
IMPLEMENTATION PROCEDURES

FOR

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

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

Revision 1
December 19, 2003

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IMPLEMENTATION PROCEDURES

for

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

SECTION I GENERAL

- 1.0 Authorization. These Implementation Procedures are authorized by Article III of the Agreement between the Government of the United States of America and the Government of Israel for the Promotion of Aviation Safety, dated December 19, 2000, also known as the Bilateral Aviation Safety Agreement, or "BASA executive agreement." In accordance with Article III, 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 certification, and continuing airworthiness of civil aeronautical products, parts, and appliances are sufficiently similar in structure and performance to support these Implementation Procedures.
- 1.1 Purpose. The purpose of this document is to define the civil aeronautical products, parts, and appliances eligible for import into the United States and Israel (See *Section II - Scope*), and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products.
- 1.2 Principles. These Implementation Procedures address the performance of design, production, airworthiness, and related certification functions, and are based on a high degree of mutual confidence in the FAA's and CAAI's technical competence and regulatory capabilities to perform these tasks within the scope of these Implementation Procedures. The FAA and CAAI, as importing civil airworthiness authorities, shall give the same validity to the certification made by the other, as the exporting civil airworthiness authority, as if the certification had been made by the FAA or CAAI in accordance with its own applicable laws, regulations, and requirements. Also, when a finding is made by one authority in accordance with the laws and regulations of the other authority and with these Implementation Procedures, that finding is given the same validity as if it were made by the other authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the exporting civil airworthiness authority's aircraft certification system to ensure that the airworthiness standards of the importing civil airworthiness authority are satisfied.
 - 1.2.0 The FAA and CAAI agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.

1.2.1 The FAA and CAAI mutually recognize each other's delegation and designee systems as part of their overall aircraft certification systems. Findings made pursuant to these Implementation Procedures through these systems are given the same validity as those made directly by the authority. The FAA and CAAI understand that there may be occasional situations where, upon prior notification to the other authority, either authority may interact directly with an individual designee of the other country. In advance of designees or representatives of delegated organizations traveling to the United States or Israel to witness tests, perform conformity inspections, and/or to make determinations of compliance, the FAA or CAAI will coordinate designee activities with the other authority.

1.3 Changes in Authority Aircraft Certification Systems.

1.3.0 These Implementation Procedures are based upon sufficiently similar aircraft certification systems being in place at the time of signing. Therefore, the importing and exporting authorities shall keep each other informed of significant changes within those systems, such as:

- (a) statutory responsibilities;
- (b) organizational structure (e.g., key personnel, management structure, technical training, office location);
- (c) significant revisions to airworthiness and environmental standards and procedures;
- (d) production quality control system oversight, including oversight of out-of-country production of parts; or
- (e) delegated functions or the kinds of organizations to which functions have been delegated.

1.3.1 The FAA and CAAI recognize that revision by either authority to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality control system oversight, or delegation system may affect the basis and the scope of these Implementation Procedures. Accordingly, upon notice of such changes by one authority, the other authority may request a meeting to review the need for amendment to these Implementation Procedures.

1.4 Authority Meetings. The FAA and CAAI agree to meet as necessary to review these Implementation Procedures and their continued validity. The frequency of these meetings will be mutually agreed by both authorities, 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 Washington, DC, and Tel Aviv, Israel.

1.5 Applicable National Requirements, Procedures, and Guidance Material.

1.5.0 The FAA's standards for aircraft airworthiness and environmental certification are contained in the Code of Federal Regulations (CFR), Title 14, Parts 21, 23, 25, 27, 29, 31, 33, 34, 35, and 36. The FAA also uses Joint Aviation Requirements (JAR)-22 and JAR-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Orders, Notices, and Policy Memoranda.

1.5.1 The CAAI's standards for aircraft airworthiness and environmental certification are contained in the Israeli Air Navigation Regulations (ANR) [Certification of Aircraft and Aeronautical Products]. CAAI has adopted by reference 14 CFR, Parts 23, 25, 27, 29, 31, 33, 34, 35, and 36. The CAAI also uses JAR-22 and JAR-VLA for some special class aircraft, and the British Civil Airworthiness Regulation, CAP482, for ultralight aircraft. Guidance material, policies and procedures, are contained in CAAI Directives and Aircraft Certification Procedures.

1.6 Interpretations. In the case of conflicting interpretations of the laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the civil airworthiness authority whose law, regulation/standard, requirement, or acceptable means of compliance is being interpreted shall prevail.

1.7 Amendments and Points of Contact.

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

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

For the FAA:

Aircraft Certification Service
International Airworthiness Programs
Staff (AIR-40)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
USA

Telephone: 1-202-267-7008
Fax: 1-202-493-5144

For the CAAI:

Deputy Director CAAI
Airworthiness Department
P.O. Box 8
Ben Gurion Airport
Tel Aviv 70100
Israel

Telephone: 972-3-9774-540/550
Fax: 972-3-9774-592

1.7.2 The designated offices for administrative coordination of these Implementation Procedures are:

For the FAA:

Office of International Aviation (AIA-1)
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591
USA

Telephone: 1-202-267-3213
Fax: 1-202-267-5032

For the CAAI:

Deputy Director CAAI
Airworthiness Department
P.O. Box 8
Ben Gurion Airport
Tel Aviv 70100
Israel

Telephone: 972-3-9774-540/550
Fax: 972-3-9774-592

- 1.8 Entry Into Force and Termination. These Implementation Procedures shall enter into force upon signature and shall remain in force until terminated by either party. Either the FAA or CAAI may terminate these Implementation Procedures upon sixty days written notice to the other party. Termination will not affect the validity of activity conducted under these Implementation Procedures prior to termination.
- 1.9 Definitions. For the purpose of these Implementation Procedures, the following definitions are provided. Additional definitions can be found in Article II of the BASA executive agreement.
- (a) “Additional Technical Condition” means a requirement of the importing country that is in addition to the applicable airworthiness requirements of the State of Design or that may be prescribed to provide a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing country.
- (b) “Airworthiness Standards” means regulations governing the design and performance of civil aeronautical products, parts, and appliances.
- (c) “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.
- (d) “Civil Aeronautical Product” (herein also referred to as “product”) means each civil aircraft, aircraft engine, or propeller.
- (e) “Critical Component” means a part for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the manufacturer’s maintenance manual or Instructions for Continued Airworthiness.

- (f) “Environmental Approval” means an approval issued when a civil aeronautical product has been found to comply with standards concerning noise, fuel venting, and/or exhaust emissions.
- (g) “Environmental Standards” means regulations governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and appliances.
- (h) “Environmental Testing” means a process by which a civil aeronautical product or appliance is determined to comply with environmental standards.
- (i) “Equivalent Level of Safety Finding” means a finding that alternative action taken provides a level of safety equal to that provided by the requirements for which equivalency is being sought.
- (j) “Exemption” means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by the FAA or CAAI, and found to have a level of safety at least equal to the regulation for which the relief is granted.
- (k) “Exporting Civil Airworthiness Authority” means the national organization within the exporting State, charged by the laws of the exporting State, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, parts, and appliances. The exporting civil airworthiness authority will be referred to herein as the exporting authority.
- (l) “Familiarization” means the process whereby the importing authority obtains information and experience on an aeronautical product designed in the exporting State in order to prescribe additional technical conditions for that product; implement corrective airworthiness action in the event that the product experiences service difficulties during its operation in the importing State; and to ensure the development of appropriate maintenance, operating, and pilot type rating information, if applicable, for the product.
- (m) “Finding” means a determination of compliance/non-compliance as the result of an airworthiness authority’s review, investigation, inspection, test, and/or analysis.
- (n) “Importing Civil Airworthiness Authority” means the national organization within the importing State, charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, parts, and appliances. The importing civil airworthiness authority will be referred to herein as the importing authority.
- (o) “Issue Paper” means a document representing an item that requires resolution prior to the issuance of the CAAI or FAA type or supplemental type certificate.

(p) “Maintenance” means the performance of inspection, overhaul, repair, preservation, and the replacement of parts or appliances of a product, but excludes preventive maintenance.

(q) “Manufacturer” means the person who, by FAA or CAAI regulation, is responsible for determining that all products or parts thereof produced within the quality control system conform to an FAA or CAAI-approved design or established government or industry standard and are in a condition for safe operation.

(r) “Multi-National Consortium” means a group of manufacturers from multiple countries who have agreed to form a single company for production of a particular product.

(s) “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.

(t) “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.

(u) “Priority Part” means each part or assembly in an FAA or CAAI approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.

(v) “Product” see (d) Civil Aeronautical Product.

(w) “Production Quality System” means a systematic process which meets the requirements of the exporting authority and ensures that products, parts, and appliances will conform to the approved design and will be in a condition for safe operation.

(x) “Special Condition” means an additional airworthiness standard(s) prescribed by the FAA or CAAI when the airworthiness standards for the category of product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special Conditions contain such safety standards as the FAA or CAAI finds necessary to establish a level of safety equivalent to that established in the applicable regulations.

(y) “Supplier” means a person at any tier who contracts to provide a part, appliance, special process, or service to a product manufacturer to be incorporated into the manufacture of a product, part, or appliance.

(z) “Used Aircraft” means each aircraft that is not a new aircraft, as defined in paragraph (t) above.

(aa) “Validation” means the importing authority’s process for type certification or equivalent of a product certificated by either the FAA or CAAI, as exporting authorities.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

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

2.1 Products, Parts, and Appliances Manufactured in the Country of the Exporting Authority Accepted for Import Under These BASA Implementation Procedures.

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

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

See Summary Table 1, at the end of this Section, for listing of the classes and categories of U.S. products and associated approvals eligible for import into Israel.

2.1.1 Israeli Acceptance of FAA Airworthiness Approval Tags for the Following Appliances and Parts:

- (a) new TSO appliances,
- (b) new parts that are eligible for installation in a product or appliance which has been granted a CAAI design approval and that conform to CAAI approved design data. This includes:
 - (1) Replacement parts for all products and appliances, regardless of the State of Design; and
 - (2) Modification parts for all products and appliances, regardless of the State of Design.

See Summary Table 1, at the end of this Section, for listing of the classes and categories of U.S. appliances, parts and associated approvals eligible for import into Israel.

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

- (a) new and used airplanes.

See Summary Table 2, at the end of this Section, for listing of the classes and categories of Israeli products and associated approvals eligible for import into the United States.

2.1.3 U.S. Acceptance of CAAI Airworthiness Approval Tags for the Following Appliances and Parts:

- (a) new TSO appliances, and
- (b) new parts that are eligible for installation in an airplane or appliance which has been granted an FAA design approval and that conform to FAA-approved design data. This includes:
 - (1) Replacement parts for all airplanes and appliances, regardless of the State of Design;
 - (2) Modification parts for:
 - (i) Airplanes and appliances for which Israel is the State of Design for the design change and either Israel or the United States is the State of Design for the airplane/appliance;
 - (ii) Airplanes and appliances for which the United States is the State of Design for the design change. These parts must be produced by an Israeli production approval holder that has the manufacturing rights to an approved U.S. design under a licensing agreement.

See Summary Table 2, at the end of this Section, for a listing of the classes and categories of Israeli appliances, parts, and associated approvals eligible for import into the United States.

2.1.4 Acceptance of Standard Parts.

- (a) CAAI Acceptance of Standard Parts. The CAAI shall accept Standard Parts for all products, parts, and appliances covered under these Implementation Procedures when they conform to established U.S. industry or U.S. government specifications, or to an FAA parts TSO (e.g., TSO C148, C149, or C150).
- (b) FAA Acceptance of Standard Parts. The FAA shall accept Standard Parts for all products, parts, and appliances covered under these Implementation Procedures when they conform to established U.S. or Israeli industry specifications.

2.1.5 Airworthiness Certification. These Implementation Procedures for design approval apply to such aircraft type designs to be type certificated by the FAA and CAAI for standard category airworthiness certification. Standard airworthiness certificates are issued in the normal, utility, acrobatic, commuter, and transport categories of aircraft, as well as for manned-free balloons and special classes of aircraft which include airships, very light aircraft (VLA), gliders, and other non-conventional aircraft. Aircraft for which a special airworthiness certificate is to be issued, will be dealt with on a case-by-case basis through the special arrangements provision in Section V of this document.

2.2 Acceptance of Used Aircraft Manufactured Outside the Country of the Exporting Authority. These Implementation Procedures also apply to:

- (a) U.S. acceptance of CAAI Export Certificates of Airworthiness for used airplanes, for which the United States or a third country is the State of Design, that are subsequently exported from Israel to the United States, and
- (b) Israeli acceptance of FAA Export Certificates of Airworthiness for used aircraft, for which Israel or a third country is the State of Design, that are subsequently exported from the United States to Israel.

These provisions shall only apply for aircraft of a third country when bilateral agreements/arrangements for this purpose have been formalized between any third countries and both the FAA and CAAI, covering the same class of products.

2.3 Provisions for U.S. Acceptance of Israeli Production Oversight and Airworthiness Certification. These Implementation Procedures also provide for U.S. acceptance of Israeli production oversight and airworthiness certification of products, including modification and/or replacement parts, which are produced in Israel by a person holding a CAAI production approval and a U.S. design approval, including a U.S. STC, or the manufacturing rights to an approved U.S. design under a licensing agreement, under the conditions outlined in paragraphs 3.1.2.1 or 3.1.3.

2.4 Provisions for Design Change Approvals.

2.4.0 Israeli Acceptance of the Following FAA-approved Design Changes:

- (a) Amended type certificates for products for which the United States is the State of Design;
- (b) Supplemental type certificates for all products, regardless of the State of Design;
- (c) Other FAA-approved design changes (as identified in Section III, paragraph 3.3.1.1) for products, parts, and appliances for which the United States is the State of Design; and

(d) FAA-approved design data used in support of repairs (as identified in Section III, paragraph 3.3.2) for products, parts, and appliances for which the United States is the State of Design.

2.4.1 U.S. Acceptance of the Following CAAI-approved Design Changes:

(a) Amended type certificates for airplanes for which Israel is the State of Design;

(b) Supplemental type certificates for airplanes for which either Israel or the United States is the State of Design, subject to the conditions in paragraph 3.0.3(a);

(c) Other CAAI-approved design changes (as identified in Section III, paragraph 3.3.1.0) for airplanes, parts, and appliances for which Israel is the State of Design; and

(d) CAAI-approved design data used in support of repairs (as identified in Section III, paragraph 3.3.2) for airplanes, parts, and appliances for which Israel is the State of Design.

2.5 Provisions for Environmental Testing and Approvals.

2.5.0 Israel Acceptance of FAA Findings for the Following Environmental Requirements:

(a) noise certification requirements for subsonic transport category large airplanes and subsonic turbojet powered airplanes;

(b) noise certification requirements for propeller-driven small airplanes and propeller-driven commuter category airplanes;

(c) noise certification requirements for helicopters; and

(d) fuel venting and exhaust emissions certification requirements for turbine powered airplanes.

2.5.1 U.S. Acceptance of CAAI Findings for the Following Environmental Requirements:

[Reserved.]

2.6 Provisions for Technical Assistance. The scope of all technical assistance activities between the FAA and CAAI are specified in Section IV.

- 2.7 Provisions for Special Arrangements. These Implementation Procedures provide for designated officials within the FAA and CAAI to make special arrangements -- with respect to design approval, production activities, export airworthiness approval, post design approval, or technical assistance -- in unique situations which have not been specifically addressed in these Implementation Procedures, but which are anticipated by the BASA. All special arrangements between the authorities are listed in Appendix C.
- 2.8 Summary Tables. The following tables summarize the new products, appliances, and parts manufactured in the United States or Israel that are eligible for import under these Implementation Procedures. (These tables do not show third country products eligible for import.)

Table 1
Summary of
U.S. (State of Design) Products, Appliances, and Parts and Associated FAA Approvals
Eligible for Import into Israel.

<u>Products</u>	Type Certificate, and Amendments	Supplemental Type Certificate	Technical Standard Order Authorization	Parts Manufacturer Approval
Airplanes in the following categories:				
Normal	✓	✓	N/A	N/A
Utility	✓	✓	N/A	N/A
Acrobatic	✓	✓	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
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
TSO Appliances	N/A	N/A	✓	N/A
Replacement and Modification Parts for the above airplanes, rotorcraft, balloons, engines, propellers, special class aircraft, & articles/appliances	✓ Note: Produced under production approval.	✓ Note: Produced under production approval.	✓	✓

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 V.

Table 2
Summary of
Israel (State of Design) Products, Appliances, and Parts and Associated CAAI Approvals
Eligible for Import into the United States.

<u>Products</u>	Type Certificate, and Amendments	Supplemental Type Certificate	Aeronautical Product Approval	Parts Manufacturer Approval
Airplanes in the following categories:				
Normal	✓	✓	N/A	N/A
Utility	✓	✓	N/A	N/A
Acrobatic	✓	✓	N/A	N/A
Commuter	✓	✓	N/A	N/A
Transport	✓	✓	N/A	N/A
Rotorcraft in the following categories:				
Normal	N/A	N/A	N/A	N/A
Transport	N/A	N/A	N/A	N/A
Manned Free Balloons	N/A	N/A	N/A	N/A
Engines	N/A	N/A	N/A	N/A
Propellers	N/A	N/A	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	N/A	N/A
APA Appliances			✓	N/A
Replacement and Modification Parts for the above airplanes, rotorcraft, balloons, engines, propellers, special class aircraft, and articles/appliances	✓ Note: Produced under production approval.	✓ Note: Produced under production approval.	✓	✓

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 V.

SECTION III ESTABLISHED WORKING PROCEDURES

3.0 DESIGN APPROVAL PROCEDURES

3.0.0 General.

(a) The FAA and CAAI, as importing authorities, will normally conduct certification activities under a validation process on a product in order to make a finding of compliance and issue its design approval. The validation process is initiated by an application and normally entails a familiarization briefing by the applicant, the establishment of the certification basis by the importing authority, a technical information exchange in the form of data, specialist meetings on technical compliance, and/or the development of issue papers, establishment of the scope of delegation to the exporting authority, compliance determinations, and finally, the issuance of the design approval. The design approval issued by the importing authority is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the exporting authority.

(b) The expectation is that, with only a few exceptions, the determinations of compliance with the importing authority's requirements would be made by the exporting authority, as delegated by the importing authority. The importing authority is able to make findings of compliance, without further showing, based upon statements of compliance by the exporting authority. Since the exporting authority must understand the importing authority's position on all the items for which the exporting authority will be making determinations of compliance, both authorities shall ensure that they communicate adequately on these items. Both authorities will meet to discuss certification/validation issues before meeting together with the applicant. Also, the importing authority will seek the exporting authority's opinions before significant issues are resolved and, accordingly, may postpone a meeting with the applicant to discuss and resolve technical issues until the exporting authority is adequately represented. Working in accordance with the principle that communications should occur authority-to-authority, correspondence will be answered through and coordinated with the exporting authority. The FAA and CAAI also recognize that direct communications between the validating authority and the applicant are sometimes necessary. Direct communications should be limited to technical questions regarding the product (familiarization). The certificating authority should be informed on the outcome from these discussions.

(c) Close cooperation between the importing and the exporting authorities is necessary to provide for effective management of the validation process and for the most cost effective utilization of resources.

(d) The FAA does not normally issue a design approval for a product manufactured outside the United States, except for an aircraft to be U.S.-registered or an engine, propeller, appliance, or part to be incorporated into the design of a U.S.-registered aircraft or U.S.-manufactured product. Therefore, Israeli applicants for U.S. design approval should provide the FAA with evidence that the product, part, or appliance will be imported into the United States, or will be installed on a U.S.-registered or U.S.-manufactured product.

(e) The CAAI does not normally issue a design approval for a product manufactured outside Israel, except for an aircraft to be Israeli-registered or engine, propeller, appliance, or part to be incorporated into the design of an Israeli-registered aircraft or Israeli-manufactured product. Therefore, U.S. applicants for Israeli design approval should provide the CAAI with evidence that the product, part, or appliance will be imported into Israel, or will be installed on an Israeli-registered or Israeli-manufactured product.

3.0.1 Design Approval Procedures for U.S. Type Certificates.

3.0.1.0 Application for U.S. Type Certification.

(a) An application for U.S. Type Certificate (TC), in accordance with 14 CFR § 21.15, from an applicant in Israel should be sent to the CAAI. Applications may be submitted for airplanes with an Israeli Type Certificate, or for airplanes where application for type certification has been made to the CAAI. The CAAI should ensure the application has the following information:

- (1) The CAAI Type Certificate and TC Data Sheet, if available, a definition of the national airworthiness and environmental standards upon which the CAAI design approval was (or is to be) based, and the amendment level of the U.S. airworthiness and environmental standards the CAAI believes to be satisfied by its own standards; and
- (2) A planning date for FAA type certification.

(b) Also, the application should contain the following, if known at the time of application:

- (1) A description of all novel or unusual design features known to the applicant or CAAI at the time of application which might necessitate issuance of FAA special conditions under 14 CFR § 21.16, or which might require a special review of acceptable means of compliance;
- (2) All known or expected exemptions or equivalent level of safety findings relative to the CAAI's national standards for design approval that might affect compliance with the applicable U.S. airworthiness and environmental standards; and

- (3) Available information on U.S. market potential, including specific customers and U.S. content of the airplane, if known.

(c) The CAAI should forward the application to the appropriate FAA Aircraft Certification Service Directorate, based on the class and category of airplane. Appendix A contains a list of addresses for the FAA Aircraft Certification Service Directorates.

(d) If the application is for an airplane which is of a level of complexity that has not been previously certificated by the CAAI, the CAAI should notify the FAA. This notification should be made as soon as the CAAI becomes aware of this type of pending application, so that the FAA may plan the scope of its validation program.

3.0.1.1 Familiarization Meeting.

(a) The CAAI will arrange a familiarization meeting between the FAA, CAAI, and the applicant to discuss the validation process, the approved or proposed domestic (Israeli) certification basis, and all novel or unusual features of the product.

(b) At this meeting the FAA will work to establish the U.S. type certification basis and the means of compliance for the airplane under application by determining the U.S. airworthiness and environmental standards that would be applied to a similar airplane if it were to be produced in the United States. The extent to which these activities are accomplished at the meeting will depend on the FAA's familiarity with the airplane and applicant, the applicant's familiarity with the FAA's process and, in general, the overall preparedness of all parties.

(c) For simple projects or less complex airplanes, technical familiarization may be streamlined if agreed by both the FAA and CAAI.

3.0.1.2 Establishment of Project Certification Team. An important consideration that should be addressed at the familiarization meeting is the composition of the Project Certification Team. The composition of the team should include specialist representation to cover the technology level of the certification project. The FAA and CAAI will mutually agree on a plan to ensure adequate compliance finding capability. The FAA will notify the CAAI of its Project Manager.

3.0.1.3 Establishment of U.S. Type Certification Basis.

(a) New type certificates. The FAA will develop the certification basis using:

- (1) For type designs that do not hold an approval from the CAAI, the applicable airworthiness standards in effect on the date the application

is made to the FAA; or

- (2) For type designs that hold an approval from the CAAI, the applicable airworthiness standards in effect on the date the application was made to the CAAI for a domestic TC.

(b) Additional requirements.

(1) In general, the FAA may require the applicant to comply with additional technical conditions in the interest of safety. These requirements may include actions deemed necessary for continued safe operation in the United States as a result of service history and actions taken by the CAAI to correct unsafe conditions.

(2) The FAA will review all novel and unusual design features for development of special conditions. The FAA will work closely with the CAAI in the development of special conditions and exemptions providing the CAAI and the applicant an opportunity to comment on the proposal.

(c) Environmental (Type) Certification Basis. The regulatory basis for compliance with 14 CFR Part 34 is the effective amendment on the date of FAA certification. For 14 CFR Part 36, the regulatory basis for compliance is the effective amendment level on the date of application for the FAA type certificate or change to the type certificate. An applicant for a TC or STC must show that the airplane meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards of 14 CFR Part 34 and the noise standards of 14 CFR Part 36.

3.0.1.4 Compliance to the U.S. Certification Basis. The CAAI should review the FAA's proposed U.S. type certification basis and notify the FAA Project Manager of the proposed methods of compliance. The FAA and CAAI agree that the certification basis will be to Title 14 of the Code of Federal Regulations, plus environmental standards of the United States.

3.0.1.5 Data Submittal & Design Review. In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, the FAA may make written requests for data to the CAAI. The CAAI, in responding to such requests, should verify that the data provided has been reviewed and, if required, approved by the CAAI. Compliance documentation (e.g., certification test plans and reports, flight test plans and reports, system safety assessments, data substantiation reports) should be complete and detailed enough for the authorities to determine whether compliance has been made to the regulations.

3.0.1.6 Technical Meetings.

(a) In addition to the initial familiarization meeting, other technical meetings

may be necessary to assure that any additional technical conditions that have been communicated to the CAAI are well understood, and that any outstanding technical issues are resolved. These meetings should be held as early as possible in the certification process in order to permit timely design changes. All technical meetings will normally be arranged through the CAAI and will normally have both authorities' representatives in attendance.

(b) Early in the program, based on the known design and information presented in the familiarization and technical meetings, the FAA will identify the areas in which further FAA activity will be required (e.g., required data, reports, tests and test witnessing, areas of concern or special emphasis). The anticipated level of activity by the FAA will be documented in writing. This written arrangement may be revised if the initial design definition is incomplete or subsequent design changes are made.

(c) As part of its involvement in any aspect of the program, the FAA may exercise the option to retain the compliance determinations.

(d) The CAAI will keep the FAA informed of the progress of its domestic type certification program on a regular basis. The CAAI should notify the FAA Project Manager as soon as possible of all additional novel or unusual design features, and all other design features that might cause or have caused the CAAI to develop a special condition or to make an equivalent level of safety finding.

3.0.1.7 Issue Papers.

(a) The FAA will prepare issue papers which identify the certification basis and other items such as unique import requirements, acceptable means of compliance, equivalent level of safety findings, and special conditions. However, when the FAA's and CAAI's positions are equivalent, the CAAI's issue papers may be used directly by the FAA in lieu of an FAA issue paper. Nevertheless, the FAA must process its own issue papers which address equivalent levels of safety or special conditions.

(b) The FAA will coordinate all issue papers and changes to issue papers with the CAAI. Such coordination will expedite the timely and mutually acceptable resolution of certification issues.

3.0.1.8 Environmental Testing and Approval Procedures.

(a) The FAA is authorized to make findings of compliance to 14 CFR Parts 34 and 36 based upon FAA witnessed tests, conducted in accordance with FAA-approved test plans, and based upon FAA review and approval of all data and compliance demonstration reports submitted via the CAAI.

(b) Environmental Testing and Approval Process. The typical process for environmental testing and approvals includes the following:

- (1) Environmental (noise, fuel venting, and exhaust emissions) certification compliance demonstration plans must be submitted to the FAA for review, comment, and subsequent approval prior to undertaking certification testing.
- (2) Information and data must be supplied to the FAA in order to conduct a finding in accordance with the Noise Control Act of 1972 (P.L. 92-574). The FAA, before issuing an original type certificate for an aircraft of any category, must assess the extent of noise abatement technology incorporated into the type design and determine whether additional noise reduction is achievable. This examination must be initiated as soon as possible after the application for type certification in each original type certification project and reflect noise reduction potentials that become evident during the design and certification process.
- (3) Information and data must be supplied to the FAA in order to conduct an evaluation of the measurement and analysis methods and practices, and data correction procedures of the applicant for aircraft noise certification under 14 CFR Part 36, Subpart B and/or Subpart H.
- (4) Compliance demonstration aircraft noise test plans and engine exhaust emissions test plans to be used for demonstrating U.S. environmental certification compliance must be submitted to the FAA for review and comment, and subsequent approval not less than 90 days prior to commencing testing.
- (5) Proposed equivalent procedures to be used by the applicant during testing, data processing, data reduction, and data analysis must be specifically identified to the FAA and approved in advance by the FAA as part of items (1) and (4).
- (6) Compliance demonstration tests must be witnessed by FAA personnel, or FAA designated engineering representatives. Prior to the start of testing it is necessary to assure the conformity of the test article (aircraft or engine configuration) to that identified in the FAA approved compliance demonstration test plans.
- (7) Compliance demonstration reports must be submitted to the FAA for review and comment and subsequent approval prior to type certification approval.

3.0.1.9 Final Certification Meeting/Issuance of the Type Certificate. Upon issuance of its domestic TC and demonstrated compliance with the U.S. Type Certification Basis, the CAAI shall forward a certifying statement to the FAA, in accordance with 14 CFR § 21.29, along with all additional requested materials. The FAA, upon receipt and review of the documents, will prepare the TC and TC

Data Sheet and forward them to the CAAI for transmittal to the applicant. A final meeting would only be necessary if there are areas of further discussion or if the sharing of information would be beneficial.

3.0.1.10 Evaluation of Operational and Maintenance Aspects. The FAA has established Aircraft Evaluation Groups (AEG), located at the product-accountable Directorates. The AEGs are responsible for the operational and maintenance aspects of the type certification process. The AEG will conduct Boards, as appropriate, to review the following items on Israeli products prior to their entry into U.S. operations: Maintenance Review Board (MRB) Report and associated Instructions for Continued Airworthiness documentation; Operational configuration; Pilot training and licensing requirements; and the formulation and approval of a Master Minimum Equipment List (MMEL). The AEG will be invited to participate in the familiarization meeting by the FAA Project Manager, and will generate issue papers as appropriate to the type design. Compliance with AEG requirements is not required at the time of the issuance of the U.S. Type Certificate, but to avoid operational suitability problems, applicants are encouraged to complete AEG requirements early in the project.

3.0.2 Design Approval Procedures for Israeli Type Certificates.

3.0.2.0 Application for Israeli Type Certification.

(a) An application for Israeli Type Certificate, in accordance *with CAAI Aircraft Certification Procedure No. 4.1.29*, from an applicant in the United States should be sent to the FAA Aircraft Certification Office responsible for the applicant's geographic area. Applications may be submitted for products with a U.S. Type Certificate, or for products where applications for type certification has been made to the FAA. The FAA should ensure the application has the following information:

- (1) The FAA Type Certificate and TC Data Sheet, if available, a definition of the national airworthiness and environmental standards upon which the FAA design approval was (or is to be) based, and the amendment level of the Israeli airworthiness and environmental standards the FAA believes to be satisfied by its own standards; and
- (2) A planning date for CAAI type certification.

(b) Also, the application should contain the following, if known at the time of application:

- (1) A description of all novel or unusual design features known to the applicant or the FAA at the time of application which might necessitate issuance of CAAI special conditions *under CAAI Aircraft Certification Procedure No. 4.1.29, paragraph 2.10f*, or which might require a

special review of acceptable means of compliance; and

- (2) All known or expected exemptions or equivalent level of safety findings relative to the FAA's national standards for design approval that might affect compliance with the applicable Israeli airworthiness and environmental standards.

(c) The FAA should forward the application to the appropriate CAAI office, based on the class and category of product. Appendix A contains the address for the CAAI.

(d) If the application is for a product which is of a level of complexity that has not been previously certificated by the FAA, the FAA should notify the CAAI. This notification should be made as soon as the FAA becomes aware of this type of pending application, so that the CAAI may plan the scope of its validation program.

3.0.2.1 Familiarization Meeting.

(a) The FAA will arrange a familiarization meeting between the CAAI, the FAA, and the applicant to discuss the validation process, the approved or proposed domestic (U.S.) certification basis, and all novel or unusual features of the product.

(b) At this meeting the CAAI will work to establish the Israeli type certification basis and the means of compliance for the product under application by determining the Israeli airworthiness and environmental standards that would be applied to a similar product if it were to be produced in Israel. The extent to which these activities are accomplished at the meeting will depend on the CAAI's familiarity with the product and applicant, the applicant's familiarity with the CAAI's process and, in general, the overall preparedness of all parties.

(c) For simple projects or less complex products, technical familiarization may be streamlined if agreed by both the CAAI and FAA.

3.0.2.2 Establishment of Project Certification Team. An important consideration that should be addressed at the familiarization meeting is the composition of the Project Certification Team. The composition of the team should include specialist representation to cover the technology level of the certification project. The CAAI and FAA will mutually agree on a plan to assure adequate compliance finding capability. The CAAI will notify the FAA of its Project Manager.

3.0.2.3 Establishment of Israeli Type Certification Basis.

(a) New type certificates. The CAAI will develop the certification basis using:

- (1) For type designs that do not hold an approval from the FAA, the

applicable airworthiness standards in effect on the date the application is made to the CAAI; or

- (2) For type designs that hold an approval from the FAA, the applicable airworthiness standards in effect on the date the application was made to the FAA for a domestic TC.

(b) Additional requirements.

(1) In general, the CAAI may require the applicant to comply with additional technical conditions in the interest of safety. These requirements may include actions deemed necessary for continued safe operation in Israel as a result of service history and actions taken by the FAA to correct unsafe conditions.

(2) The CAAI will review all novel and unusual design features for development of special conditions. The CAAI will work closely with the FAA in the development of special conditions and exemptions providing the FAA and the applicant an opportunity to comment on the proposal.

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

3.0.2.4 Compliance to Israeli Certification Basis. The FAA should review the CAAI's proposed Israeli type certification basis and notify the CAAI Project Manager of the proposed methods of compliance. The FAA and CAAI agree that the certification basis will be to Title 14 of the Code of Federal Regulations, plus environmental standards of Israel.

3.0.2.5 Data Submittal & Design Review. In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, the CAAI may make written requests for data to the FAA. The FAA, in responding to such requests, should verify that the data provided has been reviewed and, if required, approved by the FAA. Compliance documentation (e.g., certification test plans and reports, flight test plans and reports, system safety assessments, data substantiation reports) should be complete and detailed enough for the authorities to determine whether compliance has been made to the regulations.

3.0.2.6 Technical Meetings.

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

(b) Early in the program, based on the known design and information presented in the familiarization and technical meetings, the CAAI will identify the areas in which further CAAI activity will be required (e.g., required data, reports, tests and test witnessing, areas of concern or special emphasis). As part of its involvement in any aspect of the program, the CAAI may exercise the option to retain the compliance determinations. The anticipated level of activity by the CAAI will be documented in writing. This written arrangement may be revised if the initial design definition is incomplete or subsequent design changes are made.

(c) The FAA will keep the CAAI informed of the progress of its domestic type certification program on a regular basis. The FAA should notify the CAAI Project Manager as soon as possible of all additional novel or unusual design features, and all other design features that might cause or have caused the FAA to develop a special condition or to make an equivalent level of safety finding.

3.0.2.7 Issue Papers.

(a) The CAAI will prepare issue papers which identify the certification basis and other items such as unique import requirements, acceptable means of compliance, equivalent level of safety findings, and special conditions. However, when the CAAI's and FAA's positions are equivalent, the FAA's issue papers may be used directly by the CAAI in lieu of a CAAI issue paper. Nevertheless, the CAAI must still process its own issue papers which address equivalent levels of safety or special conditions.

(b) The CAAI will coordinate all issue papers and changes to issue papers with the FAA. Such coordination will expedite the timely and mutually acceptable resolution of certification issues.

3.0.2.8 Environmental Testing and Approval Procedures. The CAAI accepts FAA's findings of compliance to 14 CFR Parts 34 and 36.

3.0.2.9 Final Certification Meeting/Issuance of the Type Certificate. Upon issuance of its domestic TC and demonstrated compliance with the Israeli Type Certification Basis, the FAA shall forward a certifying statement to the CAAI, in

accordance with chapter 2, paragraph 13, of the Israeli ANR [Certification of Aircraft and Aeronautical Products] along with all additional requested information. The CAAI, upon receipt and review of the documents, will prepare the TC and TC Data Sheet and forward them to the FAA for transmittal to the applicant. A final meeting would only be necessary if there are areas of further discussion or if the sharing of information would be beneficial.

3.0.2.10 Evaluation of Operational and Maintenance Aspects. CAAI does not have specific additional requirements for the evaluation of aircraft operations and maintenance. CAAI will accept FAA evaluation of maintenance aspects and Manufacturer's Maintenance Equipment List (MMEL).

3.0.3 Design Approval Procedures for U.S. Supplemental Type Certificates.

(a) U.S. Supplemental Type Certificates (STCs) may be issued under the provisions of 14 CFR § 21.117 for approval of major changes to the type design of an airplane which has been certificated/validated by the FAA when either the CAAI or the FAA is the authority of the State of Design for the airplane, the CAAI is the authority of the State of Design for the design change, and the CAAI has issued an STC. As part of its involvement in any aspect of the STC, the FAA may exercise the option to retain the compliance determinations. Unless otherwise specified by the FAA, the FAA will retain the compliance determinations in the following areas:

- (1) Finite Element Model (FEM) validation,
- (2) Basic loads substantiation, and
- (3) Cabin safety regulations.

(b) The FAA will develop the STC certification basis in accordance with FAA Order 8110.4, *Type Certification*, and 14 CFR § 21.115. The date of application is the date application is made to the CAAI for the Israeli STC.

(c) Israeli applicants shall submit STC applications to the CAAI with a request that the application and required information be forwarded to the FAA office responsible for the original FAA certification/validation of the airplane. Appendix A contains a list of addresses for FAA Offices.

(d) Each application should contain the following information:

- (1) A description of the change, together with the make and model of the airplane;
- (2) A copy of the Israeli STC and certification basis;

- (3) A planning date for FAA issuance of the STC;
- (4) A description of all novel or unusual design features which might necessitate issuance of FAA special conditions; and
- (5) All exemptions or equivalent level of safety findings granted by the CAAI for the Israeli STC.

(e) The basic design approval procedures for U.S. Type Certification (paragraph 3.0.1 above) should be used for STCs, but both authorities may agree to streamline these procedures based on the magnitude and complexity of the design change.

(f) The following documentation will be required, as applicable, for review by the FAA during the STC approval process:

- (1) Compliance Checklist,
- (2) Airplane Flight Manual Supplement,
- (3) Master Documentation List/Master Drawing List,
- (4) Manufacturing and Installation Instruction Drawings,
- (5) Maintenance/Repair Manual Supplements,
- (6) Weight and Balance Data, and
- (7) Instructions for Continued Airworthiness.

(g) The FAA will issue an STC when compliance with the applicable U.S. airworthiness requirements has been verified and a compliance statement has been made by the CAAI.

3.0.4 Design Approval Procedures for Israeli Supplemental Type Certificates.

(a) Israeli Supplemental Type Certificates may be issued under the provisions of CAAI Aircraft Certification Procedure 4.1.29 for approval of major changes to the type design of an aircraft, aircraft engine, or propeller, which has been certificated/validated by the CAAI, when the FAA is the authority of the State of Design for the design change, and the FAA has issued an STC. As part of its involvement in any aspect of the STC, the CAAI may exercise the option to retain the compliance determinations.

(b) The CAAI will develop the STC certification basis in accordance with CAAI Aircraft Certification Procedure 4.1.38. The date of application is the date application is made to the FAA for the U.S. STC.

(c) U.S. applicants shall submit STC applications to the FAA Aircraft Certification Office responsible for the applicant's geographic area, with a request that the application and required information be forwarded to the CAAI. Appendix A contains the address for the CAAI.

(d) Each application should contain the following information:

- (1) A description of the change, together with the make and model of the product;
- (2) A copy of the U.S. STC and the certification basis; and
- (3) A planning date for CAAI issuance of the STC;
- (4) A description of all novel or unusual design features which might necessitate issuance of CAAI special conditions; and
- (5) All exemptions or equivalent level of safety findings granted by the FAA for the U.S. STC.

(e) The basic design approval procedures for Israeli Type Certification (paragraph 3.0.2 above) should be used for STCs, but both authorities may agree to streamline these procedures based on the magnitude and complexity of the design change.

(f) The following documentation will be required, as applicable, for review by the CAAI during the STC approval process:

- (1) Compliance Checklist,
- (2) Airplane/Rotorcraft Flight Manual Supplement,
- (3) Master Documentation List/Master Drawing List,
- (4) Manufacturing and Installation Instruction Drawings,
- (5) Maintenance/Repair Manual Supplements,
- (6) Weight and Balance Data, and
- (7) Instructions for Continued Airworthiness.

(g) The CAAI will issue an STC when compliance with the applicable CAAI airworthiness requirements has been verified and a compliance statement has been made by the FAA.

3.0.5 Design Approval Procedures for FAA Letters of Technical Standard Order (TSO) Design Approval.

3.0.5.0 Application. The FAA only issues a Letter of TSO Design Approval for appliances of a kind for which a minimum performance standard has been published in an FAA Technical Standard Order (TSO). All Israeli applicants for an FAA letter of TSO design approval shall make application through CAAI with a request that the application and required information be forwarded to the Brussels Aircraft Certification Staff at the address indicated in Appendix A. The CAAI should contact the FAA for the latest FAA technical policy and procedures related to the TSO performance standard.

3.0.5.1 Issuance of a Letter of TSO Design Approval. The appropriate form of TSO design approval, within the scope of these Implementation Procedures, may be issued to the applicant by the FAA after:

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

3.0.5.2 Installation Approval. An FAA Letter of TSO Design Approval 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.

3.0.6 Design Approval Procedures for CAAI Aeronautical Product Approval.

3.0.6.0 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 Aircraft Certification Office 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.

3.0.6.1 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.

- 3.0.7 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 by the FAA and CAAI.

3.1 PRODUCTION AND SURVEILLANCE ACTIVITIES

- 3.1.0 Production Quality System. All products, parts, and appliances exported under the provisions of these Implementation Procedures shall be produced in accordance with a production quality system which ensures conformity to the approved design of the importing authority and ensures that completed products are in a condition for safe operation. This production quality system covers the fabrication of products, parts, and appliances within and outside of the country of export. When these fabrication and/or production activities occur outside of the country of export, the associated products or parts shall be considered as being manufactured in the exporting country.

3.1.1 Surveillance of Production Approval Holders.

3.1.1.0 The FAA and CAAI, as exporting authorities, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with the exporting authority's specific policies, practices, and/or procedures. Both ongoing and scheduled evaluations should be conducted to verify that the production approval holder is in continual compliance with their approved production quality system, manufacturing products, appliances, and parts which fully conform to the approved design, and are in a condition for safe operation. The correction of all deficiencies should be verified by the exporting authority.

3.1.1.1 Production surveillance includes the surveillance of manufacturers and their suppliers who may be fabricating prototype or pre-production parts for products which are still undergoing type certification. These parts must be produced by the manufacturer, or its approved supplier, with the concurrence of the exporting authority, using an existing approved production quality system for similar type certificated products. The approved production quality system must ensure the prototype or pre-produced parts are properly controlled so that a final determination of airworthiness can be undertaken prior to their export.

3.1.1.2 FAA production approval and supplier surveillance programs are described in FAA Order 8120.2, *Production Approval and Certificate Management Procedures*, Advisory Circular 21-20, *Supplier Surveillance Procedures*, and FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program*.

3.1.1.3 CAAI production approval and supplier surveillance programs are described in the *CAAI Aircraft Certification Procedure Numbers 4.1.3 and 4.1.22*, and *CAAI General Procedure Numbers 4.3, 4.4, and 4.6*.

3.1.2 Extensions of Production Approvals.

3.1.2.0 When a production approval has been granted or extended by the FAA or CAAI, as exporting authorities, to include manufacturing sites and facilities in each other's countries or in a third country, the exporting authority remains fully responsible for the surveillance and oversight of these manufacturing sites and facilities.

3.1.2.1 The FAA is responsible for surveillance and oversight of U.S. production approval holders located in Israel. Routine surveillance and oversight may be performed by the CAAI on behalf of the FAA through the provisions of Section IV. The CAAI is responsible for surveillance and oversight of CAAI production approval holders located in the United States. Routine surveillance and oversight may be performed by the FAA on behalf of the CAAI through the provisions of Section IV.

3.1.2.2 The FAA or CAAI may seek assistance from the civil airworthiness authority of a third country in the undertaking of FAA or CAAI regulatory surveillance and oversight functions when a production approval has been granted or extended in that third country. This should be done only when an arrangement for technical assistance has been formalized between the FAA or CAAI and the civil airworthiness authority of the third country.

3.1.3 Production Approval Based on a Licensing Agreement. Either the FAA or CAAI can grant a production approval in their respective country based on design data obtained through a licensing agreement with a type design holder in the other country (i.e., licensing the rights to use the design data). In this case, the authority granting that production approval shall ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each product conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the licensee are approved. These design changes shall be submitted to the type design holder who shall obtain approval from its authority using normal procedures. These production approvals based on a licensing agreement will be addressed on a case-by-case basis under the Special Arrangements provision of Section V.

3.1.4 Supplier Surveillance - Outside the Exporting Country.

3.1.4.0 The FAA and CAAI, as exporting authorities, shall include in their regulatory surveillance and oversight programs a means of surveilling production approval holders' suppliers who are located outside the exporting

country. This surveillance and oversight shall be equivalent to that program for domestic suppliers. This surveillance activity will assist the FAA and CAAI in determining conformity to approved design and whether the parts are safe for installation on type certificated products.

3.1.4.1 The FAA is responsible for surveillance and oversight of U.S production approval holders' suppliers located in Israel. Routine surveillance and oversight may be performed by the CAAI on behalf of the FAA through the provisions of Section IV. The CAAI is responsible for surveillance and oversight of CAAI production approval holders' suppliers located in the United States. Routine surveillance and oversight may be performed by the FAA on behalf of the CAAI through the provisions of Section IV.

3.1.4.2 The FAA or CAAI may seek assistance from a third country civil airworthiness authority at the supplier's location in the undertaking of FAA or CAAI regulatory surveillance and oversight functions at suppliers to production approval holders of the exporting country. This should only be done when an arrangement for technical assistance has been formalized between the FAA or CAAI and the civil airworthiness authority of the third country.

3.1.4.3 The production approval holder may not use a supplier in a country where the authority of the production approval holder is denied unimpeded access, by either the supplier or the supplier's civil airworthiness authority, to the supplier's facility to perform surveillance activities. The production approval holder also may not use a supplier located in a country if that country denies entry to the authority of the production approval holder.

3.1.5 Multi-National Consortia.

3.1.5.0 Multi-national consortia may be issued approvals for the design and production of products, appliances, and/or parts in either the United States or Israel. These consortia clearly define one responsible design and production approval holder, for the purposes of regulatory accountability, located in the exporting country. There may be, however, suppliers to the approval holder(s) which are located both domestically and in other countries which produce parts for use in the final product which is to be exported.

3.1.5.1 The FAA and CAAI, as exporting authorities, shall continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder, and should emphasize surveillance and oversight of priority parts suppliers. The exporting authority shall use its regulatory surveillance and oversight programs to best enable it to determine that consortia suppliers are producing parts that conform to the approved design and are in a condition for safe operation.

3.2 EXPORT AIRWORTHINESS APPROVAL PROCEDURES

3.2.0 General. Export Certificates of Airworthiness are issued by the FAA and CAAI, as exporting authorities, for completed aircraft, aircraft engines, and propellers. Airworthiness approval tags are issued by the FAA and CAAI for appliances and parts.

3.2.1 FAA Acceptance of CAAI Export Certificates of Airworthiness and Airworthiness Approval Tags.

(a) The FAA's requirements and procedures for import are described in 14 CFR Part 21, FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products*, and Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States*.

(b) The CAAI's process for issuing export certificates is described in *CAAI Aircraft Certification Procedure 4.1.27* and *CAAI General Procedure Number 2.6*.

3.2.1.0 New Airplanes.

(a) Except as provided in paragraph 3.2.1.4, the FAA shall accept CAAI Export Certificates of Airworthiness on new airplanes, as identified in Section II, only when the CAAI certifies that each airplane:

- (1) Conforms to a type design approved by the FAA, as specified in the FAA's type certificate data sheet, and any additional supplemental type certificates approved by the FAA;
- (2) Is in a condition for safe operation, including compliance with applicable FAA Airworthiness Directives, as notified; and
- (3) Meets all additional requirements prescribed by the FAA, as notified.

(b) Each airplane exported to the United States with CAAI airworthiness approval will have a CAAI Form EN 806 issued in accordance with the requirements of *CAAI Aircraft Certification Procedure 4.1.27* and *CAAI General Procedure Number 2.6*.

(c) For airplanes, the CAAI Form EN 806 should contain the following statement: "The [INSERT AIRPLANE MODEL] covered by this certificate conforms to the type design approved under U.S. Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in a condition for safe operation," and/or any other "import requirements" text as specified in the U.S. Type Certificate Data Sheet.

3.2.1.1 New TSO Appliances.

(a) Each new appliance exported to the United States with a CAAI airworthiness approval will have a CAAI Form 8130-3. The FAA shall accept CAAI airworthiness approval tags on new TSO appliances, as identified in Section II, only when the CAAI certifies that each TSO appliance:

- (1) Conforms to the design approved by the FAA, as specified in the FAA Letter of TSO Design Approval;
- (2) Complies with applicable FAA Airworthiness Directives, as notified;
- (3) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
- (4) Meets all additional requirements prescribed by the FAA, as notified.

3.2.1.2 New Modification and/or Replacement Parts.

(a) Each new part exported to the United States with a CAAI airworthiness approval will have a CAAI Form 8130-3. The FAA shall accept these CAAI airworthiness approval tags on new aircraft modification and/or replacement parts that have been produced by an Israeli production approval holder (i.e., under Israeli Type Certificate, Production Certificate, Aeronautical Product Approval, or a Parts Manufacturer Approval), and is based on FAA approved design data. The CAAI shall certify, by issuance of CAAI Form 8130-3, that each part:

- (1) Is eligible for installation in a airplane or appliance which has been granted an FAA design approval;
- (2) Conforms to FAA-approved design data and is safe for installation;
- (3) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
- (4) Meets all additional requirements prescribed by the FAA, as notified.

(b) The FAA must be provided evidence of direct shipment authorizations extended to approved suppliers. If a part is shipped under direct ship authorization, the CAAI's airworthiness approval tags must indicate that the production approval holder has authorized direct shipment. This indication may be a supplemental "remark" entry on the airworthiness approval tag indicating the authorization to the supplier for direct shipment of parts from the supplier's location.

3.2.1.3 Used Aircraft for Which There Has Been a Design Approval Granted by the FAA.

(a) The FAA shall accept Export Certificates of Airworthiness on used airplanes for which either the United States or Israel is the State of Design, as identified in Section II, for import into the United States for airworthiness certification when the CAAI certifies that each used airplane:

- (1) Conforms to the FAA-approved type design as specified in the FAA's type certificate data sheet, and any additional supplemental type certificates approved by the FAA, as notified;
- (2) Is in a condition for safe operation, including compliance with all applicable Airworthiness Directives issued by the FAA, as notified;
- (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
- (4) Meets all additional requirements prescribed by the FAA, as notified; and
- (5) The CAAI Export Certificate of Airworthiness includes the statement in paragraph 3.2.1.0(c).

(b) The FAA shall also accept the CAAI's Export Certificate of Airworthiness for used airplanes manufactured in a third country when that country has a bilateral agreement/arrangement with both the FAA and the CAAI covering the same class of product, and the conditions of paragraph 3.2.1.3(a)(1) through (5) have been met.

(c) The FAA may also request inspection and maintenance records which include, but are not limited to: the original or certified true copy of the Export Certificate of Airworthiness issued by the CAAI; records which verify that all overhauls, major changes, and major repairs were accomplished in accordance with approved data; and maintenance records and log entries which substantiate that the used airplane has been properly maintained throughout its service life to the requirements of an approved maintenance program.

3.2.1.4 Export Certificate of Airworthiness Exceptions. The CAAI shall notify the FAA's geographic-responsible Manufacturing Inspection Office (MIO) prior to issuing an Export Certificate of Airworthiness in which a non-compliance to the FAA-approved type design is to be noted under the "Exceptions" section of the Export Certificate of Airworthiness. Addresses for all FAA MIOs are listed in Appendix A. This notification should help to resolve all issues concerning the airplane's eligibility for a U.S. airworthiness certificate. A written acceptance

from the FAA is required before the issuance of the CAAI Export Certificate of Airworthiness.

3.2.2 CAAI Acceptance of FAA Export Certificates of Airworthiness and Airworthiness Approval Tags.

(a) The CAAI's requirements and procedures for import are described in *CAAI Aircraft Certification Procedure 4.1.17*.

(b) The FAA's process for issuing export certificates is described in 14 CFR Part 21 and FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Parts*, FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag*, and FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*.

3.2.2.0 New Aircraft, Aircraft Engines, and Propellers.

(a) Except as provided in paragraph 3.2.2.4, the CAAI shall accept FAA Export Certificates of Airworthiness on new aircraft, aircraft engines and propellers, as identified in Section II, only when the FAA certifies that each aircraft, aircraft engine and propeller:

- (1) Conforms to a type design approved by the CAAI, as specified in the CAAI's type certificate data sheet and any additional supplemental type certificates approved/accepted by the CAAI;
- (2) Is in a condition for safe operation, including compliance with applicable Israeli and U.S. Airworthiness Directives, as notified;
- (3) Meets all additional requirements prescribed by the CAAI, as notified; and
- (4) Has undergone a final operational check (only for aircraft engines and propellers).

(b) Each aircraft, aircraft engine, and propeller exported to Israel with FAA airworthiness approval will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.

(c) For aircraft, the FAA Export Certificate of Airworthiness should contain a statement such as: "The [INSERT MODEL] covered by the certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in a condition for safe operation," and/or any other "import requirements" text as specified in the Israeli Type Certificate Data Sheet.

(d) For aircraft engines and propellers, the FAA Export Certificate of Airworthiness should contain a statement such as: "The [INSERT AIRCRAFT ENGINE OR PROPELLER] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], is found to be in a condition for safe operation and has undergone a final operational check," and/or any other "import requirements" text as specified in the Israeli Type Certificate Data Sheet.

3.2.2.1 New TSO Appliances.

(a) Each new appliance exported to Israel with FAA airworthiness approval will have an FAA Form 8130-3, *Airworthiness Approval Tag*. The CAAI shall accept FAA airworthiness approval tags on new TSO appliances, as identified in Section II, when the appliance complies with 14 CFR Part 21, Subpart L.

3.2.2.2 New Modification and/or Replacement Parts.

(a) Each new part exported to Israel with an FAA airworthiness approval will have an FAA Form 8130-3, *Airworthiness Approval Tag*. The CAAI shall accept FAA airworthiness approval tags on new modification and/or replacement parts that have been produced by a U.S. production approval holder (i.e., under U.S. Type Certificate, Production Certificate, Technical Standard Order Authorization, or a Parts Manufacturer Approval). The FAA shall certify, by issuance of FAA Form 8130-3, that each part:

- (1) Is eligible for installation in a product or appliance which has been granted a CAAI design approval;
- (2) Conforms to CAAI-approved design data and is safe for installation;
- (3) Is marked in accordance with paragraph 3.2.3.1(a) of these Implementation Procedures; and
- (4) Meets all additional requirements prescribed by the CAAI, as notified.

3.2.2.3 Used Aircraft for Which There Has Been a Design Approval Granted by the CAAI.

(a) The CAAI shall accept Export Certificates of Airworthiness on used aircraft for which either the United States or Israel is the State of Design, as identified in Section II, for import into Israel for airworthiness certification when the FAA certifies that each used aircraft:

- (1) Conforms to the CAAI-approved type design, as specified in the

CAAI's type certificate data sheet, and any additional supplemental type certificates approved by the CAAI, as notified;

- (2) Is in condition for safe operation, including compliance with all applicable Israeli and U.S. Airworthiness Directives, as notified;
- (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
- (4) Meets all additional requirements prescribed by the CAAI, as notified; and
- (5) The FAA Export Certificate of Airworthiness includes the statement in paragraph 3.2.2.0(c).

(b) The CAAI shall also accept the FAA Export Certificate of Airworthiness for used aircraft manufactured in a third country when that third country has a bilateral agreement with the FAA and CAAI covering the same class of product, and the conditions of paragraph 3.2.2.3(a)(1) through (5) have been met.

(c) The CAAI may also request inspection and maintenance records which include, but are not limited to: the original or certified true copy of the Export Certificate of Airworthiness issued by the FAA; verifying records which ensure that all overhauls, major changes, and major repairs were accomplished in accordance with approved data; and maintenance records and log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

3.2.2.4 Export Certificate of Airworthiness Exceptions. The FAA shall notify CAAI prior to issuing an Export Certificate of Airworthiness in which a non-compliance to the CAAI-approved type design is to be noted under the "Exceptions" section of the Export Certificate of Airworthiness. This notification should help to resolve all issues concerning the aircraft's eligibility for a CAAI airworthiness certificate. A written acceptance from the CAAI is required before the issuance of the FAA Export Certificate of Airworthiness.

3.2.3 Additional Requirements for Imported Products, Parts, and Appliances. The following identifies those additional requirements which must be complied with as a condition of acceptance for products, parts, and appliances imported into the United States or Israel, or for use on either a U.S.- or Israeli-registered aircraft.

3.2.3.0 U.S. Requirements.

(a) Identification and Marking.

- (1) Airplanes must be identified in a manner outlined in 14 CFR § 45.11.
- (2) Each critical component of a product must be identified with a part number (or equivalent) and serial number (or equivalent) in accordance with 14 CFR § 45.14.
- (3) Each appliance of a design approved by an FAA letter of TSO design approval must be marked in accordance with the requirements in 14 CFR Part 21, Subpart O, and all additional marking requirements specified in the particular TSO.
- (4) Each part to be used as a replacement or modification part must be marked with a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the part is eligible for installation must be furnished.
- (5) Each part produced to U.S. STC design data should be marked with the U.S. STC number, as size permits, in addition to the requirements of paragraph 3.2.3.0(a)(4). If size does not permit, information should accompany each part that identifies the applicable U.S. STC. This information may be included on the appropriate airworthiness approval tag.

(b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections, as prescribed in 14 CFR § 21.50.

(c) Maintenance Records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance records equivalent to those specified in 14 CFR § 91.417.

3.2.3.1 Israeli requirements.

(a) Identification and Marking.

- (1) Aircraft, aircraft engines, and propellers must be identified as required in the Israeli ANR [Registration of Aircraft and Markings].
- (2) Each critical component of a product must be identified with a part number (or equivalent) and serial number (or equivalent).

- (3) Each appliance of a design approved by an APA must be marked in accordance with the requirements in *CAAI Aircraft Certification Evaluation Procedure 4.1.31*, and all additional marking requirements specified in the particular TSO.
 - (4) Each part to be used as a replacement or modification part must be identified by a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the part is eligible for installation must be furnished.
- (b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections, as prescribed in *CAAI Aircraft Certification Procedure 4.1.12*.
- (c) Maintenance Records. Each aircraft, including the aircraft engine, propeller, or appliance, must be accompanied by maintenance records equivalent to those specified in *CAAI Aircraft Certification Procedure 4.1.12*.

3.3 POST DESIGN APPROVAL PROCEDURES

3.3.0 CONTINUED AIRWORTHINESS

3.3.0.0 General.

- (a) The exporting authority is responsible as the State of Design (under International Civil Aviation Organization (ICAO) Annex 8) for resolving in-service safety issues related to design or production. The exporting authority shall provide applicable information which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing authority to ensure continued operational safety of the product, part, or appliance. The importing authority will review and normally accept the corrective actions taken by the exporting authority in the issuance of its own mandatory corrective actions.
- (b) At the request of the importing authority, the exporting authority shall assist the importing authority in determining what action is considered necessary by the importing authority for the continued operational safety of the product, part, or appliance. The decision as to the final action to be taken with respect to the products, parts, or appliances under the jurisdiction of the importing country lies solely with the importing authority.

3.3.0.1 Malfunctions, Failures, and Defects (MF&D) Reports.

(a) The FAA and CAAI agree to perform the following functions for the products, parts, and appliances exported to the other country:

- (1) Tracking of MF&D reports and accident/incidents.
- (2) Evaluating MF&D and accident/incidents.
- (3) Investigating and resolving all suspected unsafe conditions.
- (4) Advising the importing authority of all unsafe conditions and the necessary corrective actions (see paragraph 3.3.0.2 below).
- (5) Upon request, providing the importing authority with the following:
 - (i) Reports of MF&D and accidents/incidents;
 - (ii) Status of investigations into MF&D and accidents/incidents;
 - (iii) Copies of conclusions reached in its investigation into MF&D; and
 - (iv) Copies of conclusions reached in investigation into accidents/incidents in accordance with ICAO Annex 13.
- (6) Making a reasonable effort to resolve issues raised by the importing authority concerning matters of safety for products registered in the importing country.

(b) The FAA and CAAI, as importing authorities, agree to perform the following functions:

- (1) Advising the exporting authority of MF&D and accidents/incidents which are believed to be potentially unsafe conditions occurring on the products and appliances which are imported from the country of the exporting authority.
- (2) Supporting the exporting authority in investigations of unsafe conditions and their occurrences on the imported aircraft.
- (3) Advising the exporting authority, if as a result of investigations made by the importing authority into MF&D and accidents/incidents, it has determined that it will make corrective actions mandatory.

(c) Copies of U.S. MF&D reports are available from the FAA Mike Monroney

Aeronautical Center, Flight Standards Service Regulatory Support Division, Airworthiness Programs Branch. Copies of U.S. MF&D reports are also available on the Mike Monroney Aeronautical Center internet web site at <http://av-info.faa.gov/isdr>. Copies of Israeli MF&D reports are available from the Israeli CAAI Airworthiness Department [See Appendix A].

3.3.0.2 Unsafe Condition and Mandatory Continuing Airworthiness Actions.

(a) The FAA (under 14 CFR Part 39) and CAAI (under CAAI Chapter 13 of ANR [Certification of Aircraft and Aeronautical Products] and *Aircraft Certification Procedure 4.1.35*) agree to perform the following functions for the products, appliances, and parts for which it is the State of Design (exporting authority):

- (1) Issuing a mandatory continuing airworthiness action (Airworthiness Directive) whenever the authority determines that an unsafe condition exists in a type certificated product or appliance, and is likely to exist or develop on a type certificated product or appliance of the same type design. This may include a product or appliance that has another product, part, or appliance installed on it and the installation causes the unsafe condition. The contents of such a mandatory continuing airworthiness action should include, but are not limited to, the following:
 - (i) Make, model, and serial numbers of affected aircraft, aircraft engines, propellers, appliances, and parts;
 - (ii) Description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;
 - (iii) Description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality control, unapproved part);
 - (iv) The means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences; and
 - (v) Corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date.
- (2) Ensuring that the following information is provided to the other authority as part of the mandatory continuing airworthiness action or directly from the approval holder:

- (i) The number of aircraft world-wide needing corrective action;
 - (ii) A statement on the availability of parts; and
 - (iii) An estimate of the number of labor hours and the cost of parts required for the corrective actions.
 - (3) Issuing a revised or superseding mandatory continuing airworthiness action whenever the exporting authority finds any previously issued mandatory continuing airworthiness action was incomplete or inadequate to fully correct the unsafe condition.
 - (4) Notifying the importing authority of the unsafe condition and the necessary corrective actions by submitting a copy of the mandatory continuing airworthiness action at the time of publication to the address referenced in 3.3.0.1(c) above. Additionally, for Israeli products, the CAAI should arrange for copies of all relevant service bulletins referenced in the mandatory action, as well as other supporting documentation, to be forwarded to the appropriate focal point in the product-responsible FAA Directorate.
 - (5) In the case of emergency airworthiness information, the exporting authority should ensure special handling so that the importing authority is notified immediately.
 - (6) Advising and assisting the importing authority in defining the appropriate actions for the importing authority to take in the issuance of its own mandatory continuing airworthiness action.
 - (7) Providing sufficient information to the importing authority for its use in making determinations as to the acceptability of alternative means of compliance to mandatory continuing airworthiness actions.
 - (8) On a quarterly basis, providing the importing authority a summary index list of mandatory continuing airworthiness actions issued by the exporting authority for products and appliances exported to the country of import.
- (b) The FAA and CAAI recognize that they may disagree as to the finding of an unsafe condition. In that case, it is expected that the importing authority will normally consult with the authority of the State of Design (exporting authority) prior to issuing its own airworthiness directive.
- (c) The FAA and CAAI, as importing authorities, agree to respond quickly to the issuance of a mandatory continuing airworthiness action by the exporting

authority in making its own determination of the need for issuing its own similar mandatory continuing airworthiness action that addresses all unsafe conditions on affected products or appliances certified, approved or otherwise accepted by the importing authority.

3.3.1 DESIGN CHANGES

3.3.1.0 Procedures for Changes to a U.S. Type Certificate.

(a) Changes to a type design that require a new or amended type certificate should be done in accordance with paragraph 3.0.1, except that, for an amended TC, the FAA's date of application is the date application was made to the CAAI for the amended TC. Also, the procedures in paragraph 3.0.1 should be adjusted as appropriate for the magnitude and complexity of the design change. The FAA retains the right to determine if the proposed change is so substantial that a new type certificate is required for the changed type design. For amended type certificates, the FAA will develop the certification basis in accordance with 14 CFR § 21.101 and § 21.93(b) and (c). Also, if the TC holder has applied for an STC, this should be done in accordance with paragraph 3.0.3.

(b) To assist the FAA in determining its level of activity with a specific design change, the CAAI should notify the FAA of each major type design change proposed by the type certificate holder that would affect:

- (1) the Flight Manual,
- (2) the Approved Airworthiness Limitations,
- (3) the Type Certificate Data Sheet,
- (4) the Master Minimum Equipment List,
- (5) a Certification Maintenance Requirement, or
- (6) any other specific items identified by the FAA.

Based on this information, the FAA will determine whether the changes can be considered approved by the FAA upon CAAI's approval under its normal procedures. As part of its involvement in any aspect of the design change approval, the FAA may exercise the option to retain the compliance determinations.

(c) The CAAI must notify the FAA whenever the certification basis of a proposed change includes findings of equivalent level of safety, additional technical conditions, special conditions, exemptions, and other requirements

where the FAA may exercise its discretion in making the finding.

(d) Major changes to a type certificated design (for products identified in paragraph 2.1.2) which are not great enough to require new application for a type certificate may also be approved through the issuance of a U.S. STC. Procedures for the issuance of a U.S. STC are found in paragraph 3.0.3.

(e) Minor design changes made by the type certificate holder shall be considered approved by the FAA upon approval by the CAAI under its normal procedures.

(f) As specified in 14 CFR § 21.93, for the purpose of complying with 14 CFR Part 34, each voluntary change in the type design of an airplane or engine that may increase fuel venting or exhaust emissions is an “emissions change,” requiring further demonstration of compliance. Likewise, for the purpose of complying with 14 CFR Part 36, each voluntary change in the type design of an airplane that may increase the noise levels of that airplane is an “acoustical change”, requiring further demonstration of compliance.

3.3.1.1 Procedures for Changes to an Israeli Type Certificate.

(a) Changes to a type design that require a new or amended type certificate should be done in accordance with paragraph 3.0.2, except that, for an amended TC, the CAAI's date of application is the date application was made to the FAA for the amended TC. Also, the procedures in paragraph 3.0.2 should be adjusted as appropriate for the magnitude and complexity of the design change. The CAAI retains the right to determine if the proposed change is so substantial that a new type certificate is required for the changed type design. For amended type certificates, the CAAI will develop the certification basis in accordance with CAAI Aircraft Certification Procedures 4.1.29 and 4.1.38. Also, if the TC holder has applied for an STC, this should be done in accordance with paragraph 3.0.4.

(b) To assist the CAAI in determining its level of activity with a specific design change, the FAA should notify the CAAI of each major type design change proposed by the type certificate holder that would affect:

- (1) the Flight Manual,
- (2) the Approved Airworthiness Limitations,
- (3) the Type Certificate Data Sheet,
- (4) the Master Minimum Equipment List,
- (5) a Certification Maintenance Requirement, or

- (6) any other specific items identified by the CAAI.

Based on this information, the CAAI will determine whether the changes can be considered approved by the CAAI upon FAA's approval under its normal procedures. As part of its involvement in any aspect of the design change approval, the CAAI may exercise the option to retain the compliance determinations.

(c) The FAA must notify the CAAI whenever the certification basis of a proposed change includes findings of equivalent level of safety, additional technical conditions, special conditions, exemptions, and other requirements where the CAAI may exercise its discretion in making the finding.

(d) Major changes to a type certificated design (aircraft, aircraft engines, and propellers) may also be approved through the issuance of an Israeli STC. Procedures for the issuance of an Israeli STC are found in paragraph 3.0.4.

(e) Minor design changes made by the type certificate holder shall be considered approved by the CAAI upon approval by the FAA under its normal procedures.

3.3.1.2 Procedures for Changes to a Supplemental Type Certificate. The FAA and the CAAI agree to follow the procedures in paragraphs 3.3.1.0 and 3.3.1.1 to the extent applicable. Where unique situations may occur, the FAA and CAAI will consult with each other on the specific process to be applied.

3.3.1.3 Procedures for Changes to a Flight Manual. The FAA and CAAI may delegate the review and signature of revisions to flight manuals, supplements and appendices, on behalf of each other, in order to facilitate their timely approval. Minor revisions will be reviewed by the exporting authority on behalf of the importing authority, and the exporting authority will ensure that the data meets the importing authority's requirements. Significant revisions must be submitted to the importing authority for review and acceptance before any signature on behalf of the importing authority. For an individual certification project, the exporting authority will consult with the importing authority when it decides which revisions are significant and which are minor.

3.3.1.4 Procedures for Changes to an FAA Letter of TSO Design Approval for an Israeli Manufacturer. Major changes to a TSO design require resubstantiation of the new design and reissuance of the Letter of TSO Design Approval, and shall be done in accordance with the procedures in paragraph 3.0.5. For minor changes, the CAAI will forward a list of changes for TSO appliances semi-annually to the FAA's issuing office.

3.3.1.5 Procedures for Changes to a CAAI APA for a U.S. Appliance. Major changes to an FAA TSO design require resubstantiation and reissuance of the FAA TSOA and reissuance of the APA by the CAAI, and shall be done in accordance with the procedures in paragraph 3.0.6.

3.3.2 APPROVAL OF DESIGN DATA USED IN SUPPORT OF REPAIRS.

3.3.2.0 General. Design data used in support of repairs must be approved or accepted, as appropriate, by the exporting authority (State of Design). Design data approved by the exporting authority in accordance with the procedures set forth below is considered to be approved by the importing authority.

(a) FAA as Exporting Authority. Design data used in support of major repairs will be approved in accordance with FAA Order 8110.4, *Type Certification Process*. Minor repairs are made in accordance with “acceptable” data, in accordance with 14 CFR Part 43.

(b) CAAI as Exporting Authority. For Israeli products, design data used in support of major repairs will be approved in accordance with Aircraft Certification Procedure 4.1.29. Minor repairs are made in accordance with “acceptable” data, in accordance with Chapter 7 of the Israeli Air Navigation Regulations (ANR) [Operation of Aircraft and Flight Rules].

3.3.3 ADMINISTRATION OF DESIGN APPROVALS

3.3.3.0 Transfer of U.S. Type Certificate to a Person in Israel.

(a) Upon transfer or an agreed-upon date, the CAAI will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected products, and will notify all ICAO member countries of the change in State of Design responsibility, upon completion of the procedures described below.

(b) The FAA will transfer to the CAAI the ICAO State of Design responsibilities for type certificates only for products within the scope of these Implementation Procedures. The CAAI will not assume ICAO State of Design responsibilities for models that have not been found to meet the CAAI’s certification requirements.

(c) Upon notification of a transfer by a U.S. type certificate holder to a person in Israel, the FAA office that issued the type certificate will notify the CAAI and establish procedures to transfer the ICAO State of Design responsibilities for the type certificate to Israel. Each transfer will be accomplished on a case-by-case basis through a special arrangement which identifies each authority’s responsibilities in the transfer process.

(d) If a corresponding CAAI type certificate already exists for the product, the transfer of ICAO State of Design responsibilities will apply to all models listed on that CAAI type certificate. For any FAA-certificated model not listed on the CAAI type certificate, the FAA will, if requested, provide support to establish acceptance of the additional model as showing compliance to the applicable CAAI certification requirements. This support would include the FAA's statement of compliance that the model meets the CAAI's certification requirements. Upon acceptance, the CAAI will place the additional model on the CAAI type certificate.

(e) If the transferee of the type certificate applies for a CAAI type certificate, the FAA will provide support to establish acceptance of the FAA type certificate as showing compliance to the applicable certification requirements of the CAAI. This would include the FAA's statement of compliance that the product meets the CAAI's certification requirements. Upon acceptance, the CAAI will issue the CAAI type certificate.

(f) The transfer of the ICAO State of Design responsibilities for the type certificate to the CAAI will be considered complete when the CAAI confirms that all necessary data have been transferred to the new holder, and the new holder is able to perform the responsibilities required of a type certificate holder.

(g) The FAA will reissue a type certificate in the name of the transferee after the CAAI type certificate issuance, unless the new holder does not wish to maintain FAA approval.

(h) If the transferee does not hold and does not apply for a CAAI type certificate, or if the transferee's CAAI type certificate covers only some models covered by the FAA type certificate and the transferee does not apply for an additional approval, the FAA will not transfer ICAO State of Design responsibilities for the applicable models to the CAAI. The FAA will continue to fulfill State of Design responsibilities for those models only as long as an undue burden is not placed on the FAA.

3.3.3.1 Transfer of Israeli Type Certificate to a Person in the U.S.

(a) Upon transfer or an agreed-upon date, the FAA will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected aircraft, and will notify all ICAO member countries of the change in State of Design responsibility, upon completion of the procedures described below.

(b) The CAAI will transfer to the FAA the ICAO State of Design responsibilities for type certificates only for products within the scope of these Implementation Procedures. The FAA will not assume ICAO State of Design responsibilities for models that have not been found to meet the FAA certification requirements.

- (c) Upon notification of a transfer by an Israeli type certificate holder to a person in the United States, the CAAI will notify the FAA Office responsible for the new holder and establish procedures to transfer the ICAO State of Design responsibilities for the type certificate to the United States. Each transfer will be accomplished on a case-by-case basis through a special arrangement which identifies each authority's responsibilities in the transfer process.
- (d) If a corresponding U.S. type certificate already exists for the product, the transfer of ICAO State of Design responsibilities will apply to all models listed on the U.S. type certificate. For any CAAI certificated model not listed on the FAA type certificate, the CAAI will, if requested, provide support to establish acceptance of the additional model as showing compliance to the applicable FAA certification requirements. This support would include the CAAI's statement of compliance that the model meets the U.S. certification requirements. Upon acceptance, the FAA will place the additional model on the FAA type certificate.
- (e) If the transferee of the type certificate applies for an FAA type certificate, the CAAI will provide support to establish acceptance of the CAAI type certificate as showing compliance to the applicable certification requirements of the FAA. This would include the CAAI's statement of compliance that the product meets the FAA's certification requirements. Upon acceptance, the FAA will issue the FAA type certificate.
- (f) The transfer of the ICAO State of Design responsibilities for the type certificate to the FAA will be considered complete when the FAA confirms that all necessary data have been transferred to the new holder, and the new holder is able to perform the responsibilities required of a type certificate holder.
- (g) The CAAI will reissue a type certificate in the name of the transferee after the FAA type certificate issuance, unless the new holder does not wish to maintain CAAI approval.
- (h) If the transferee does not hold and does not apply for an FAA type certificate, or if the transferee's FAA type certificate covers only some models covered by the CAAI type certificate and the transferee does not apply for an additional approval, the CAAI will not transfer ICAO State of Design responsibilities for the applicable models to the FAA. The CAAI will continue to fulfill State of Design responsibilities for those models only as long as an undue burden is not placed on the CAAI.

3.3.3.2 Transfer of a U.S. Supplemental Type Certificate to a Person in Israel.

- (a) The CAAI will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected products.
- (b) The FAA may transfer to the CAAI the ICAO State of Design responsibilities for STCs for any product. The CAAI will not assume ICAO State of Design responsibilities for models that have not been found to meet the CAAI certification requirements.
- (c) Upon notification of a transfer by a U.S. STC holder to a person in Israel, the FAA office that issued the STC will notify the CAAI and establish procedures to transfer the ICAO State of Design responsibilities for the STC to the CAAI. Each transfer will be accomplished on a case-by-case basis through a special arrangement which identifies each authority's responsibilities in the transfer process.
- (d) If a corresponding CAAI STC already exists for the changed product, the transfer will apply to the model listed on that CAAI STC.
- (e) If the transferee of the STC applies for an CAAI STC, the FAA will provide support to establish acceptance of the FAA STC as showing compliance to the applicable certification requirements of the CAAI. This would include the FAA's statement of compliance that the changed product meets the CAAI's certification requirements. Upon acceptance, the CAAI will issue the CAAI STC.
- (f) The transfer of the ICAO State of Design responsibilities for the STC to the CAAI will be considered complete when the CAAI confirms that all necessary data have been transferred to the new holder and the new holder is able to perform the responsibilities required of an STC holder.
- (g) The FAA will only reissue an STC in the name of the transferee after CAAI STC issuance when it is for an Israeli product that is eligible for import into the United States. If the transferee does not wish to maintain FAA approval, the FAA will not reissue the STC.
- (h) If the CAAI has not issued the corresponding type certificate for the product being changed, or if the transferee does not hold and does not apply for an CAAI STC for the same design change, the FAA will not transfer ICAO State of Design responsibilities for the applicable models to the CAAI. The FAA will continue to fulfill ICAO State of Design responsibilities for the STC only as long as an undue burden is not placed on the FAA.

3.3.3.3 Transfer of CAAI Supplemental Type Certificate to a Person in the United States

- (a) The FAA will become responsible for complying with the requirements of ICAO Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected products.
- (b) The CAAI may only transfer to the FAA the ICAO State of Design responsibilities for STCs within the scope of these Implementation Procedures. The FAA will not assume ICAO State of Design responsibilities for models that have not been found to meet the FAA certification requirements.
- (c) Upon notification of a transfer by an Israeli STC holder to a person in the United States, the CAAI will notify the FAA Office responsible for the new holder and establish procedures to transfer the ICAO State of Design responsibilities for STC to the FAA. Each transfer will be accomplished on a case-by-case basis through a special arrangement which identifies each authority's responsibilities in the transfer process.
- (d) If a corresponding U.S. STC already exists for the changed product, the transfer will apply to the model listed on that U.S. STC.
- (e) If the transferee of the STC applies for a U.S. STC, the CAAI will provide support to establish acceptance of the CAAI STC as showing compliance to the applicable certification requirements of the FAA. This would include the CAAI's statement of compliance that the changed product meets the FAA's certification requirements. Upon acceptance, the FAA will issue the U.S. STC.
- (f) The transfer of the ICAO State of Design responsibilities for the STC to the FAA will be considered complete when the FAA confirms that all necessary data have been transferred to the new holder and the new holder is able to perform the responsibilities required of an STC holder.
- (g) The CAAI will reissue an STC in the name of the transferee after U.S. STC issuance, unless the transferee does not wish to maintain CAAI approval.
- (h) If the FAA has not issued the corresponding type certificate for the product being changed, or if the transferee does not hold and does not apply for a U.S. STC for the same design change, the CAAI will not transfer ICAO State of Design responsibilities for the applicable models to the FAA. The CAAI will continue to fulfill ICAO State of Design responsibilities for the STC only as long as an undue burden is not placed on the CAAI.

3.3.3.4 Surrender of Type Certificate or Supplemental Type Certificate. If a certificate holder elects to surrender a type certificate or supplemental type certificate issued by either the FAA or CAAI as the exporting authority, the FAA

or CAAI shall immediately notify the other in writing of the action. The FAA and CAAI, as exporting authorities, shall accomplish all actions necessary to ensure continued airworthiness of the product until such time as:

- (a) The type certificate or supplemental type certificate is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or
- (b) The FAA or CAAI, as the exporting authority, terminates the type certificate or supplemental type certificate. Prior to termination, the exporting authority shall notify the importing authority of the pending cancellation.

3.3.3.5 Revocation or Suspension of Type Certificate or Supplemental Type Certificate.

(a) In the event the CAAI revokes or suspends a type certificate or supplemental type certificate of a product for which the CAAI is the authority of the State of Design, it should immediately inform the FAA product-responsible Directorate. The FAA, upon notification, will conduct an investigation to determine if action is required in the United States. If the revocation or suspension was “for cause” and the FAA concurs with the CAAI’s certificate action, the FAA will initiate revocation or suspension of the U.S. type certificate or supplemental type certificate. The FAA may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in the United States. In this case the CAAI should obtain and provide type design data as requested to the FAA. Final certificate action is at the sole discretion of the FAA. The FAA may revoke the U.S. type certificate or supplemental type certificate if the continued airworthiness responsibilities would cause an undue burden for the FAA.

(b) In the event the FAA revokes or suspends a type certificate or supplemental type certificate of a product for which the FAA is the authority of the State of Design, the FAA product-responsible Directorate should immediately inform the CAAI. The CAAI, upon notification, will conduct an investigation to determine if action is required in Israel. If the revocation or suspension was “for cause” and the CAAI concurs with the FAA’s certificate action, the CAAI will initiate revocation or suspension of the Israeli type certificate or supplemental type certificate. The CAAI may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in Israel. In this case the FAA should obtain and provide type design data as requested to the CAAI. Final certificate action is at the sole discretion of the CAAI. The CAAI may revoke the Israeli type certificate or supplemental type certificate if the continued airworthiness responsibilities would cause an undue burden for the CAAI.

3.3.3.6 Surrender or Withdrawal of Letter of TSO Design Approval/APA.

(a) Surrenders. If an FAA TSO Authorization or Letter of Design Approval holder, or a CAAI APA holder elects to surrender the TSO or APA approval issued by the FAA or CAAI respectively, as exporting authorities, the FAA or CAAI will immediately notify the other in writing of the action. The exporting authority shall accomplish all actions necessary to ensure continued airworthiness of the product, until such time as the TSO approval is formally withdrawn by the exporting authority.

(b) Withdrawals. If a TSO approval is withdrawn, the FAA or CAAI, as exporting authorities, will immediately notify the other in writing of the action. The exporting authority shall accomplish all actions necessary to ensure continued airworthiness of the appliance produced under its TSO approval. In the event of withdrawal of a TSO approval for noncompliance, the exporting authority will investigate all nonconformities for corrective action and notify the importing authority of the corrective action. The exporting authority still has the responsibility for the continued airworthiness of those TSO appliances manufactured under its authority.

SECTION IV TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

4.0 General. Upon request and after mutual agreement, and as resources permit, the FAA and CAAI may provide technical assistance to each other when significant activities are conducted in either the United States or Israel. These technical assistance activities will help to avoid the undue burden imposed on the exporting authority in the undertaking of its regulatory surveillance and oversight functions at locations outside of the country of export. These supporting technical assistance activities shall in no way relieve the exporting authority of the responsibilities for regulatory control and airworthiness certification of products, appliances, and parts manufactured at facilities located outside the exporting country. Each authority will use its own policies and procedures when providing technical assistance to the other authority, unless other special arrangements are agreed upon. Types of assistance may include, but are not limited to, the following:

(a) Determination of Compliance.

- (1) Witnessing tests;
- (2) Performing compliance and conformity inspections;
- (3) Reviewing reports; and
- (4) Obtaining data.

(b) Surveillance and Oversight.

- (1) Witnessing of first article inspection of parts;
- (2) Monitoring the controls on special processes;
- (3) Conducting sample inspections on production parts;
- (4) Monitoring the activities and functions of designees;
- (5) Conducting investigations of service difficulties; and
- (6) Evaluating/surveilling of production quality systems.

4.1 Witnessing of Tests During Design Approval.

- (a) The airworthiness authority of the country in which a design approval applicant is located may request assistance in the witnessing of tests from the airworthiness authority of the country in which a design approval applicant's supplier is located.

(b) Only authority-to-authority requests are permissible and authorities will not respond to a test witnessing request from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations between the two airworthiness authorities on the specific work to be performed and agreement has been obtained from the airworthiness authority in the country in which the supplier is located. The airworthiness authority of the country in which the design approval applicant is located makes the written request for witnessing of tests.

(c) Approval of the design approval applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of the airworthiness authority of the country in which the design approval applicant is located. Establishing the conformity of each test article prior to the conduct of the test is the responsibility of the design approval applicant.

(d) Requests for witnessing of tests must be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan must be provided by the requesting authority at least two weeks prior to each scheduled test.

(e) CAAI requests for witnessing of tests will be sent to the appropriate FAA Aircraft Certification Office. For tests associated with a current CAAI or FAA validation program, the requests should be sent to the FAA Aircraft Certification Office responsible for the U.S. applicant. For tests associated with an Israeli certification program only, the requests should be sent to the FAA Aircraft Certification Office which has geographic responsibility for the State in which the tests will take place. FAA Aircraft Certification Offices are listed in Appendix A. CAAI's requests will be sent on a completed CAAI Form 8120-10, *Request for Conformity*. The FAA requests for witnessing of tests will be sent by letter to the appropriate CAAI address, as listed in Appendix A.

(f) Upon completion of test witnessing on behalf of the requesting authority, the FAA or CAAI will send a report stating that the test was conducted in accordance with approved test plans and confirming the test results, as well as any other documentation as notified by the requesting authority.

4.2 Conformity Certifications During Design Approval.

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

(b) Only authority-to-authority requests are permissible and authorities will not respond to a conformity certification request from the manufacturer or supplier. Certifications will be conducted only after consultations between the two airworthiness authorities on the specific work to be performed, and agreement has been obtained

from the airworthiness authority in the country in which the supplier is located. Requests for conformity certifications should be limited to prototype parts that are of such complexity that they are not inspectable by the manufacturer or its airworthiness authority prior to installation in the final product. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications. At the discretion of the authority in receipt of such requests, conformity certifications may be delegated to authorized designees or delegated organizations.

(c) The CAAI requests for conformity certifications will be sent to the appropriate FAA Office. For conformity certifications associated with a current CAAI or FAA validation program, the requests should be sent to the FAA Aircraft Certification Office responsible for the U.S. applicant. For conformity certifications associated with an Israeli certification program only, the requests should be sent to the FAA Directorate Manufacturing Inspection Office which has geographic responsibility for the State in which the conformity certification will take place. FAA Offices are listed in Appendix A. CAAI's requests will be sent on a completed CAAI Form 8120-10, *Request for Conformity*. FAA requests for conformity certifications will be sent on a completed FAA Form 8120-10, *Request for Conformity*, to the appropriate CAAI address, as listed in Appendix A.

(d) Upon completion of all conformity inspections conducted on behalf of the requesting authority, the FAA or CAAI will complete and return all documentation to the requesting authority, as notified. The airworthiness authority of the country in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's airworthiness authority on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of the FAA or CAAI for evaluation and disposition. The FAA or CAAI should receive a report stating the disposition required on each deviation before an FAA Form 8130-3 or CAAI Form 8130-3 is issued.

(e) Neither conformity certification on prototype parts, nor inspections on production parts, should be construed as being an export airworthiness approval, since a conformity certification does not constitute an airworthiness determination. Airworthiness determinations remain the responsibility of the design/production approval holder and the airworthiness authority of the country in which the holder is located.

- 4.3 Airworthiness Certificates. There may be certain programs and conditions that warrant technical assistance from each authority for the issuance of standard airworthiness certificates so that aircraft may be placed directly into operation from the site of manufacture. The importing authority may seek assistance from the exporting authority in the final processing and delivery of an airworthiness certificate when the aircraft has completed its manufacturing cycle, and has subsequently been granted an Export Certificate of Airworthiness by the exporting authority. This will require the development of a special procedure between the exporting and importing authorities to mitigate all undue regulatory burdens.

4.4 Protection of Proprietary Data and Freedom of Information Act (FOIA) Requests.

4.4.0 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 CAAI is restricted. The FAA and CAAI agree that they will not copy, release, or show proprietary data obtained from either authority to anyone other than an FAA or CAAI employee without written consent of the design approval holder or other data submitter. This written consent should be obtained by the FAA or CAAI from the design approval holder through the authority of the country in which the holder is located and will be provided to the other authority.

4.4.1 FOIA Requests. The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) to release information which the FAA may have in its possession. Each record the FAA has in its possession must be disclosed under the FOIA unless a FOIA exemption applies to that record. One exemption is for trade secrets, and financial or commercial information that is confidential or privileged. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person. When the FAA receives a FOIA request related to a product, part, or appliance of an FAA approval holder or applicant who is located in Israel, the FAA will request the CAAI's assistance in contacting the FAA approval holder or applicant to help determine what portions of that information may qualify for exemption under the criteria above and to ask them to provide factual information justifying use of the exemption. If the approval holder or applicant consents to the release of information, the CAAI must provide the written consent to the FAA. If release is objected to, a statement of the reasons must be furnished by the CAAI to the FAA.

4.5 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests. When either the FAA or CAAI needs information for the investigation of service incidents, accidents, or suspected unapproved parts involving a product, part, or appliance imported under these Implementation Procedures, the request for the information should be directed to the appropriate office of the exporting authority. In turn, upon receipt of the request for information, the exporting authority should immediately do everything necessary to make sure the requested information is provided in a timely manner. If urgency requires that either the FAA or CAAI requests the information directly from the manufacturer because immediate contacts cannot be made with the exporting authority, the importing authority shall inform its counterpart authority of this action as soon as possible.

SECTION V SPECIAL ARRANGEMENTS

5.0 It is anticipated that urgent or unique situations will develop which have not been specifically addressed in these Implementation Procedures, but which are within the scope of the BASA. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and the CAAI Director of Airworthiness, and a procedure shall be developed to address the situation. The procedure shall be mutually agreed upon by the FAA and the CAAI in a separate working procedure. If it is apparent that the situation is unique, with little possibility of repetition, then the working procedure shall be of limited duration. However, if the situation has anticipated new technology or management developments which could lead to further repetitions, then these Implementation Procedures shall be revised accordingly by the FAA and the CAAI.

5.1 It should be noted that, when the unique or urgent situation falls within the responsibility of an FAA Aircraft Certification Service Directorate Manager, that Manager will be responsible for developing the necessary procedures with the CAAI. The special arrangements co-developed between the authorities are listed in Appendix C.

SECTION VI AUTHORITY

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

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

By John J. Hickey

Title Director,
Aircraft Certification Service

Date December 19, 2003

CIVIL AVIATION AUTHORITY
MINISTRY OF TRANSPORT
STATE OF ISRAEL

By Itzhak Raz

Title Director General

Date December 19, 2003

APPENDIX A

List of Addresses for

FAA Headquarters Offices, FAA Mike Monroney Aeronautical Center,
FAA Aircraft Certification Service Directorates, FAA Manufacturing Inspection Offices,
FAA Aircraft Certification Offices,
and
CAAI Offices

FAA Headquarters - Aircraft Certification Service

International Policy Office

AIR-40
Room 600W
c/o Wilbur Wright Building
800 Independence Avenue, SW
Washington, DC 20591
Telephone: 1-202-385-8940
Fax: 1-202-493-5144

Aircraft Certification International Policy Branch

AEU-100
15 Rue de la Loi (1st Floor)
B-1040 Brussels
Belgium
Telephone: 011-32-2-508-2710
Fax: 011-32-2-230-6899

Aircraft Engineering Division

AIR-100
800 Independence Avenue, SW
Washington, DC 20591
Telephone: 1-202-267-9580
Fax: 1-202-267-5340

Production & Airworthiness Division

AIR-200
800 Independence Avenue, SW
Washington, DC 20591
Telephone: 1-202-267-8361
Fax: 1-202-267-5580

FAA Headquarters - 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

FAA Headquarters – Administrative Coordination

Office of International Aviation

AIA-1

6th Floor, East

c/o Wilbur Wright Building

800 Independence Avenue, SW
Washington, DC 20591

Telephone: 1-202-385-8857

Fax: 1-202-267-5032

FAA Mike Monroney Aeronautical Center - Contact Point for FAA Airworthiness Directives

Mailing Address

Delegation and Airworthiness
Programs Branch
AIR-140
P.O. Box 26460
Oklahoma City, OK 73125

Telephone: 1-405-954-4103

Fax: 1-405-954-4104

Office Address

Delegation and Airworthiness
Programs Branch
AIR-140
ARB, Room 304
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169

FAA Aircraft Certification Service Directorates

Engine and Propeller Directorate

ANE-100

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

12 New England Executive Park
Burlington, MA 01803

Telephone: 1-781-238-7100

Fax: 1-781-238-7199

Rotorcraft Directorate

ASW-100

Regulatory and policy responsibility for normal and transport category rotorcraft.

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5100

Fax: 1-817-222-5959

Small Airplane Directorate

ACE-100

Regulatory and policy responsibility for:

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

901 Locust
Room 301
Kansas City, MO 64106-2641

Telephone: 1-816-329-4100

Fax: 1-816-329-4106

Transport Airplane Directorate

ANM-100

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: 1-425-227-2104

Fax: 1-425-227-1100

FAA Manufacturing Inspection Offices

Engine and Propeller Directorate Manufacturing Inspection Office

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

ANE-180
12 New England Executive Park
Burlington, MA 01803

Telephone: 1-781-238-7180
Fax: 1-781-238-7199

Rotorcraft Directorate Manufacturing Inspection Office

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

ASW-180
2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5180
Fax: 1-817-222-5136

Small Airplane Directorate Manufacturing Inspection Office

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

ACE-180
Room 301
Kansas City, MO 64106-2641

Telephone: 1-816-329-4180
Fax: 1-816-329-4157

Transport Airplane Directorate Manufacturing Inspection Office

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

ANM-108
1601 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: 1-425-227-2108
Fax: 1-425-227-1320

FAA Aircraft Certification Offices

Boston Aircraft Certification Office

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

Telephone: 1-781-238-7150
Fax: 1-781-238-7199

Boston Engine Certification Office

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

Telephone: 1-781-238-7140
Fax: 1-781-238-7199

New York Aircraft Certification Office

ANE-170
1600 Stewart Avenue
Suite 410
Westbury, NY 11590

Telephone: 1-516-228-7300
Fax: 1-516-794-5531

Atlanta Aircraft Certification Office

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

Telephone: 1-770-703-6035
Fax: 1-770-703-6097

Chicago Aircraft Certification Office

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

Telephone: 1-847-294-7357
Fax: 1-847-294-7834

Wichita Aircraft Certification Office

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

Telephone: 1-316-946-4106
Fax: 1-316-946-4107

Anchorage Aircraft Certification Office

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

Telephone: 1-907-271-2669
Fax: 1-907-271-6365

Seattle Aircraft Certification Office

ANM-100S
1801 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: 1-425-917-6400
Fax: 1-425-917-6590

Denver Aircraft Certification Office
ANM-100D
Technical Operations Center (TOC)
26805 E. 68th Avenue, Room 214
Denver, CO 80249
Telephone: 1-303-342-1080
Fax: 1-303-342-1088

Los Angeles Aircraft Certification Office
ANM-100L
3960 Paramount Blvd.
Lakewood, CA 90712
Telephone: 1-562-627-5200
Fax: 1-562-627-5210

Fort Worth Airplane Certification Office
ASW-150
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Telephone: 1-817-222-5150
Fax: 1-817-222-5960

Fort Worth Rotorcraft Certification Office
ASW-170
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Telephone: 1-817-222-5170
Fax: 1-817-222-5960

Fort Worth Special Certification Office
ASW-190
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Telephone: 1-817-222-5189
Fax: 1-817-222-5136

CAAI Office

Deputy Director CAAI
Airworthiness Department
P.O. Box 8
Ben Gurion Airport
Tel Aviv 70100
Israel

Telephone: 972-3-9774-540/550
Fax: 972-3-9774-592

APPENDIX B

List of Referenced Documents

FAA Referenced Documents

1. Code of Federal Regulations, Title 14, Parts 21-36, 39, 43, 45, 91, and 183
2. FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States*
3. FAA Order 8110.4, *Type Certification Process*
4. FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products*
5. FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag*
6. FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*
7. ICAO Annex 8, *Airworthiness of Aircraft*
8. FAA Order 8120.2, *Production Approval and Certificate Management Procedures*
9. FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program*
10. FAA Advisory Circular 21-20, *Supplier Surveillance Procedures*

APPENDIX B

List of Referenced Documents

CAAI Referenced Documents

1. Israeli Air Navigation Regulations (ANR)
 - 1.1 Certification of Aircraft and Aeronautical Products
 - 1.2 Aircraft Noise
 - 1.3 Registration of Aircraft and Markings
 - 1.4 Operation of Aircraft and Flight Rules
2. *CAAI Aircraft Certification Procedures*
 - 2.1 Procedure 4.1.3, Production Approval Holder Surveillance
 - 2.2 Procedure 4.1.12, Continued Airworthiness
 - 2.3 Procedure 4.1.22, Supplier Control and Surveillance
 - 2.4 Procedure 4.1.27, Export Certificate of Airworthiness
 - 2.5 Procedure 4.1.29, Type Certification
 - 2.6 Procedure 4.1.35, Airworthiness Directive, Development and Issuance
 - 2.7 Procedure 4.1.38, Supplemental Type Certification
3. *CAAI General Procedures*
 - 3.1 Procedure 2.6, Export Certificate of Airworthiness
 - 3.2 Procedure 4.3, TSO, PMA, and PC
4. Code of Federal Regulations, Title 14, Parts 23-36
5. ICAO Annex 8, *Airworthiness of Aircraft*

APPENDIX C

List of Special Arrangements

1. Name of Special Arrangement:

Date of Issue:

2. Name of Special Arrangement:

Date of Issue:

3. Name of Special Arrangement:

Date of Issue: