
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 the United Mexican States
For Promotion of Aviation Safety

July 21, 2009

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IMPLEMENTATION PROCEDURES

for

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

Section 1. GENERAL

1.1. 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 the United Mexican States for the Promotion of Aviation Safety, dated 18 September 2007, also known as the Bilateral Aviation Safety Agreement, or “BASA Executive Agreement.” In accordance with Article III, the Federal Aviation Administration (FAA) and the Mexican Dirección General de Aeronáutica Civil (DGAC) have determined that the aircraft certification systems of each authority for the design approval, production approval, airworthiness certification, and continuing airworthiness of the civil aeronautical products, parts, and appliances identified in this document, are sufficiently similar in structure and performance to support these Implementation Procedures.

1.2. Purpose.

The purpose of this document is to define the civil aeronautical products, parts, and appliances eligible for import into the United States and México (See Section 2 - Scope), and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products, parts, and appliances.

1.3. 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 DGAC’s technical competence and regulatory capabilities to perform these tasks within the scope of these Implementation Procedures. The FAA and DGAC, as importing civil aviation authorities, shall give the same validity to the certification made by the other, as the exporting civil aviation authority, as if the certification had been made by the FAA or DGAC 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 aviation authority’s aircraft certification system to ensure that the airworthiness standards of the importing civil aviation authority are satisfied.

- 1.3.1. The FAA and DGAC agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.
- 1.3.2. The DGAC recognizes the FAA'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 FAA, as the case may be. Unless otherwise agreed for specific projects, the FAA will not routinely notify the other of designees or representatives of approved organizations traveling to the United States or México to make findings of compliance and/or to perform conformity inspections.

1.4. Changes in Authority Aircraft Certification Systems.

1.4.1. These Implementation Procedures are based upon sufficiently similar aircraft certification systems being in place at the time of signing. Therefore, the FAA and DGAC 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.

1.4.2. The FAA and DGAC 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.

1.5. Authority Meetings.

The FAA and DGAC 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 the United States and México.

1.6. Applicable National Requirements, Procedures, and Guidance Material.

1.6.1. 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, 26

27, 29, 31, 33, 34, 35, and 36. The FAA also uses Certification Specifications (CS)-22 and (CS)-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Orders, Notices, and Policy Memoranda.

1.6.2. DGAC standards for aircraft airworthiness and environmental certification are contained in the CP AV-01/02 Standards for Aeronautical Design Accepted by the Aeronautical Authority, Mexican Airworthiness Standard CP AV-05/05, Standards for the Certification of Aeronautical Products Accepted by the Aeronautical Authority. Procedures are contained in Normas Oficiales Mexicanas (NOM's), internal procedures, and guidance material.

1.7. Interpretations.

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

1.8. Amendments and Points of Contact.

1.8.1. These Implementation Procedures may be amended in writing by mutual consent of the FAA and DGAC. Such amendments shall be made effective by signature of the duly authorized representatives of the FAA and DGAC.

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

For the FAA:

Aircraft Certification Service
International Policy Office (AIR-40)
Federal Aviation Administration
600 Independence Avenue, SW
Washington, DC 20591
USA
Telephone: 1-202-385-8940
Fax: 1-202-493-5144

For DGAC:

Dirección General de Aeronáutica Civil
Dirección Ingeniería Normas y
Certificación
Providencia No. 807, 3er.Piso
Col. Del Valle
C.P. 03100, México, DF
Telephone: (52) 55 5011 6408
(52) 55 5011 6405
(52) 55-5482-4100 (X18070)
Fax: (52) 55-5523-6275

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

For the FAA:

Office of International Aviation (API-1)
Federal Aviation Administration
600 Independence Ave., SW
Washington, DC 20591
USA
Telephone: 1-202-385-8857
Fax: 1-202-267-7198

For DGAC:

Dirección General de Aeronáutica Civil
Dirección Gral. Adjunta de Aviación
Providencia No 807, 7er. Piso
Col. Del Valle
C.P. 03100 México D.F.

Telephone: (52) 55 5011 6405
(52) 55 5011 6408
(52) 55-5482 4100 (X18084)
Fax: (52) 55-5523-6275

1.9. 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 DGAC may terminate these Implementation Procedures upon receipt of sixty days written notice by the other party. Termination will take effect at the expiry of the sixty days and will not affect the validity of activity conducted under these Implementation Procedures prior to termination.

1.10. Definitions.

For the purpose of these Implementation Procedures, the following definitions and the definitions found in Article II of the BASA Executive Agreement shall both apply. If there is any inconsistency between the definitions in these Implementation Procedures and those of Article II of the BASA Executive Agreement, the definitions in these Implementation Procedures shall prevail.

- (a) "Additional Technical Condition" means a requirement of the importing state 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 state.
- (b) "Airworthiness Standards" means regulations governing the design and performance of civil aeronautical products, parts, and appliances.
- (c) "Appliance" means any instrument, equipment, mechanism, part, apparatus, appurtenance, or accessory, including communications equipment that is used or intended to be used in operating or controlling an aircraft in flight and is installed in or attached to the aircraft.

- (d) “Civil Aeronautical Product” (herein also referred to as “product”) means each civil aircraft, aircraft engine, or propeller.
- (e) “Critical Component” means a part identified as critical by the design approval holder during the product type validation process or otherwise by the exporting authority. Typically, such components include parts 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 design certifications 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 DGAC, and found to have a level of safety at least equal to the regulation for which the relief is granted.
- (k) “Export” means the process by which a product, part or appliance is released from a civil aviation authority’s regulatory system for subsequent use by another country.
- (l) “Exporting Civil Aviation 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 aviation authority will be referred to herein as the exporting authority.
- (m) “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.

- (n) “Finding” means a determination of compliance or non-compliance as the result of a civil aviation authority’s review, investigation, inspection, test, and/or analysis.
- (o) “Import” means the process by which an exported product, part or appliance is accepted by a country’s civil aviation authority for use and is subsequently placed under that authority’s regulatory system.
- (p) “Importing Civil Aviation 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 aviation authority will be referred to herein as the importing authority.
- (q) “Issue Paper” means a document representing an item that requires resolution prior to the issuance of DGAC or FAA Type Certificate (TC) or Supplemental Type Certificate (STC).
- (r) “Licensing Agreement” means a commercial agreement between a TC or STC holder and a Production Approval Holder/Production Organization Approval Holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or part.
- (s) “Maintenance” means the performance of inspection, overhaul, repair, preservation, and the replacement of parts or appliances of a product, but excludes preventive maintenance.
- (t) “Manufacturer” means the person who, by FAA or DGAC regulation, is responsible for determining that all products or parts thereof produced within the quality control system conform to an FAA or DGAC-approved design or established government or industry standard and are in a condition for safe operation.
- (u) “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.
- (v) “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.
- (w) “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.
- (x) “Product” see (d) Civil Aeronautical Product.
- (y) “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.

- (z) “Rebuilt engine” means a U.S. engine that has been disassembled, cleaned, inspected, repaired, and as necessary, reassembled, and tested by the production approval holder in accordance with 14 CFR part 43.
- (aa) “Special Condition” means an additional airworthiness standard(s) prescribed by the FAA or DGAC 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 DGAC finds necessary to establish a level of safety equivalent to that established in the applicable regulations.
- (bb) “Standard Part” means a part that is manufactured in complete compliance with an established government or industry-accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any person or organization may manufacture the part.
- (cc) “Supplier” means any person or organization contracted to furnish aviation products, parts, appliances, components, materials, or services (at any tier).
- (dd) “Used Aircraft” means each aircraft that is not a new aircraft, as defined in paragraph (v) above.
- (ee) “Validation” means the importing authority’s process for type certification, or equivalent, of a product certificated by either the FAA or DGAC, as exporting authorities.

Section 2. SCOPE OF THESE IMPLEMENTATION PROCEDURES

2.1. General.

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

2.2. Products, Parts, and Appliances Manufactured in the State of the Exporting Authority Accepted for Import under these BASA Implementation Procedures.

2.2.1. DGAC 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.

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 México.

Note: Should the U.S. documentation accompanying engines and propellers be changed, DGAC will continue to accept these products when accompanied by the appropriate form.

2.2.2. DGAC Acceptance of FAA Authorized Release Certificates for the Following Appliances and Parts:

- (a) New TSO appliances,
- (b) New modification or replacement parts that are eligible for installation in a product or appliance, as follows:
 - (1.) Modification parts for all products and appliances, regardless of the State of Design; and
 - (2.) Replacement 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 and parts (and associated approvals) eligible for import into México.

2.2.3. FAA Acceptance of DGAC Export Certificates of Airworthiness for the Following Products:

[Reserved]

2.2.4. FAA Acceptance of DGAC Authorized Release Certificates for the Following Appliances and Parts:

- (a) New Technical Standard Order (TSO) appliances that meet the performance standards of a U.S. TSO under an FAA Letter of TSO Design Approval, and
- (b) Replacement parts for the appliances specified in paragraph (a) above.

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

2.2.5. Acceptance of Standard Parts.

- (a) The DGAC 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, including U.S. parts under TSO's.
- (b) FAA Acceptance of Standard Parts [Reserved]

2.2.6. Airworthiness Certification. These Implementation Procedures for design approval apply to such aircraft type designs to be type certificated by the FAA and 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, 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 5 of this document.

2.3. Acceptance of Used Aircraft Manufactured in Third States. [Reserved]

2.4. Provisions for Design Change Approvals.

2.4.1. DGAC Acceptance of the Following FAA-Approved Design Changes:

- (a) Amended TCs for products for which the United States is the State of Design;
- (b) STCs for all products, regardless of the State of Design of the product;
- (c) Other FAA-approved design changes, as identified in Section 3, paragraph 3.4.2. 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 3, paragraph 3.4.3, for products, parts, and appliances, regardless of the State of Design of the product, part, or appliance.

2.4.2. FAA Acceptance of the Following DGAC-approved Design Changes:

- (a) Approved design changes (as identified in Section 3, paragraph 3.4.2) for appliances for which México is the State of Design; and
- (b) Design data approved by DGAC used in support of repairs (as identified in Section 3, paragraph 3.4.3 for appliances for which México is the State of Design.

2.5. Provisions for Environmental Testing and Approvals.

2.5.1. DGAC Acceptance of FAA Findings as part of the Type Certificate 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.

2.5.2. FAA Acceptance of DGAC Findings as part of the Type Certificate for the Following Environmental Requirements:

[Reserved.]

2.6. Provisions for Technical Assistance.

The scope of all technical assistance activities between the FAA and DGAC are specified in Section 4.

2.7. Provisions for Special Arrangements.

These Implementation Procedures provide for designated officials within the FAA and DGAC 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 Executive Agreement. All special arrangements between the authorities are listed in Appendix D.

2.8. Summary Tables.

The following tables summarize the new products, appliances, and parts manufactured in the United States or México that are eligible for import under these Implementation Procedures. (These tables do not show third state products eligible for import.)

Table 1

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

| Products, Appliances & Parts | 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 type certified in the primary and restricted categories, and aircraft issued a provisional type certificate, will be dealt with on a case-by-case basis through the special arrangement provision in Section 5.

Table 2

Summary of Mexican (State of Design) Products, Appliances, Parts and Associated DGAC Approvals Eligible for Import into the United States.

| Products, Appliances & Parts | Type Certificate, and Amendments | Supplemental Type Certificate | Mexican Technical Standard Order Authorization | Parts Manufacturer Approval |
|---|----------------------------------|-------------------------------|--|-----------------------------|
| Airplanes in the following categories: | | | | |
| Normal | N/A | N/A | N/A | N/A |
| Utility | N/A | N/A | N/A | N/A |
| Acrobatic | N/A | N/A | N/A | N/A |
| Commuter | N/A | N/A | N/A | N/A |
| Transport | N/A | N/A | 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 | N/A | N/A |
| VLA | N/A | N/A | N/A | N/A |
| Gliders | N/A | N/A | N/A | N/A |
| Powered Lift | N/A | N/A | N/A | N/A |
| | | | | |
| TSO Appliances | N/A | N/A | ✓ | N/A |
| | | | | |
| Replacement Parts for the above TSO articles/appliances | N/A | N/A | ✓ | N/A |

Section 3. ESTABLISHED WORKING PROCEDURES

3.1. Design Approval Procedures

3.1.1. General.

- (a) The FAA 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 FAA, 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 FAA is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the exporting authority.
- (b) DGAC, as the importing authority, will conduct a type acceptance process before issuing a design approval on the basis of the TC issued by the FAA. This process is defined in CP-AV-01/02 Standards for Aeronautical Design Accepted by the Aeronautical Authority (*Estándares De Diseño de Aeronavegabilidad Aceptados Por La Autoridad Aeronáutica*). It specifies the data, reports, etc. that are to be furnished for DGAC acceptance.
- (c) Working in accordance with the principle that communications should occur between authorities, correspondence with the applicant will be answered through and coordinated with the exporting authority. The FAA and DGAC also recognize that direct communications between the importing authority and the applicant are sometimes necessary. Direct communications should be limited to technical questions regarding the product (familiarization). The exporting authority should be informed of the outcome from these communications.
- (d) 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.
- (e) The FAA does not normally issue a design approval for an appliance manufactured outside the United States, except if the appliance will be incorporated into the design of a U.S.-registered aircraft or an aircraft for which the U.S. is the State of Design. Therefore, Mexican applicants for an FAA Letter of TSO Design Approval should provide the FAA with evidence that the appliance will be installed on a U.S.-registered aircraft or an aircraft

for which the U.S. is the State of Design or the appliance will be imported into the United States.

3.1.2. For U.S. Type Certificates.

[Reserved]

3.1.3. For U.S. Supplemental Type Certificates.

[Reserved]

3.1.4. For FAA Letters of TSO Design Approval.

- (a) 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 TSO.
 - (1.) All Mexican applicants for an FAA Letter of TSO Design Approval shall make application through DGAC with a request that the application and required information be forwarded to the Fort Worth Aircraft Certification Office at the address indicated in Appendix A.
 - (2.) Whenever DGAC receives an application for a FAA Letter of TSO Design Approval to a TSO performance standard to which DGAC has not previously made compliance findings, DGAC should contact the FAA for the latest FAA technical policy and procedures related to the TSO performance standard. The FAA may elect to conduct an additional technical evaluation of DGAC's understanding of the specific TSO requirements.
- (b) Issuance of a FAA 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:
 - (1.) Receipt of all the required data or documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO appliance;
 - (2.) Receipt of other specific technical data, as jointly agreed between DGAC and the FAA, needed to demonstrate compliance with a TSO standard (e.g., a first-of-a-kind TSO);
 - (3.) Receipt and approval of all proposed deviations; and
 - (4.) Receipt of a certifying statement from the DGAC, 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.

- (c) 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 aviation authority for use on an aircraft registered under that authority.

3.1.5. For Mexican Type Acceptance Certificate.

- (a) Mexican TC's may be issued to U.S. TC applicants/holders by the DGAC under the provisions of CP AV-01/02 and CP AV-05/05. The basic design approval procedures for type acceptance of FAA TC's are contained in DGAC Procedure MP-310-PR03-P29.
- (b) U.S. applicants shall submit a letter to the FAA Aircraft Certification Office responsible for the applicant's geographical area with a request that the application and required information be forwarded to the DGAC.
- (c) Each application should also have the following information:
 - (1.) Description of the product, 3-view drawings, etc,
 - (2.) Declaration of compliance with the FAR certification basis, and
 - (3.) Copy of the FAA type certificate and type certificate data sheet, if available
- (d) To exercise its continued operational safety responsibility, DGAC also requires the submission of the approved Aircraft Flight Manual, limitations section of the instructions for continued airworthiness, compliance checklist, and any applicable FAA airworthiness directives.

3.1.6. For Mexican Supplemental Type Certificates (STC).

- (a) Mexican STCs may be issued by DGAC under the provisions of NOM 21/3 SCT3-2001.
- (b) The basic design approval procedures for STC's are contained in DGAC NOM 21/3/SCT3-2001. Both authorities may agree to streamline these procedures based on the magnitude and complexity of the design change.
- (c) U.S. applicants shall submit an STC application (DGAC 8110-12) to the FAA Aircraft Certification Office responsible for the applicant's geographical area with a request that the application and required information be forwarded to DGAC.
- (d) Each application should contain the following information, as specified in Chapter 4 of NOM 21/3 SCT3-2001:

- (1.) A description of the change, together with the make and model of the product;
- (2.) The FAA certification basis including all exemptions and equivalent level of safety findings granted by the FAA;
- (3.) Identification of the means of compliance and a list of the documentation required to show compliance; and
- (4.) A project schedule identifying when the STC will be installed on a Mexican registered aircraft.

3.1.7. Acceptance Procedures for U.S. TSO Appliances.

- (a) Application. DGAC will accept the design of U.S. appliances that have been issued an FAA TSOA without further showing. The U.S. applicant shall make application through the FAA's Aircraft Certification Office responsible for the applicant's geographic area with a request that the application and required information be forwarded to DGAC at the address indicated in Appendix A.
- (b) Installation Approval. DGAC acceptance of an FAA-approved appliance design does not constitute an installation approval for the appliance on an aircraft. The installer must obtain an installation approval from DGAC.

3.1.8. Submission of Electronic Data.

[Reserved]

3.1.9. Joint Design Approval Procedures.

[Reserved]

3.2. Production And Surveillance Activities

3.2.1. Production Quality System. All products, parts, and appliances exported to the U.S. or México 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 state of export. When these fabrication and/or production activities occur outside of the state of export, the associated products or parts shall be considered as being manufactured in the exporting state.

3.2.2. Surveillance of Production Approval Holders.

- (a) The FAA and DGAC, 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.
- (b) Production surveillance includes the surveillance of manufacturers and their suppliers who may be fabricating prototype or pre-production parts for products that 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.
- (c) 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*.
- (d) DGAC production approval and supplier surveillance programs are described in CP AV-05/05 Standards for the Certification of Aeronautical Products Accepted by the Aeronautical Authority (*Estandares Aceptados por la Autoridad para la Certificación de Productos Aeronáuticos*), NOM-021/5-SCT3-2001 Requirements for the Development of a Production Control Manual (*Manual de Control de Producción*) and MP-310-PR03-P09 Production Approval Process (*Certificación de Aprobación para Producción a Empresas que Fabrican Productos Aeronáuticos*).

3.2.3. Extensions of U.S. Production Approvals.

- (a) When a production approval has been granted or extended by the FAA to include manufacturing sites and facilities in México or in a third state, the FAA remains fully responsible for the surveillance and oversight of these manufacturing sites and facilities.
- (b) The FAA is responsible for surveillance and oversight of U.S. production approval holders located in México. Routine surveillance and oversight may be performed by DGAC on behalf of the FAA through the provisions of Section 4.
- (c) The FAA may seek assistance from the civil aviation authority of a third state in the undertaking of FAA regulatory surveillance and oversight functions when a production approval has been granted or extended in that third state. This should be done only when an arrangement for technical assistance has been formalized between the FAA and the civil aviation authority of the third state.

3.2.4. Production Approval Based on a Licensing Agreement.

[Reserved]

3.2.5. Supplier Surveillance - Outside the Exporting State.

- (a) The FAA and DGAC, as the exporting authorities, shall include in their regulatory surveillance and oversight programs a means of performing surveillance of production approval holders' suppliers who are located outside the exporting state. This surveillance and oversight shall be equivalent to that program for domestic suppliers. This surveillance activity will assist the FAA and DGAC in determining conformity to approved design and whether the parts are safe for installation on type certificated products.
- (b) The FAA is responsible for surveillance and oversight of U.S. production approval holders' suppliers located in México. Routine surveillance and oversight may be performed by DGAC on behalf of the FAA through the provisions of Section 4. DGAC is responsible for surveillance and oversight of DGAC production approval holders' suppliers located in the United States. Routine surveillance and oversight may be performed by the FAA on behalf of DGAC through the provisions of Section 4.
- (c) The FAA or DGAC may seek assistance from a third state civil aviation authority at the supplier's location in the undertaking of FAA or DGAC regulatory surveillance and oversight functions at suppliers to production approval holders of the exporting state. This should only be done when an arrangement for technical assistance has been formalized between the FAA or DGAC and the civil aviation authority of the third state.
- (d) The production approval holder may not use a supplier in a state where the authority of the production approval holder is denied unimpeded access, by

either the supplier or the supplier's civil aviation authority, to the supplier's facility to perform surveillance activities. The production approval holder also may not use a supplier located in a state if that state denies entry to the authority of the production approval holder.

3.2.6. Multi-National Consortia.

- (a) Multi-national consortia may be issued approvals for the design and production of products, appliances, and/or parts in either the United States or México. 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.
- (b) The FAA and DGAC, 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 critical 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.

3.3. Export Airworthiness Approval Procedures

- 3.3.1. General. Export Certificates of Airworthiness are issued by the FAA, as the exporting authority, for completed aircraft, aircraft engines, and propellers. Authorized Release Certificates (airworthiness approval tags) are issued by the FAA and DGAC for appliances and parts.
- 3.3.2. FAA Acceptance of DGAC 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) DGAC's process for issuing export certificates is described in CO AV 21.2/07 Technical and Administrative Conditions (*Condiciones Técnicas y Administrativas*) for the issuance, renewal and re-issuance of the airworthiness certificate,
 - (c) New Aircraft, Engines and Propellers.
[Reserved]
 - (d) New TSO Appliances.

(1.) Each new appliance exported to the United States with a DGAC airworthiness approval will have a DGAC Airworthiness Approval Tag, 8130-3. The FAA shall accept an DGAC 8130-3 tag on new TSO appliances, as identified in Section 2, only when DGAC certifies that each TSO appliance:

- (i.) Conforms to the design approved by the FAA, as specified in the FAA Letter of TSO Design Approval;
- (ii.) Complies with applicable FAA Airworthiness Directives, as notified;
- (iii.) Is marked in accordance with paragraph 3.3.4(a)(1.) of these Implementation Procedures; and
- (iv.) Meets all additional requirements prescribed by the FAA, as notified by FAA.

(e) New Replacement Parts for TSO Appliances.

(1.) Each new replacement part exported to the United States with a DGAC airworthiness approval will have an Airworthiness Approval Tag, 8130-3. The FAA shall accept a DGAC 8130-3 on replacement parts for those appliances identified in Section 2, produced by a Mexican production approval holder and based on FAA approved design data. DGAC shall certify, by issuance of a DGAC 8130-3 that each part:

- (i.) Is eligible for installation in an appliance which has been granted an FAA design approval;
- (ii.) Conforms to FAA-approved design data and is safe for installation;
- (iii.) Is marked in accordance with paragraph 3.3.4(a) of these Implementation Procedures; and
- (iv.) Meets all additional requirements prescribed by the FAA, as notified by FAA.

(2.) The FAA must be provided with evidence of direct shipment authorizations extended to approved suppliers. If a replacement part is shipped under direct ship authorization, the DGAC Airworthiness Approval Tag, 8130-3, must indicate that the production approval holder has authorized direct shipment.

(f) Used Aircraft for Which There Has Been a Design Approval Granted by the FAA.

[Reserved]

3.3.3. DGAC Acceptance of FAA Export Certificates of Airworthiness, Authorized Release Certificates (Airworthiness Approval Tags) and Manufacturer's Certificates of Conformity.

- (a) DGAC requirements and procedures for import are described in MP-310-PR03-P31 TSO Design Approval, Import Products (*Aprobación de diseño de productos bajo especificaciones de una Orden Técnica Estándar, Orden Técnica Normalizada*), and MP-310-PR03-P30 TSO Authorizations (*Autorización de productos bajo especificaciones de una Orden Técnica Estándar, Orden Técnica Normalizada*).
- (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*.
- (c) New Aircraft, Aircraft Engines, Propellers and Rebuilt Engines.
 - (1.) Except as provided in paragraph 3.3.3(g)(2.), DGAC shall accept FAA Export Certificates of Airworthiness on new aircraft, aircraft engines, propellers and rebuilt engines, as identified in Section 2, only when the FAA certifies that each aircraft, aircraft engine and propeller:
 - (i.) Conforms to a U.S. type design and any additional STCs approved or accepted by DGAC;
 - (ii.) Is in a condition for safe operation, including compliance with applicable U.S. and Mexican Airworthiness Directives, as notified by DGAC;
 - (iii.) Meets all additional requirements prescribed by DGAC, as notified by DGAC;
 - (iv.) Has undergone a final operational check (only for aircraft engines and propellers);
 - (v.) For rebuilt engines, that the engine has been rebuilt by the engine's manufacturer.

- (2.) Each aircraft, aircraft engine, propeller and rebuilt engine exported to México with FAA airworthiness approval shall be required to have appropriate documentation with certifying statement issued in accordance with the requirements of 14 CFR Part 21 Subpart L as follows:
- (i.) For aircraft, the appropriate documentation will contain the following statement: “The [INSERT MODEL] covered by the certificate conforms to the type design approved under FAA Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in a condition for safe operation.
 - (ii.) For aircraft engines and propellers, the appropriate documentation will contain the following statement: “The [INSERT AIRCRAFT ENGINE OR PROPELLER] covered by this certificate conforms to the type design approved under FAA 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.”
- (d) New TSO Appliances.
- (1.) Each new appliance exported to México with FAA airworthiness approval will have an FAA Form 8130-3, *Authorized Release Certificate*. DGAC shall accept FAA Form 8130-3 on new TSO appliances, as identified in Section 2, when the appliance complies with 14 CFR Part 21, Subpart L.
- (e) New Modification, Replacement and Standard Parts.
- (1.) Each new modification or replacement part exported to México with an FAA airworthiness approval will have an FAA Form 8130-3. DGAC shall accept an FAA Form 8130-3 on a new modification or replacement part for the products and appliances identified in Section 2, that have been produced by a U.S. production approval holder (i.e., under U.S. TC, Production Certificate, TSOA, or a Parts Manufacturer Approval). The FAA shall certify, by issuance of an FAA Form 8130-3, that each part:
- (i.) Conforms to FAA-approved design data and is safe for installation;
 - (ii.) Is marked in accordance with the marking requirements outlined in 14 CFR Part 45 Subpart B, and
 - (iii.) Meets all additional requirements prescribed by DGAC, as notified by DGAC.

- (2.) DGAC will accept new standard parts (reference paragraph 2.2.5) exported from the United States when accompanied with an FAA Form 8130-3, if the standard part is eligible for an FAA Form 8130-3. All other new standard parts will be accepted when accompanied by a manufacturer's Certificate of Conformity verifying the part's conformance to an established U.S. specification.
- (f) DGAC Acceptance of Used Aircraft
 - (1.) DGAC shall accept Export Certificates of Airworthiness on used aircraft regardless of the State of Design, as identified in Section 2, for import into México for airworthiness certification when the FAA certifies that each used aircraft:
 - (i.) Conforms to DGAC-approved type design in accordance with MP-310-PR03-P31, and any additional STCs approved by DGAC, as notified to the FAA;
 - (ii.) Is in condition for safe operation, including compliance with all applicable U.S. and Mexican Airworthiness Directives, as notified;
 - (iii.) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
 - (iv.) Meets all additional requirements prescribed by DGAC, as notified to the FAA.
 - (2.) DGAC may also request inspection and maintenance records which include, but are not limited to:
 - (i.) The original or certified true copy of the Export Certificate of Airworthiness issued by the FAA;
 - (ii.) Verifying records which ensure that all overhauls, major changes, and major repairs were accomplished in accordance with approved data; and
 - (iii.) 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.
- (g) Coordination of Export Certificate of Airworthiness Exceptions.
 - (1.) FAA as Importing Authority:
 - [Reserved]

(2.) DGAC as Importing Authority: The FAA shall notify DGAC prior to the issuance of an Export Certificate of Airworthiness in which a non-compliance to the DGAC requirements is to be noted under the “Exceptions” section of the Export Certificate of Airworthiness. This notification is to help resolve all issues concerning the aircraft’s eligibility for a DGAC certificate of airworthiness. A written acceptance from DGAC is required before the issuance of the FAA Export Certificate of Airworthiness.

(h) Coordination of Authorized Release Certificate/Airworthiness Approval Tag Exceptions.

(1.) FAA as Importing Authority: DGAC shall notify the FAA’s geographic-responsible Manufacturing Inspection Office (MIO) prior to the issuance of an Airworthiness Approval Tag, DGAC 8130-3 for a TSO appliance or part in which a non-compliance to the DGAC-approved design is to be noted in the “Observaciones” block of the DGAC 8130-3. This notification should help resolve all issues regarding the appliance or part’s installation eligibility. A written acceptance from the FAA is required before the issuance of an DGAC 8130-3. A copy of this written acceptance shall be included with the export documentation.

(2.) DGAC as Importing Authority: FAA shall notify DGAC prior to the issuance of a Form 8130-3, Authorized Release Certificate, for a TSO appliance or part in which a non-compliance to the FAA-approved design is to be noted in the “Remarks” block of the Form 8130-3. This notification should help resolve all issues regarding the appliance or part’s installation eligibility. A written acceptance from DGAC is required before the issuance of an FAA Form 8130-3. A copy of this written acceptance shall be included with the export documentation.

3.3.4. 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 México, or for use on either a U.S. or Mexican registered aircraft.

(a) U.S. Requirements.

(1.) Identification and Marking.

(i.) Aircraft: [Reserved]

(ii.) Critical components: [Reserved]

(iii.) 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.

- (iv.) Each part to be used as a replacement part must be marked with a part number, serial number if applicable, and the manufacturer's name or trademark. In addition, information concerning the appliance for which the part is eligible for installation must be furnished.
- (2.) Instructions for Continued Airworthiness. Each TSO appliance exported to the United States must be accompanied by instructions for continuing airworthiness as prescribed in 14 CFR § 21.50. In the event that the TSO appliance does not require any specific instructions for continuing airworthiness, DGAC will obtain a written statement from the applicant that specifies that no instructions for continuing airworthiness are required.
- (3.) Maintenance Records. Each appliance must be accompanied by maintenance records equivalent to those specified in 14 CFR § 91.417.
- (b) Mexican Requirements.
- (1.) Identification and Marking.
- (i.) Aircraft must be identified as required in CP-AV-01/02, and CO-AV21.2/07 Airworthiness Certificates (*Certificados de Aeronavegabilidad*) and NOM-021/5-SCT3-2001 Production Control Manual contents (*Contenido del Manual de Producción*).
 - (ii.) Each critical component of a product must be identified with a part number (or equivalent) and serial number (or equivalent).
 - (iii.) Each appliance of a design approved by a DGAC must be marked in accordance with the requirements stipulated in MP-310-PR03-P30, Standards for Mexican Technical Standard Order Authorization, and all additional marking requirements specified in the particular TSO.
 - (iv.) 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 trademark. In addition, information concerning the model designation of the type certificated product for which the part is eligible for installation must be furnished.

- (2.) Instructions for Continued Airworthiness. DGAC has deemed FAA-approved instructions for continuing airworthiness acceptable for all aircraft, aircraft engines, propellers, parts and appliances exported from the United States to México.
- (3.) Maintenance Records. Each aircraft, including the aircraft engine, propeller, or appliances must be accompanied by maintenance records required by Article 137 of RLAC and at CO-AV 21.2/07 Airworthiness Certificates (*Certificados de Aeronavegabilidad*).

3.4. Post Design Approval Procedures

3.4.1. Continued Airworthiness

3.4.1.1 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 that 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 state lies solely with the importing authority.

3.4.1.2 Sharing of Service Difficulty Reports (SDR) and information on Malfunctions and Defects (M&D).

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

- (1.) Tracking of SDR and M&D reports and accidents/incidents.
 - (2.) Evaluating SDR and M&D accidents/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 3.4.1.3 below).
 - (5.) Upon request, providing the importing authority with the following:
 - (i.) Reports of M&D and accidents or incidents;
 - (ii.) Status of investigations into M&D and accidents or incidents;
 - (iii.) Copies of conclusions reached in its investigation into M&D; and
 - (iv.) Copies of conclusions reached in investigation into accidents or 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 state.
- (b) The FAA and DGAC, as importing authorities, agree to perform the following functions:
- (1.) Advising the exporting authority of M&D and accidents or incidents which are believed to be potentially unsafe conditions occurring on the products and appliances which are imported from the state 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 M&D and accidents or incidents, it has determined that it will make corrective actions mandatory.
- (c) SDR and M&D Reports

- (1.) Copies of U.S. M&D reports are available from the FAA Mike Monroney Aeronautical Center, Delegation and Airworthiness Support Branch, AIR-140. Copies of U.S. M&D reports are also available on the Mike Monroney Aeronautical Center internet web site at <http://av-info.faa.gov/isdr>.
- (2.) Copies of Mexican NOM-060-SCT3-2001 Defects and Failures (*Defectos y Fallas*) reports may be requested through DGAC offices indicated in Appendix A.

3.4.1.3 Unsafe Condition and Mandatory Continuing Airworthiness Actions.

- (a) The FAA (under 14 CFR Part 39) and DGAC (under NOM-039-SCT3-2001 AD's Compliance, NOM-060-SCT3-2001, *Defects and Failures*), 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.
- (5.) In the case of emergency airworthiness information, the exporting authority should ensure special handling so that the importing authority is notified in advance of the anticipated emergency action.
- (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.
- (b) The FAA and DGAC 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 DGAC, 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.

3.4.2. Design Changes

- (a) Procedures for Changes to a TSO Appliance

- (1.) DGAC will accept changes to a U.S. TSO design in accordance with the procedures in paragraph 3.1.7. For minor changes, DGAC will not require a prior notification and will rely upon FAA determination of compliance.
- (2.) For the FAA, major changes to a TSO design require re-substantiation of the new design and re-issuance of the Letter of TSO Design Approval, and shall be done in accordance with paragraph 3.1.4. For minor changes, the FAA will not require prior notification and will rely upon DGAC determination of compliance.
- (b) Procedures for Changes to a Validated Type Certificate.
 - (1.) DGAC will usually accept post-certification design changes to type accepted products according to CP-AV 05/05 and MP-310-PR03-P29 Issuance of Type Certificate Validation (*Convalidación de Certificado de Tipo*). Significant design changes may require approval under procedures similar to that described in paragraph 3.1.5, but adjusted as appropriate for the magnitude and complexity of the design change.
 - (2.) FAA procedures to accept changes to a DGAC TC. [Reserved]
- (c) Procedures for Changes to a Supplemental Type Certificate.
 - (1.) DGAC will usually accept FAA-approved design changes to FAA STCs for products for which DGAC has issued a TCV according to CO-AV 05/05. Significant design changes that result in an amended STC may require approval under NOM-021/3-SCT3-2001 Aircraft Modification and Alterations (*Modificaciones o Alteraciones de Aeronaves*).
 - (2.) FAA procedures to accept changes to a DGAC STC. [Reserved]
- (d) Procedures for Changes to a Flight Manual.
 - (1.) DGAC may delegate the review and signature of revisions to flight manuals, supplements and appendices to the FAA in order to facilitate their timely approval.
 - (2.) The FAA will review minor revisions on behalf of the importing authority, and will ensure that the data meets DGAC's requirements.

3.4.3. Approval Of Design Data Used In Support Of Repairs

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

below is considered to be approved by the importing authority provided it meets the acceptability criteria of the importing authority.

- (b) FAA and DGAC Repair Data Approval Processes.
 - (1.) FAA will approve design data used in support of major repairs in accordance with FAA Order 8110.4, *Type Certification Process*, FAA Order 8110.37, *Designated Engineering Representative Guidance Handbook* and FAA Order 8900.1, *Flight Standards Information Management System*. Minor repairs are made in accordance with “acceptable” data, in accordance with 14 CFR Part 43.
 - (2.) DGAC will approve design data used in support of repairs in accordance with NOM-021/3-SCT3-2001 Aircraft Modifications and Alterations (*Modificaciones o Alteraciones de Aeronaves*) using form DGAC 46.
- (c) FAA Acceptance of DGAC Repair Data.
 - (1.) The FAA will accept DGAC approved design data used in support of major repairs for Mexican State of Design appliances included in the scope of this agreement. DGAC design data approval will be substantiated via an approval letter accompanied by NOM-021/3-SCT3-2001 Aircraft Modifications or Alterations (*Modificaciones o Alteraciones de Aeronaves*). The FAA may request compliance documentation of the DGAC-approved design data, if needed, on a case-by-case basis.
 - (2.) The FAA will accept all minor repair data for the Mexican State of Design appliances included in the scope of this agreement from an FAA Letter of TSO Design Approval holder in México.
- (d) DGAC Acceptance of FAA Repair Data.
 - (1.) DGAC will accept FAA-approved design data used in support of major repairs for all products, parts and appliances included in the scope of this agreement. The FAA design data approval will be substantiated via an FAA Form 8110-3, 8100-9 or FAA Form 337 (block 3). DGAC may request compliance documentation of the FAA-approved design data, if needed, on a case-by-case basis.
 - (2.) DGAC will accept all minor repair data from a U.S. design approval holder or a third-party that has been accepted by the FAA under its procedures for the products, parts and appliances included in the scope of this agreement.
- (e) Procedures for Acceptance of Design Data in Support of FAA Alterations

- (1.) DGAC Acceptance of FAA Alteration Data (Field Approvals): FAA approved or accepted alterations per 14 CFR Part § 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, installed on a product exported from the U.S., regardless of the State of Design of the product, may be approved by DGAC when substantiated via an appropriately executed FAA Form 337 that is accompanied with its supporting data. Block 3 shall be completed and the description provided in block 8 should refer to all applicable 14 CFR sections and to the FAA-approved data used to substantiate the airworthiness of the alteration. Forms of FAA-approved data are contained in Order 8900.1 and AC 43-210, Standardized Procedures for Requesting Field Approval of Data, Major Alterations, and Repairs.

3.4.4. Administration of Design Approvals

- 3.4.4.1 Transfer of U.S. Type Certificate to a Person in México.

[Reserved]

- 3.4.4.2 Transfer of Mexican Type Certificate to a Person in the United States.

[Reserved]

- 3.4.4.3 Transfer of a U.S. Supplemental Type Certificate to a Person in México.

[Reserved]

- 3.4.4.4 Transfer of Mexican Supplemental Type Certificate to a Person in the United States.

[Reserved]

- 3.4.4.5 Surrender of a Type Certificate or Supplemental Type Certificate. If a certificate holder elects to surrender a TC or STC issued by the FAA, as the exporting authority, the FAA shall immediately notify DGAC in writing of the action. The FAA, as the exporting authority, shall carry out all actions necessary to ensure continued airworthiness of the product until such time as:

- (a) The TC or STC, as appropriate, is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or
- (b) The FAA, as the exporting authority, terminates the TC or STC, as appropriate. Prior to termination, the FAA, as the exporting authority, shall notify DGAC of the pending termination.

- 3.4.4.6 Revocation or Suspension of a Type Certificate or Supplemental Type Certificate. In the event the FAA revokes or suspends a TC or STC of a product for which the FAA is the authority of the State of Design, the FAA product-responsible Directorate should immediately inform DGAC. DGAC, upon notification, will conduct an investigation to determine if action is required in México. If the revocation or suspension was “for cause” and DGAC concurs with the FAA’s certificate action, DGAC will initiate revocation or suspension of the Mexican TCV or STC. DGAC may decide to continue to support its State of Registry responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in México. In this case the FAA should obtain and provide type design data as requested to DGAC. Final certificate action is at the sole discretion of DGAC. DGAC may revoke the Mexican TCV or STC if the continued airworthiness responsibilities would cause an undue burden for DGAC.
- 3.4.4.7 Surrender or Withdrawal of an FAA Letter of TSO Design Approval/DGAC.
- (a) Surrenders. If an FAA TSO Authorization or a DGAC TSOA holder elects to surrender the TSO approval issued by the FAA or DGAC respectively, as exporting authorities, the FAA or DGAC 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, 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 DGAC, 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 4. TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

4.1. General.

Upon request and after mutual agreement, and as resources permit, the FAA and DGAC may provide technical assistance to each other when significant activities are conducted in either the United States or México. 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 state 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 state. Each authority will use its own policies and procedures when providing technical assistance to the other authority, unless other special arrangements are agreed upon.

4.2. Types of Assistance

The types of assistance provided by the FAA or DGAC may include, but are not limited to, the following list.

- (a) Determination of Compliance.
 - (1.) Performing compliance and conformity inspections
- (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 or approved organizations;
 - (5.) Conducting investigations of service difficulties; and
 - (6.) Evaluating or conducting surveillance of production quality systems.

4.3. Witnessing of Tests During Design Approval. [Reserved]

[Reserved]

4.4. Conformity Certifications During Design Approval.

- (a) The civil aviation authority of the state in which a design approval applicant is located may request conformity certifications from the civil aviation authority in the state 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 civil aviation authorities on the specific work to be performed, and agreement has been obtained from the civil aviation authority in the state in which the supplier is located. Requests for conformity certifications should be limited to prototype parts that are of such complexity that they cannot be inspected by the manufacturer or its civil aviation 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 approved organizations.
- (c) DGAC requests for conformity certifications will be sent to the FAA Directorate Manufacturing Inspection Office which has geographic responsibility for the State in which the conformity certification will take place. DGAC requests will be sent by a letter of request for conformity inspections to FAA Offices which are listed in Appendix A. FAA requests for conformity certifications will be sent on a completed DGAC 8120-10, Request for Conformity, to the DGAC address, as listed in Appendix A.
- (d) Upon completion of all conformity inspections conducted on behalf of the requesting authority, the FAA or DGAC will complete and return all documentation to the requesting authority, as notified. The civil aviation authority of the state in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's civil aviation 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 DGAC for evaluation and disposition. The FAA or DGAC should receive a report stating the disposition required on each deviation before an FAA/DGAC 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 or production approval holder and the civil aviation authority of the state in which the holder is located.

4.5. Airworthiness Certificates. [Reserved]

[Reserved]

4.6. Protection of Proprietary Data and Freedom of Information Act (FOIA) Requests and Official Information Disclosure Act (IFAI) Requests.

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

4.6.2. 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 México, the FAA will request DGAC 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, DGAC must provide the written consent to the FAA. If release is objected to, a statement of the reasons must be furnished by DGAC to the FAA.

4.6.3. IFAI Requests. DGAC often receives requests from the public under the Mexican IFAI (*Ley Federal de Transparencia y Acceso a la Información Pública*) to release information which DGAC may have in its possession. Each record DGAC has in its possession must be disclosed under the IFAI unless an IFAI 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 DGAC receives an IFAI request related to a product, part, or appliance of an DGAC approval holder or applicant who is located in the United

States, DGAC will request FAA assistance in contacting DGAC 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 FAA must provide the written consent to DGAC. If release is objected to, a statement of the reasons must be furnished by the FAA to DGAC.

4.7. Accident or Incident and Suspected Unapproved Parts Investigation Information Requests.

When either the FAA or DGAC 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 DGAC 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 5. SPECIAL ARRANGEMENTS

5.1. Unique Situations

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 DGAC Director of Airworthiness Division, and a procedure shall be developed to address the situation. The procedure shall be mutually agreed upon by the FAA and DGAC 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 DGAC.

5.2. Responsibility

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 DGAC. The special arrangements co-developed between the authorities are listed in Appendix D.

Section 6. AUTHORITY

The FAA and DGAC 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

Dirección General de Aeronáutica Civil
Secretaría de Comunicaciones y Transportes
United Mexican States

By

Original signed by
J. Randolph Babbitt

By

Original signed by
Héctor González Weeks

Title

Administrator

Title

Director General de
Aeronáutica Civil

Date

July 21, 2009

Date

July 21, 2009

Appendix A. List of Addresses

List of Addresses for
FAA Headquarters Offices, FAA Mike Monroney Aeronautical Center,
FAA Aircraft Certification Service Directorates, FAA Manufacturing Inspection Offices,
and FAA Aircraft Certification Offices
and
DGAC Offices

FAA Headquarters - Aircraft Certification Service

International Policy Office

AIR-40

Room 600W

c/o Wilbur Wright Building

600 Independence Avenue, SW

Washington, DC 20591

Telephone: 1-202-385-8940

Fax: 1-202-493-5144

Aircraft Engineering Division

AIR-100

950 L'Enfant Plaza

5th Floor, North Building

Washington, DC 20024

Telephone: 1-202-385-6348

Fax: 1-202-385-6475

Production & Airworthiness Division

AIR-200

950 L'Enfant Plaza

5th Floor, North Building

Washington, DC 20024

Telephone: 1-202-385-6346

Fax: 1-202-385-6475

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

API-1

6th Floor, East

c/o Wilbur Wright Building

600 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 98057-3356

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

901 Locust

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 98057-3356

Telephone: 1-425-227-2108

Fax: 1-425-227-1320

FAA Aircraft Certification Offices

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

Anchorage Aircraft Certification Office
ACE-115N
222 West 8th Avenue,
Anchorage, AK 99513
Telephone: 1-907-271-2669
Fax: 1-907-271-6365

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

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

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

Fort Worth Airplane Certification Office
ASW-150
2601 Meacham Blvd.

Fort Worth Rotorcraft Certification Office
ASW-170
2601 Meacham Blvd.

Fort Worth, TX 76137-4298
Telephone: 1-817-222-5150
Fax: 1-817-222-5960

Fort Worth, TX 76137-4298
Telephone: 1-817-222-5170
Fax: 1-817-222-5783

Fort Worth Special Certification Office
ASW-190
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Telephone: 1-817-222-5190
Fax: 1-817-222-5785

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

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

Seattle Aircraft Certification Office
ANM-100S
1801 Lind Avenue, SW
Renton, WA 98057-3356
Telephone: 1-425-917-6400
Fax: 1-425-917-6590

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

DGAC Offices

Dirección General de Aeronáutica Civil,
Dirección Gral. Adjunta de Aviación
Providencia No 807,7o. Piso
Col. Del Valle
03100 México D.F.

Telephone: (52) 55 5011 6405
(52) 55 5011 6408
Fax: (52) 55-5523-6275

Dirección General de Aeronáutica Civil
Dirección Ingeniería Normas y Certificación
Providencia No. 807, 3er. Piso
Col. Del Valle
03100, México, DF

Telephone: (52) 55 5011 6408
(52) 55 5011 6405

Fax: (52) 55-5523-6275

Appendix B. FAA Referenced Documents

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 Order 8000.79, Use of Electronic Technology and Storage of Data
11. FAA Advisory Circular 21-20, Supplier Surveillance Procedures
12. FAA Order 8900.1, Flight Standards Information Management System

Appendix C. DGAC Referenced Documents

List of Referenced Documents

DGAC Referenced Documents

1. CP AV-01/02 Standards for Aeronautical Design Accepted by the Aeronautical Authority. (Adopts 14 CFR Part 21, 23, 25, 27, 29, 33, 35)
2. CP AV-05/05 Standards for the Certification of Aeronautical Products Accepted by the Aeronautical Authority. (Starts with CP AV-01/02 as the basis and adopts Orders 8110.4, 8120.2, 8150.1, 8100.7, 8130.2)
3. NOM-011-SCT3-2001 Specifications for the Issuance of Aeronautical Technical Publications. (e.g. Alerts, Policy Letters, Airworthiness Directives, Advisory Circulars, etc.)
4. NOM-021/5-SCT3-2001 Requirements for the Development of a Production Control Manual.
5. NOM-021/3-SCT3-2001 Requirements for the Evaluation of Modifications or Alterations to the Original Aircraft/Product Design.
6. NOM-039-SCT3-2001 Procedures for Compliance with Airworthiness Directives and Service Bulletins
7. NOM-060-SCT3-2001 Defects and Failures
8. MP-310-PR03-P09 Production Approval Process
9. MP-310-PR03-P28 Type Certification Process
10. MP-310-PR03-P29 Type Certificate Validation
11. MP-310-PR03-P30 TSO Authorization – TSOA
12. MP-310-PR03-P30 TSO Authorizations – TSOA
13. MP-310-PR03-P31 TSO Design Approval, Import Products – LODA
14. MP-310-PR03-P32 Keeping Up-to Date UIT Changes to referenced EASA and FAA Policies and Standards

Appendix D. List of Special Arrangements

List of Special Arrangements

1. Name of Special Arrangement:

Date of Issue:

2. Name of Special Arrangement:

Date of Issue:

Appendix E. List of Technical Standard Orders

List of Technical Standard Order (TSO) Appliances Eligible to be Exported from México for Import to the U.S.

Name TSO Number

1. Fuel Drain Valve TSO-C76

Appendix F. Glossary of Terms

Glossary of Terms

| | |
|--------|---|
| AA | Aviation Act |
| AAID | Aviation Act Implementation Decree |
| AAIP | Approval Aircraft Inspection Program |
| AAIR | Aviation Act Implementation Regulations |
| AC | Advisory Circular |
| ACSEP | Aircraft Certification Systems Evaluation Program |
| AD | Airworthiness Directive |
| AFM | Aircraft Flight Manual |
| AIA | Authorized Inspection Agency |
| AOC | Air Operator Certificate |
| APIS | Approved Production Inspection System |
| BAA | Bilateral Airworthiness Agreement |
| BASA | Bilateral Aviation Safety Agreement |
| CAMP | Continuing Airworthiness Maintenance Program |
| CAR | Civil Aviation Regulations |
| CASA | Civil Aviation Safety Authority |
| CCNNTA | National Standardization Advisory Committee for Air Transport |
| CFR | Code of Federal Regulations |
| CP | Mexican Policy Statements |
| DGAC | Dirección General de Aeronáutica Civil |
| DOF | Mexican Federal Diary (US Federal Register equivalent) |

| | |
|------|---|
| EASA | European Aviation Safety Agency |
| FAA | Federal Aviation Administration |
| FSR | Flight Safety Regulations |
| IASA | International Aviation Safety Assessment |
| ICAO | International Civil Aviation Organization |
| IPA | Implementation Procedures for Airworthiness |
| JAR | Joint Aviation Requirements |
| ND | Documents of Notice to Public |
| NOM | Official Mexican Standard |
| PAH | Production Approval Holder |
| PC | Production Certificate |
| PMA | Parts Manufacturer Approval |
| RAA | Regional Aviation Administration |
| SCT | Secretaria de Comunicaciones y Transportes (México) |
| SDR | Service Difficulty Report |
| STC | Supplemental Type Certificate |
| SUP | Suspected Unapproved Part |
| TC | Type Certificate |
| TCDS | Type Certificate Data Sheet |
| TSO | Technical Standard Order |
| TSOA | Technical Standard Order Authorization |
| TCV | Type Certificate Validation |