthiness certificates for aircraft; and

(b) Assistance acquiring information on the original export configuration of a used aircraft from the aircraft manufacturer.

8.1.3.4 Technical Training

Any additional assistance needed to support the technical implementation of these Implementation Procedures.

8.2 Witnessing of Tests During Design Approval

8.2.1 The FAA or the CAAI may request that the other authority assist in the witnessing of tests.

8.2.2 Only Authority-to-Authority requests are permissible and neither the FAA nor the CAAI shall respond to a test witnessing request made directly from the manufacturer or supplier unless a specific procedure has been jointly established between the FAA and the CAAI. Witnessing of tests will be conducted only after consultations and consent between the FAA and the CAAI on the specific work to be performed. A written request for witnessing of tests will be provided.

8.2.3 Unless otherwise requested, approval of the design approval applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of the Authority of the SoD. Establishing the conformity of each test article prior to conducting the test is the responsibility of the design approval applicant.

8.2.4 Test witnessing activities may require the development of a Management Plan 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 or delegated organizations, as applicable.

8.2.5 Where there is no Management Plan, 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 the CAAI, as appropriate, at least ten working days prior to each scheduled test.

8.2.6 The FAA or the CAAI requests for conformity of the test set-up and/or witnessing of tests should be sent to the appropriate FAA or CAAI office which has responsibility for the location of the test. Requests for test witnessing may be sent on FAA Form 8120-10, Request for Conformity, or CAAI Form 8120-10,

Request for Conformity, and described in the Special Instructions section of the form. FAA and CAAI offices are listed in Appendix A.

8.2.7 Upon completion of test witnessing on behalf of the requesting Authority, the FAA or CAAI shall send a report stating the outcome of the test and confirming the test results, as well as any other documentation as notified by the requesting Authority. These reports and documentation will be sent in a timely fashion, to support project milestones identified in the Work Plan.

8.3 Compliance Determinations

8.3.1 The FAA or the CAAI 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 the CAAI's statements of conformity will be sent in a formal letter, (electronic transmission is permitted), to the requesting FAA or CAAI office.

8.4 Conformity Certifications during Design Approvals

8.4.1 The CA may request that the CAA in the State in which the design approval applicant's part supplier is located provide conformity certifications.

8.4.2 Only Authority-to-Authority requests are permissible, and Authorities shall not respond to a conformity certification request from the applicant, manufacturer, supplier, or designee unless a specific procedure has been jointly established between the FAA and the CAAI. Certifications will be conducted only after consultations between the two Authorities on the specific work to be performed, and commitment 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 its CAA prior to installation in the final product. Conformity certifications may require the development of a Management Plan 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.

8.4.3 FAA requests for conformity certifications will be sent on a completed FAA Form 8120-10, Request for Conformity, to the CAAI at the address listed in Appendix A. CAAI requests for conformity certifications will be sent on a completed CAAI 8120-10, Request for Conformity, to the FAA responsible office at the address listed in Appendix A.

8.4.4 Conformity inspection can be requested to verify that the part conforms to the type design via drawings, to verify certain types of equipment are installed, or to ascertain certain information on the test setup before the test begins. Any deviation to the type design, test set up, etc. must be recorded. The conformity deviation(s) has to be reviewed and approved by a CAA engineer, DER, or

Authorized Representative to ensure it will not affect the test data/result for certification credit.

8.4.5 Upon completion of all conformity inspections conducted on behalf of the requesting Authority, the FAA or the CAAI shall complete and return all documentation to the requesting Authority, as notified. The CAA of the State in which the supplier is located shall 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 must be brought to the attention of the FAA or the CAAI for evaluation and disposition. The FAA or the CAAI shall receive a report stating the disposition required on each deviation before an FAA Form 8130-3 or CAAI 8130-3 is issued.

8.4.6 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.

8.5 Other Requests for Assistance or Support

The FAA or the CAAI may request other types of technical support. 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 support is repetitive or long-term, a Special Arrangement may be needed. Upon completion of all surveillance and other support conducted on behalf of the requesting authority, the FAA or the CAAI shall complete and return all documentation to the requesting authority, as notified.

8.6 Airworthiness Certificates

There may be certain programs and conditions that warrant technical support 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 Management Plan between the EA and the IA. For the FAA this process is prescribed in Order 8130.2; for the CAAI the process is prescribed in Advisory Pamphlet AP 1.4.303.

8.7 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 the CAAI is restricted. The FAA and the CAAI shall not copy, release, or show proprietary data obtained from either Authority to anyone other than an FAA or a CAAI employee without written consent of the design approval holder or other data submitter. The FAA or the CAAI shall obtain this written consent from the design approval holder through the CAA of the SoD and it shall be provided to the other Authority.

8.8 Freedom of Information Act (FOIA) Requests

8.8.1 The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) (5 U.S.C. 552) to release information that the FAA may have in its possession. The FAA must disclose each record in its possession 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.

8.8.2 When the FAA receives a FOIA request related to a product or article of an FAA approval holder or applicant who is located in Israel, the FAA shall request the CAAI's 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. 552.

8.8.3 When the CAAI receives requests from the public under the FOIA-1998, the CAAI must disclose each record in its possession unless a FOIA-1998 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.

8.8.4 When the CAAI receives a FOIA request related to a product or article of a CAAI approval holder or applicant who is located in the United States, the CAAI shall request the FAA's assistance in contacting the CAAI approval holder or applicant to obtain justification for a determination of what may qualify for exemption under the criteria found in sections 9&13 to FOIA-1998.

8.9 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

8.9.1 When either the FAA or the CAAI 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 shall ensure that the requested information is provided in a timely manner.

8.9.2 In case of an incident/accident, the FAA and the CAAI shall cooperate to address urgent information needs and support the SoD's timely investigation and resultant continual safety actions. Following an incident/accident, upon receipt of an urgent request for information, the FAA or the CAAI shall provide the requested information. The FAA and the CAAI shall establish individual focal points to respond to each other's questions and ensure that timely communication occurs. The FAA or the CAAI may request information directly from a manufacturer if immediate contact with the appropriate focal points cannot be made. In such cases, notification of the direct contact with the

manufacturer shall be made as soon as possible to the other authority. Either the FAA or the CAAI, as applicable, shall assist in ensuring that their manufacturer provides requested information expeditiously.

SECTION IX SPECIAL ARRANGEMENTS AND MANAGEMENT PLANS

9.1 General

9.1.1 It is anticipated that urgent or unique situations will arise that have not been specifically addressed in these Implementation Procedures, but which are within the scope of these Implementation Procedures. When such a situation arises, it shall be reviewed by the FAA Aircraft Certification Service International Office and the CAAI Airworthiness Division, and a procedure will be developed to address the situation. The procedure will be developed by the FAA and the CAAI in a separate Special Arrangement. If it is apparent that the situation is unique, with little possibility of repetition, then the Special Arrangement will be of limited duration. However, if the situation could lead to further repetitions, then these Implementation Procedures will be revised accordingly by the FAA and the CAAI.

9.1.2 When detailed terms and explanations of technical procedures are needed to carry out activities that fall within the scope of these Implementation Procedures or a Special Arrangement under these Implementation Procedures, then those terms and explanations will be set forth in Management Plans established by the FAA and the CAAI.

SECTION X AUTHORITY

10.1 These Implementation Procedures shall enter into force as specified in paragraph 1.12.1 and shall remain in force until terminated by either Authority.

10.2 These Implementation Procedures replace the earlier Implementation Procedures for Airworthiness dated December 19, 2003, established under the Bilateral Aviation Safety Agreement (BASA) Executive Agreement, dated December 19, 2000.

10.3 The FAA and the CAAI establish the provisions of these Implementation Procedures as indicated by the signatures of their duly authorized representatives.

10.4 These Implementation Procedures are established for and between the two Authorities and are not intended to, and do not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any applicant or other party against the United States, Israel or the Authorities, or their officers, employees, or agents, or any other person.

Federal Aviation Administration	Civil Aviation Authority
Department Of Transportation	Ministry of Transportation
United States of America	State of Israel

Title	Acting Executive Director, Aircraft Certification Service	Title	Director, Airworthiness Division
Date	09/03/2024	Date	10/9/2024

APPENDIX A ADDRESSES

The designated focal point offices for these Implementation Procedures are:

For the FAA

International Office (AIR-040)
Aircraft Certification Service
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
U.S.A.
Telephone: 1-202-267-0908
Fax: 1-202-267-1261
E-mail: 9-AWA-AVS-AIR400@faa.gov

For CAAI

Airworthiness Division
Civil Aviation Authority Israel
1 Golan St. Airport City
P.O.B 1101
7019900
Israel
Telephone: 972-3-9774665
E-mail: davidorb@mot.gov.il

FAA Offices

Key Aircraft Certification Service Offices for these Implementation Procedures

For Aircraft Certification Service contact information, please see the FAA website:

https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing

Environmental Policy and Regulations

Office of Environment and Energy, AEE-1
800 Independence Avenue, SW
Washington, DC 20591

Telephone: 1-202-267-3576
Fax: 1-202-267-5594

FM&D/SDR Reports

Copies of U.S. FM&D/SDR reports are available from the FAA Mike Monroney Aeronautical Center, Aviation Data Systems Branch, AFS-620.

CAAI Offices

Key Contacts for these Implementation Procedures

Contact Point for

CAAI Offices
Airworthiness Division
Civil Aviation Authority Israel
1 Golan St. Airport City, Israel

Mailbox	Issue
Airworthinessdivision@mot.gov.il	General inquiries
CAAI-TC@mot.gov.il	Type certification
CAAI-STC@mot.gov.il	Supplemental type certification
CAAI-MajorChange-MajorRepair@mot.gov.il	Major changes or repairs
CAAI-AD@mot.gov.il	Airworthiness directives
CAAI-COS_reports@mot.gov.il	Continued operational safety reports
CAAI-UAS@mot.gov.il	UAS Experimental Certification

Telephone: 97239774665

Contact Point for Import of Aircraft into Israel
Flight Standards Division
Aircraft Import Office
Civil Aviation Authority
1 Golan St. Airport City, Israel

Telephone: 03-9774580

FM&D/SDR Reports

Copies of Israeli FM&D/SDR reports are available from CAAI-COS_reports@mot.gov.il.

APPENDIX B LIST OF SPECIAL ARRANGEMENTS

[reserved]

APPENDIX C CROSS-REFERENCE OF STANDARDS

Product	FAA Regulations 14 CFR	CAAI Standards
Aircraft Emissions and Noise	Part 21 section 21.93 (b), (c) Part 34 Fuel venting and exhaust Part 36 Noise	Part 34 ANR (Noise) (Part 36 is AMC)
Gliders & Powered Gliders	Part 21	CS-22
Powered Lift	Part 21	
Small Airplanes	Part 23	Part 23
Very Light Airplanes (Light Sport Aircraft in the U.S.)	Part 21	BCAR section S
Transport Category Airplanes	Part 25	Part 25
Continued Airworthiness and Safety Improvements for Transport Category Airplane	Part 26	Part 26
Normal Category Rotorcraft	Part 27	Part 27
Transport Category Rotorcraft	Part 29	Part 29
Manned Free Balloons	Part 31	Part 31
Aircraft Engines	Part 33	Part 33
Propellers	Part 35	Part 35
Airplane Fuel Efficiency Certification	Part 38	Not Applicable
Articles & Parts	Part 21, Subpart O	
Airships	Part 21	
Tethered Gas Balloons		CS-31TGB

The FAA's Dynamic Regulatory System (DRS) contains many aviation regulatory, certification, and safety information documents: https://drs.faa.gov/browse

The CAAI's regulations and guidance material is available at:
https://www.gov.il/en/departments/civil_aviation_authority_of_israel/govil-landing-page

APPENDIX D DOCUMENTS SUPERSEDED OR CANCELLED BY THIS IPA

1. Implementation Procedures for Airworthiness (IPA), dated December 19, 2003.

APPENDIX E LIST OF ACRONYMS

AC	Advisory Circular
AD	Airworthiness Directive
AED	Aircraft Evaluation Division
AFM	Aircraft Flight Manual
AFTCB	Areas for Further Technical Confidence Building
AIM	Airworthiness Inspection Manual
AIR-040	Aircraft Certification Service, International Office
AMOC	Alternative Methods/Means of Compliance
APA	Aeronautical Product Approval
ATC	Amended Type Certificate
BASA	Bilateral Aviation Safety Agreement
CA	Certificating Authority
CAA	Civil Aviation Authority
CAR	Civil Aeronautics Regulation
CCV	Concurrent Validation
CFR	Code of Federal Regulations
COS	Continued Operational Safety
CS	Certification Specifications
DER	Designated Engineering Representative
EA	Exporting Authority
EASA	European Aviation Safety Agency
FAA	Federal Aviation Administration
FM&D	Failures, Malfunctions and Defects
FOIA	Freedom of Information Act (U.S.)
FSDO	Flight Standards District Office
FTV	Full Technical Validation
IA	Importing Authority
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IPA	Implementation Procedures for Airworthiness
JAR	Joint Aviation Requirements
CAAI	Civil Aviation Authority of Israel
LODA	FAA Letter of TSO Design Approval
LTV	Limited Technical Validation

MCAI	Mandatory Continuing Airworthiness Information
MMEL	Master Minimum Equipment List
MP	Management Plan
MOC	Method of Compliance
PM	Project Manager
PMA	Parts Manufacturer Approval
SA	Specification Approval or Special Arrangement
SCV	Sequential Validation
SDR	Service Difficulty Report
SEI	Special Emphasis Item
SIP	Schedule of Implementation Procedures
SoD	State of Design
SoM	State of Manufacture
SoR	State of Registry
SSD	Significant Standards Difference
STC	Supplemental Type Certificate
SV	Streamlined Validation
TA	Type Approval
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TSO	Technical Standard Order
TSOA	Technical Standard Order Authorization
U.S.	United States of America
VA	Validating Authority
VLA	Very Light Airplanes

APPENDIX F SPECIAL EMPHASIS ITEMS (SEI) LISTS LINKS

FAA and CAAI Lists: This list is used to categorize Israeli/U.S. products/approvals seeking FAA/CAAI validation, respectively:

https://www.faa.gov/aircraft/air_cert/design_approvals/transport/transport_intl

הסכם הדדי בין רשויות התעופה האזרחית של ארצות הברית (BASA) ושל ישראל רשות התעופה האזרחית (www.gov.il)