

# Agreement for the Establishment of the Provisions of Scope between the Federal Aviation Administration (FAA) and the Civil Aviation Bureau of Japan (JCAB)

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## **BASA IPA Scope Provisions**

(Issued Pursuant to Sect II, Para. 2.0)

This document is prepared in accordance with the requirements of Section II, Paragraph 2.0, which requires the parties to define the scope of the Bilateral Aviation Safety Agreement Implementation Procedures for Airworthiness (BASA IPA) between the Federal Aviation Administration (FAA) and the Civil Aviation Bureau of Japan (JCAB) by defining the products, parts and appliances and their approvals and related provisions included under the agreement. This document is integrated into the BASA as if set forth word for word, and is an integral part of the basic agreement.

### 1.0 Products, Parts, and Appliances

#### 1.1 Japanese Acceptance of FAA Export Certificates of Airworthiness for the Following Products:

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

#### 1.2 Japanese Acceptance of FAA Authorized Release Certificates (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 JCAB design approval and that conform to JCAB 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.

#### 1.3 U.S. Acceptance of JCAB Export Certificates of Airworthiness for the Following Products:

- a. [The provisions for new or used airplanes are reserved].
- b. New and used rotorcraft, and
- c. New aircraft engines.

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U.S. Acceptance of JCAB Export Certificates of Airworthiness or Authorized Release Certificates for the Following Appliances and Parts:

- (a) New appliances which meet an FAA Technical Standard Order (TSO), and
- (b) New replacement parts that conform to FAA-approved design data and are eligible for installation in a product or appliance which has been granted an FAA design approval, for the following:
  - (1) Rotorcraft, engines, or appliances for which Japan is the State of Design; and
  - (2) [Reserved – Products or appliances for which the United States, or a third country, is the State of Design.
- (c) New modification parts that conform to FAA-approved design data and are eligible for installation in a product or appliance which has been granted an FAA design approval, for the following:
  - (1) Rotorcraft, engines, or appliances for which Japan is the State of Design for both the product/appliance and the design change; and
  - (2) [Reserved – Products or appliances for which the United States, or a third country, is the State of Design for the design change.]

2.0 Acceptance of Used Aircraft.

2.1 Acceptance of Used Aircraft Being Exported (Returned) to the State of Design.

The United States and Japan will also accept Export Certificates of Airworthiness for a used aircraft covered under the scope of these Implementation Procedures being exported (returned) to the United States or to Japan, as the State of Design for that aircraft.

2.2 Acceptance of Used Aircraft for which a Third Country is the State of Design.

The BASA IPA applies to the acceptance of Export Certificates of Airworthiness for used aircraft covered under the scope of these

Implementation Procedures for which a third country is the State of Design and that are subsequently exported from Japan to the United States or vice versa. The United States will accept Export Certificates of Airworthiness for such used aircraft from Japan when bilateral agreements/arrangements for this purpose have been formalized between these third countries and both the United States and Japan covering the same class of products. Japan will accept Export Certificates of Airworthiness for such used aircraft from the United States when bilateral agreements/arrangements for this purpose have been formalized between these third countries and both the United States and Japan covering the same class of products.

### 3.0 Provisions for Design Change Approvals.

#### 3.1 Japanese Acceptance of the Following FAA-approved Design Changes and Repair Data:

- (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 the BASA IPA in Section III, paragraph 3.3.1.1) for products, parts, and appliances regardless of the State of Design; and
- (d) FAA-approved design data used in support of repairs (as identified in the BASA IPA in Section III, paragraph 3.3.2) for products, parts, and appliances regardless of the State of Design.

#### 3.2 U.S. Acceptance of the Following JCAB-approved Design Changes and Repair Data:

- (a) Amended type certificates/Type Approvals for rotorcraft and engines for which Japan is the State of Design;
- (b) Supplemental type certificates for rotorcraft and engines for which Japan is the State of Design;
- (c) Other JCAB-approved design changes (as identified in the BASA IPA in Section III, paragraph 3.3.1.0) for rotorcraft, rotorcraft parts, engines, engine parts and appliances for which Japan is the State of Design; and

- (d) JCAB-approved design data used in support of repairs (as identified in the BASA IPA in Section III, paragraph 3.3.2) for rotorcraft, rotorcraft parts, engines, engine parts and appliances for which Japan is the State of Design.

The Federal Aviation Administration (FAA) and the Civil Aviation Bureau of Japan (JCAB) have agreed to the above definition of scope. Any further clarifications, revisions or expansion to this document will only be made after consultation with both authorities; any changes in agreed scope must be formalized in writing through an update to this scope.

The designated offices for the technical implementation of the scope are:

***For the FAA:***

Aircraft Certification Service  
International Policy Office (AIR-40)  
Federal Aviation Administration  
800 Independence Avenue, SW  
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USA  
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***For the JCAB:***

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Engineering Department  
Civil Aviation Bureau  
2-1-3, Kasumigaseki, Chiyoda-ku,  
Tokyo, 100-8918,  
Japan  
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This document remains enforce "valid" until rescinded or updated by subsequent document.

The FAA and the JCAB agree to the provisions of the BASA IPA Scope as indicated by the signature of their duly authorized representatives.

 9/28/2009  
Dorenda Baker Date  
Director, Aircraft Certification Service  
Federal Aviation Administration

 9/29/2009  
Atsushi Shimamura Date  
Director, Airworthiness Division  
Civil Aviation Bureau of Japan