

# IMPLEMENTATION PROCEDURES

FOR

## AIRWORTHINESS

Covering

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 Japan  
For Promotion of Aviation Safety

***Amendment 1***

*July 1, 2013*

## TABLE OF CONTENTS

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	<u>Page</u>
CHAPTER 1: Purpose and General Provisions.....	2
CHAPTER 2: Amendment.....	2
CHAPTER 3: Authority.....	3

## CHAPTER 1: PURPOSE AND GENERAL PROVISIONS

The purpose of this document is to amend the Implementation Procedures for Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance Between Authorities to allow for the export of new and used products to each other's country when a third country is the State of Design or the State of Manufacture, provided there is a bilateral agreement/arrangement between the third country and the importing country for the class of product to be exported.

This amendment has been developed in accordance with Section I paragraph 1.7.0 of the U.S./Japan Bilateral Aviation Safety Agreement (BASA) Implementation Procedures for Airworthiness (IPA) for Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance Between Authorities, dated April 27, 2009. This amendment will be incorporated into the implementation procedures at the next revision.

## CHAPTER 2: AMENDMENT

### 3.2.1 FAA Acceptance of JCAB Export Certificates of Airworthiness, Authorized Release Certificates, and Manufacturer's Certificates of Conformity.

- (a) unchanged.
- (b) unchanged.

#### 3.2.1.0 New Products.

(a) Except as provided in paragraph 3.2.1.4, the FAA shall accept JCAB Export Certificates of Airworthiness on new products (*including the case of those products that are designed or manufactured in a third country when that country has a bilateral agreement/arrangement with both the FAA and the JCAB covering the same class of product*), only when the JCAB certifies that each product:

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

- (a) unchanged.
- (b) unchanged.

(c) Acceptance of Used Aircraft for which a Third Country is the State of Design. The FAA shall also accept the JCAB's Export Certificate of Airworthiness for used aircraft manufactured in a third country *or in Japan* when that *third* country has a bilateral agreement/arrangement with both the FAA and the JCAB covering the same class of product, and the conditions of paragraph 3.2.1.3(a)(1) through (5) have been met. If the JCAB is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the FAA accordingly.

3.2.2 JCAB Acceptance of FAA Export Certificates of Airworthiness and Authorized Release Certificates (Airworthiness Approval Tags) and Manufacturer's Certificates of Conformity.

(a) unchanged.

(b) unchanged.

3.2.2.0 New Products and Rebuilt Engines.

(a) Except as provided in paragraph 3.2.2.4, the JCAB shall accept FAA Export Certificates of Airworthiness on new products (*including the case of those products that are designed or manufactured in a third country when that country has a bilateral agreement/arrangement with both the JCAB and the FAA covering the same class of product*) and rebuilt engines only when the FAA certifies that each product:

(1) unchanged

(2) Is in a condition for safe operation, including compliance with *all applicable State of Design* Airworthiness Directives, as notified;

(3) unchanged

(4) unchanged

(5) unchanged

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

(a) unchanged.

(b) unchanged.

(c) Acceptance of Used Aircraft for which a Third Country is the State of Design. The JCAB shall also accept the FAA's Export Certificate of Airworthiness for used aircraft manufactured in a third country *or in the*

U.S. when that *third* country has a bilateral agreement/arrangement with both the FAA and the JCAB covering the same class of product, and the conditions of paragraph 3.2.2.3(a)(1) through (5) have been met. If the FAA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the JCAB accordingly.

### CHAPTER 3: AUTHORITY

The FAA and JCAB agree to the amendment of these Implementation Procedures for Airworthiness, as indicated by the signature of their duly authorized representatives.

FEDERAL AVIATION  
ADMINISTRATION

CIVIL AVIATION BUREAU of  
JAPAN

By

*Original Signed by*

*Dorenda D. Baker*

By

*Original Signed by*

*Kazuhiro Takahashi*

Title

Director, Aircraft Certification  
Service, Federal Aviation  
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Director General, Aviation  
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Bureau of Japan

Date

June 25, 2013

Date

July 1, 2013