

IMPLEMENTATION PROCEDURES

FOR

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

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

December 9, 1998

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SECTION I GENERAL

1.0 Authorization. These Implementation Procedures are authorized by Article III of the Agreement between the Government of the United States of America and the Government of the Russian Federation for the Promotion of Aviation Safety, dated September 2, 1998, also known as the Bilateral Aviation Safety Agreement, or “BASA executive agreement.” In accordance with Article I, the Federal Aviation Administration (FAA) is the civil aviation authority of the United States of America, and the Interstate Aviation Committee (IAC) and the Federal Aviation Authority of Russia (FAAR) are the civil aviation authorities of the Russian Federation. For purposes of these Implementation Procedures, the IAC designates the Aviation Register of the IAC as its executive agent to carry out these Implementation Procedures. In accordance with Article III, the AR/FAAR and the FAA have determined that the aircraft certification systems of each country for the design

approval, production approval, airworthiness certification, and continuing airworthiness of civil aeronautical products are sufficiently similar in structure and performance to support these Implementation Procedures. (See *Section II - Scope*.)

1.1 Purpose. The purpose of this document is to define the civil aeronautical products and parts eligible for import into the United States and the Russian Federation, and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products.

1.2 Principles. These Implementation Procedures address the performance of design, production, airworthiness, and related certification functions, and are based on a high degree of mutual confidence in each country's technical competence and regulatory capabilities to perform these functions within the Scope of these Implementation Procedures. The FAA and AR/FAAR, as importing civil airworthiness authorities, shall give the same validity to the certification made by the other, as the exporting civil airworthiness authority, as if the certification had been made by the FAA or AR/FAAR in accordance with its own applicable laws, regulations, and requirements. Also, when a finding is made by one authority in accordance with the laws and regulations of the other authority and with these Implementation Procedures, that finding is given the same validity as if it were made by the other authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the exporting civil airworthiness authority's aircraft certification system to ensure that the airworthiness standards of the importing civil airworthiness authority are satisfied.

1.2.0 The FAA and IAC/FAAR agree that all information, including technical documentation, exchanged among authorities under these Implementation Procedures will be in the English language. Exceptions for certification compliance data will be mutually agreed to on a case-by-case basis.

1.2.1 These Implementation Procedures apply to the import of products, appliances and parts designed and manufactured in the country of the exporting civil airworthiness authority.

1.3 Changes in Authority Aircraft Certification Systems.

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

- (a) statutory responsibilities;
- (b) organizational structure (e.g., key personnel, management structure, technical training, office location);
- (c) substantive revisions to airworthiness and environmental standards;
- (d) production quality control system oversight of newly initiated out-of-country production of parts;

(e) delegated functions or the organizations to which functions have been delegated.

1.3.1 Any revision by either authority to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality control system oversight, or delegation system may affect these Implementation Procedures. Accordingly, upon notice of such changes by one authority, the other authority may request a meeting.

1.4 Authority Meetings. The FAA and AR/FAAR shall meet as necessary to review the technical implementation of these Implementation Procedures. The frequency of these meetings will be mutually agreed by the authorities, and will depend on the number and significance of the issues to be discussed between the authorities. Every effort should be made to alternate the location of these meetings between Washington, DC and Moscow.

1.5 Applicable National Requirements.

1.5.0 The FAA's standards for aircraft airworthiness and environmental certification are contained in the Code of Federal Regulations (CFR), Title 14, Parts 21, 23, 25, 27, 29, 31, 33, 34, 35, and 36. Guidance material, policy and procedures are contained in related advisory circulars and FAA Orders.

1.5.1 Products approved to earlier airworthiness standards of the U.S., such as Civil Airworthiness Regulations (CAR), may be eligible for import on a case-by-case basis.

1.5.2 The Russian standards for aircraft airworthiness and environmental certification are contained in the Russian Aviation Regulations referred to as AP 21, 23, 25, 27, 29, 33, 34 (ICAO Annex 16), 35 and 36 and related Orders and Directive letters.

1.5.3 Products approved to earlier airworthiness standards of the former USSR, such as the USSR Airworthiness Requirements for Civil Aeroplanes (NLGS), are not eligible for import under these Implementation Procedures.

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

1.7 Amendments and Points of Contact.

1.7.0 These Implementation Procedures may be amended by mutual consent of the FAA, IAC and FAAR. Such amendments may include expansion of the scope of these Implementation Procedures, as defined in Section II, on the basis of experience, further investigation of each other's certification systems, joint certification projects, shadow certification, etc. Amendments shall be made effective by signature of the duly authorized representatives of the FAA, the IAC, and FAAR.

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

For the FAA:

Aircraft Certification Service
International Airworthiness
Programs Staff (AIR-4)
Federal Aviation Administration
800 Independence Avenue, SW

For the AR:

Branch for Liaison with Foreign
Authorities and Manufacturers
Aviation Register
Interstate Aviation Committee
22 Bolshaya Ordinka

For the FAAR:

Department of Continued
Airworthiness of Civil Aircraft
Federal Aviation Authority of
Russia
37 Leningradsky Prospect, A-167

Washington, DC 20591
U.S.A.
Telephone: (202) 267-7008
Fax: (202) 267-5364

Moscow 109017,
Russia
Telephone: (7-095) 953-1144
Fax: (7-095) 953-3451

Moscow 125836
Russia
Telephone: (7-095) 155-52-04
Fax: (7-095) 155-55-35

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

For the FAA:

Office of International Aviation
(AIA-1)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
U.S.A.
Telephone: (202) 267-8112
Fax: (202) 267-5032

For the IAC:

Commission for Administration
Interstate Aviation Committee
22 Bolshaya Ordinka
Moscow 109017
Russia
Telephone: (7-095) 953-5143
Fax: (7-095) 953-0744

For the FAAR:

Department of Continued
Airworthiness of Civil Aircraft
Federal Aviation Authority of
Russia
37 Leningradsky Prospect, A-167
Moscow 125836
Russia
Telephone: (7-095) 155-52-04
Fax: (7-095) 155-55-35

1.8 Entry Into Force and Termination. These Implementation Procedures shall enter into force upon signature and shall remain in force until terminated by either party. Either the FAA, IAC, or FAAR may terminate these Implementation Procedures upon sixty days written notice to the other parties. The IAC and FAAR, acting together, will coordinate any termination notifications to the FAA. Termination will not affect the validity of activity conducted under these Procedures prior to termination.

1.9 Definitions. For the purpose of these Implementation Procedures the following definitions are provided to supplement and clarify those definitions that can be found in Article II of the BASA executive agreement.

(a) "Additional Technical Condition" means a requirement of the importing country that is in addition to the applicable airworthiness requirements of the country in which the product was manufactured or that may be prescribed to provide a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing country.

(b) "Airworthiness Standards" means regulations governing the design and performance of civil aeronautical products.

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

- (d) “Applicant” means a person who applies for an approval.
- (e) “Civil Aeronautical Product” (herein also referred to as “product”) means each civil aircraft, aircraft engine, or propeller, or each article or appliance. (An Auxiliary Power Unit (APU) is considered an aircraft engine in the Russian Federation.)
- (f) “Critical Component” means a part for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the maintenance manual or Instructions for Continued Airworthiness. (In Russia these are also referred to as “Essential Components”.)
- (g) “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.
- (h) “Environmental Standards” means regulations governing designs with regard to noise characteristics and exhaust emissions of civil aeronautical products.
- (i) “Environmental Testing” means a process by which a civil aeronautical product is determined to comply with environmental standards.
- (j) “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.
- (k) “Exemption” means a grant of permission to allow a noncompliance with a specific requirement when processed through the appropriate regulatory procedure by the FAA or AR, and found to be in the public interest and not to have an adverse effect on safety.
- (l) “Exporting Civil Airworthiness Authority” means the national organization within the exporting State, charged by the laws of the exporting State, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. The exporting civil airworthiness authority will be referred to herein as the exporting authority.
- (m) “Finding” means the result of an airworthiness authority’s review, investigation, inspection, test, and/or analysis.
- (n) “Importing Civil Airworthiness Authority” means the national organization within the importing State, charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. The importing civil airworthiness authority will be referred to herein as the importing authority.
- (o) “Independent Inspection” means an inspecting body authorized by relevant Russian authorities and the AR to carry out supervisory functions at Russian facilities

and to make decisions within its competence, independent of decisions and opinions of the organizations it supervises.

(p) “Maintenance” means the performance of inspection, overhaul, repair, preservation, and the replacement of parts or appliances of a product, but excludes modifications/alterations to that product.

(q) “Manufacturer” means the person responsible for the final assembly of a product under an FAA- or AR-approved quality assurance system which ensures conformity of the product to an approved type design. Final assembly includes the activities of producing or fabricating, notwithstanding that portions of the product may have been manufactured by other persons at other locations.

(r) “Manufactured in” means the production process in the country of the exporting civil airworthiness authority in which products, appliances, and parts first come together as completed end units in final assembly and are first tested as a unit for airworthiness certification purposes.

(s) “Modification” means change to the approved type design (construction, configuration, performance), environmental characteristics, or operating limitations of the affected product.

(t) “Multinational Consortium” means a group of manufactures from multiple countries who have agreed to form a single company for production of a particular product.

(u) “New Aircraft” is defined differently in the U.S. and Russia. For U.S. import, a new aircraft is an aircraft that has not been used in any pilot school and/or commercial operation, and is still owned by the manufacturer, distributor, or dealer without any intervening private owner, lease or time sharing arrangement. For Russian import, a new aircraft is each aircraft that has not made any flights other than those necessary for its initial airworthiness certification regardless of ownership.

(v) “Person” means each 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.

(w) “Priority Part” means each part or assembly in an FAA- or AR-approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller. (In Russia these are also referred to as “Important Parts”.)

(x) “Product” see (e) Civil Aeronautical Product.

(y) “Quality Assurance/Quality Control” means a systematic process which ensures that civil aeronautical products will conform to the approved type design and will be in a condition for safe operation.

(z) “Special Condition” means an additional airworthiness requirement(s) prescribed by the FAA or AR 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 AR finds necessary to establish a level of safety equivalent to that established in the applicable regulations.

(aa) Standard airworthiness certificate means an airworthiness certificate issued for the normal, utility, acrobatic, commuter, and transport categories of aircraft, as well as for balloons and special classes of aircraft such as airships, VLA, and gliders.

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

(ac) “Suspension” means a lapse in the effectiveness of a TC or an STC as ordered by the airworthiness authority.

(ad) “Type Design” means the description of all characteristics of a product, including its design, manufacture, limitations, and continued airworthiness instructions which determine its airworthiness. This includes drawings and specifications necessary to define the configuration and design features (e.g., dimensions, materials, and processes) and the data substantiating that the design meets the applicable airworthiness requirements.

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

(af) “Validation” means the importing authority’s process for type certification or equivalent of an aeronautical product certificated by either the FAA or AR.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

2.0 General. These Implementation Procedures cover the products and parts identified below, their related approvals, and the provisions set forth in the following paragraphs. Products accepted by the U.S. and Russia must meet the national airworthiness standards defined in paragraph 1.5.

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

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

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

Note: Balloons and aircraft certified in special classes (e.g. airships, very light aircraft (VLA), etc.) as well as in the primary, provisional, and restricted categories will be dealt with on a case-by-case basis through the special arrangement provision in Section V.

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

- (a) new TSO appliances, and
- (b) modification and/or replacements parts for the aircraft, aircraft engines, propellers, and TSO appliances listed in paragraphs 2.1.0 and 2.1.1(a).

Note: Appliances (and their replacement parts) that do not have FAA TSO approval will also be accepted for import into Russia when accompanied by documentation that certifies conformity to the type design approved by the AR, in accordance with para 3.0.6 or 3.0.7.

2.1.2 U.S. Acceptance of AR/FAAR Export Certificates of Airworthiness for the Following Products:

- (a) new and used small, metal airplanes, in the normal, utility and/or acrobatic category, having a passenger configuration, of nine or less, excluding pilot seats, a maximum certificated takeoff weight of 12,500 pounds, and with FAA-certificated engines, propellers and avionics.

- (b) new and used transport category airplanes (cargo configuration only), with FAA-certificated engines, propellers, and avionics, and approved for instrument approach procedures under Category I or II operations only.

2.1.3 U.S. Acceptance of Russian Airworthiness Approval Tags for the Following Parts and Covering Tags for Aviation Materials:

- (a) metallic materials, as provided in para. 3.2.1.4.
- (b) modification and/or replacement parts for the airplanes listed in paragraph 2.1.2.

2.1.4 Standard Airworthiness Certification. These Implementation Procedures for design approval apply to such aircraft type designs to be type certificated by the FAA and AR for standard category airworthiness certification. Aircraft for which a special airworthiness certificate is to be issued will be dealt with on a case-by-case basis through the special arrangements provision in Section V of this document.

2.1.5 Aircraft Designed or Manufactured in Other Countries: [Reserved]

2.1.6 Summary Tables.

- (a) Summary Table of U.S. Products, Appliances, and Parts and Associated FAA Approvals Eligible for Import into the Russian Federation. [Reserved.]
- (b) Summary Table of Russian Products, Appliances, and Parts and Associated AR Approvals Eligible for Import into the United States. [Reserved.]

2.2 Provisions for U.S. Acceptance of Russian Production Oversight and Airworthiness Certification for:

- (a) Civil aeronautical products for which a Russian production facility holds the manufacturing rights to a U.S. design approval under a licensing agreement with a U.S. manufacturer, under the conditions outlined in para. 3.1.2.1. or 3.1.3.
- (b) [Reserved.]

2.3 Provisions for Approval of Repair Data.

2.3.0 Russian Acceptance of FAA-Approved Repair Data: FAA-approved repair data will be accepted by the AR as defined in Section III.

2.3.1 U.S. Acceptance of AR-Approved Repair Data: AR-approved repair data for airplanes identified in paragraph 2.1.2 will be accepted by the FAA as defined in Section III.

2.4 Provisions for Environmental Testing and Approvals.

2.4.0 Russian Acceptance of FAA Findings for the Following Environmental Requirements:

- (a) noise certification requirements for subsonic transport category large airplanes and subsonic turbojet powered airplanes;
- (b) noise certification requirements for propeller-driven small airplanes and propeller-driven commuter category airplanes;
- (c) noise certification requirements for helicopters; and
- (d) fuel venting and exhaust emissions certification requirements for turbine powered airplanes.

2.4.1 U.S. Acceptance of AR Findings for the Following Environmental Requirements:

[Reserved.]

2.5 Provisions for Location of Product or Part Production.
[Reserved.]

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

2.7 Provisions for Special Arrangements. These Implementation Procedures provide for designated officials within the FAA and AR/FAAR to make special arrangements -- with respect to design approval, production activities, export airworthiness approval, post design approval, or technical assistance -- in unique situations which have not been specifically addressed in these Implementation Procedures, but which are anticipated by the BASA. All special arrangements between the authorities are listed in Appendix C.

SECTION III ESTABLISHED WORKING PROCEDURES

3.0 DESIGN APPROVAL PROCEDURES

3.0.0 General.

3.0.0.0 United States.

(a) The FAA will normally conduct a validation process on the product in order to make a finding of compliance and issue the U.S. Type Certificate. This validation process will be conducted in accordance with the procedures in FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States*. 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, and/or the development of issue papers, 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 AR.

(b) Because the AR must understand the FAA's position on all the issues for which the AR will be making findings of compliance, the AR must be included in all aspects of the validation process. Also, the FAA will normally seek the AR's opinions before significant issues are resolved and, accordingly, may postpone a meeting with the applicant to discuss and resolve technical issues until the AR is adequately represented. Similarly, correspondence will usually be answered through, coordinated with, or copied to the AR.

(c) Close cooperation between the FAA and AR is necessary to provide for effective management of the validation process and for the most cost effective utilization of resources. Detailed instructions and further background information for each of the following steps can be found in FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States*.

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

3.0.0.1 Russian Federation.

(a) The AR will normally conduct a validation process on the product in order to make a finding of compliance and issue an AR Type Certificate for aircraft, engines, and propellers. This validation process will be conducted in accordance with AP-21 paragraph 4.7. 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 AR, a technical information exchange in the form of data, specialist meetings, and/or the development of Certification Review Items (CRIs), and finally, the issuance of the design approval. The design approval issued by the AR is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the FAA.

(b) Because the FAA must understand the AR's position on all the issues for which the FAA will be making findings of compliance, the FAA must be included in all aspects of the validation process. Also, the AR will normally seek the FAA's opinions before significant issues are resolved and, accordingly, may postpone a meeting with the applicant to discuss and resolve technical issues until the FAA is adequately represented. Similarly, correspondence will usually be answered through, coordinated with, or copied to the FAA.

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

(d) The AR does not normally issue a design approval for a product manufactured in the U.S. except for an aircraft to be Russia-registered or operated or for an engine, propeller, appliance, or item of equipment to be incorporated into the design of a Russia-registered aircraft, Russian-operated aircraft, or Russia-manufactured product. Therefore, U.S. applicants for Russian design approval should provide the AR, with the application to the FAA, evidence that the product will be imported into the Russian Federation, or will be installed on a Russia-registered aircraft or Russia-manufactured product.

(e) The AR issues Appliance Type Design Approval or Approval letters for appliances to be installed on Russian aircraft, engines and propellers in accordance with the AR Directive Letter No. 10-94/97, *Permission for Imported Appliances to be Installed on Aircraft*. U.S. applicants may determine which form of approval to seek from the AR in accordance with this guidance.

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

3.0.1.0 Application for U.S. Type Certification.

(a) An application for U.S. Type Certificate (TC), in accordance with 14 CFR Part 21, Section 21.15, from an applicant in the Russian Federation should be sent to the AR. Applications may be submitted for products with an AR Type Certificate, or for products where application for type certification has been made to the AR. The AR should ensure the application has the following information:

- (1) The AR Type Certificate and TC Data Sheet, if available, and a definition of the national airworthiness and environmental standards upon which the AR design approval was (or is to be) based, and the U.S. airworthiness and environmental standards the AR believes to be satisfied by its own standards;
- (2) A description of all novel or unusual design features known to the applicant or the AR at the time of application which might necessitate issuance of FAA special conditions under 14 CFR Part 21, Section 21.16 or 21.101, or which might require a special review of acceptable means of compliance;
- (3) All known or expected exemptions or equivalent level of safety findings relative to the AR's national standards for design approval that might affect compliance with the applicable U.S. airworthiness and environmental standards.
- (4) A planning date for FAA type certification; and
- (5) Available information on U.S. market potential, including specific customers and U.S. content of the product, if known.

(b) The AR should forward applications for small airplanes to the FAA Aircraft Certification Service Small Airplane Directorate, in Kansas City, Missouri and for transport category airplanes to the FAA Aircraft Certification Service Transport Airplane Directorate, in Seattle, Washington. Appendix A contains a list of addresses for the FAA Aircraft Certification Service Directorates.

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

3.0.1.1 Familiarization Meeting.

(a) The FAA will notify the AR in writing at least 45 days prior to each familiarization meeting. As part of this notification, the FAA will identify all special requirements related to the specific aeronautical product which must be addressed by AR and the Russian applicant, e.g. through issue papers. The AR will acknowledge FAA's notification and advise FAA whether it is able to support an FAA validation team during the requested period.

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

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

(d) As part of the familiarization meeting, the FAA will require the applicant to provide information about its serial production facility in the Russian Federation. The FAA will visit each production facility with which the FAA is not yet familiar and other production facilities if deemed necessary. Issuance of an FAA type certificate is dependent upon satisfactory demonstration to the FAA by the AR that the proposed production facility will meet AP 21 requirements.

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

3.0.1.3 Establishment of U.S. Type Certification Basis.

(a) New type certificates. The FAA certification basis is established for the product in accordance with 14 CFR Part 21. The certification basis must include the applicable airworthiness standards, which are in 14 CFR parts 23, 25, 27, 29, 31, 33, and 35, and environmental standards, which are in parts 34 and 36.

- (1) In certifying that a Russian applicant's design meets the requirements for a U.S. type certificate, the AR may find compliance with the:
 - (i) Applicable U.S. airworthiness standards in effect on the date of application for the U.S. type certificate and environmental standards in effect on the date of U.S. type certification; or
 - (ii) Russian airworthiness and environmental standards and all other airworthiness requirements the FAA may prescribe to provide a level of safety equivalent to the U.S. airworthiness standards in effect on the date of application for U.S. type certificate, and environmental requirements the FAA may prescribe to provide noise, fuel venting, and exhaust emission levels that are no greater than those provided by the U.S. environmental standards in effect on the date of U.S. type certification.
- (2) If the Russian type certification basis precedes the FAA certification basis, the AR must consider the U.S. regulatory changes that have occurred since the date of application for the Russian TC.

(b) Additional requirements. In general, the FAA may require the applicant to comply with additional technical conditions in the interests of safety. The FAA will review all novel and unusual design features for development of special conditions. The FAA will work closely with the AR in the development of special conditions and exemptions, providing the AR an opportunity to coordinate on the proposed special conditions, and the applicant the opportunity to comment on the proposal. Such coordination will allow the FAA to benefit from the technical expertise of the AR and allow the AR to better understand how to make a finding of compliance, if so requested by the FAA.

(c) Changes to type certificates. The FAA certification basis for a change to a product is established in accordance with 14 CFR part 21.

3.0.1.4 Agreement of Certification Criteria. The AR should review the FAA's proposed U.S. type certification basis and notify the FAA Project Manager of the proposed method of compliance. The FAA may accept one of two compliance methods: the U.S. Type Certification Basis or the Russian Type Certification Basis plus all FAA Additional Technical Conditions (ATCs).

(a) If the findings of compliance are to the applicable U.S. standards, the FAA will not need to develop any ATCs.

(b) If the findings of compliance are to the Russian standards, the FAA will start the process of developing ATCs to cover the additional FAA requirements. The FAA will coordinate with the AR in the development of ATCs to allow (1) the FAA to benefit from the technical expertise of the AR

and, (2) the AR to better understand how to make a finding of compliance when requested by the FAA.

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

3.0.1.6 Environmental Testing and Approval Procedures.

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

(b) Environmental (Type) Certification Basis. The regulatory basis for compliance with 14 CFR Parts 34 and 36 is the effective amendment on the date of FAA certification. An applicant for a TC or Supplemental Type Certificate (STC) must show that the aircraft meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards of 14 CFR Part 34 and the noise standards of 14 CFR Part 36.

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

- (1) The applicant must submit environmental (noise and exhaust emissions) certification compliance demonstration plans to the FAA for review, comment, and subsequent approval prior to undertaking U.S. environmental certification testing.
- (2) Information and data must be supplied to the FAA in order to conduct a finding in accordance with the Noise Control Act of 1972. The Noise Control Act of 1972 provides that the FAA, before issuing an original type certificate for an aircraft of any category, must assess the extent of noise abatement technology incorporated into the type design and determine whether additional noise reduction is achievable. This examination must be initiated as soon as possible after the application for type certification in each original type certification project and reflect noise reduction potentials that become evident during the design and certification process.
- (3) Information and data must be supplied to the FAA in order to conduct an evaluation and audit of the measurement and analysis methods and practices, and data correction procedures of the applicant for aircraft noise certification under 14 CFR Part 36, Subpart B or Subpart F.

- (4) Compliance demonstration aircraft noise test plans and engine exhaust emissions test plans to be used for demonstrating U.S. environmental certification compliance must be submitted to the FAA for review and comment, and subsequent approval not less than 90 days prior to commencing testing.
- (5) Proposed equivalent procedures to be used by the applicant during testing, data processing, data reduction, and data analysis must be specifically identified to the FAA and approved in advance by the FAA as part of items (1) and (4).
- (6) Compliance demonstration tests must be witnessed by FAA personnel or FAA designated engineering representatives. Prior to the start of testing it is necessary to assure the conformity of the test article (aircraft or engine configuration) to that identified in the FAA approved compliance demonstration test plans.
- (7) Compliance demonstration reports must be submitted to the FAA for review and comment and subsequent approval prior to type certification approval.

3.0.1.7 Data Submittal & Design Review. In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, the FAA may make requests for data in writing to the AR. The AR, in responding to such requests, should verify that the data provided has been reviewed and, if required, approved by the AR.

3.0.1.8 Technical Meetings.

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

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

3.0.1.9 Issue Papers. The FAA will coordinate all issue papers and changes to issue papers with the AR. Such coordination will expedite the timely and mutually acceptable resolution of certification issues.

3.0.1.10 Final Certification Meeting/Issuance of the Type Certificate. Upon issuance of its domestic TC and demonstrated compliance with the U.S. Type Certification basis, the AR shall forward a certifying statement to the FAA, in accordance with 14 CFR Part 21, Section 21.29, along with all additional requested materials. The FAA, upon receipt and review of the documents, will prepare the TC and TC Data Sheet and forward them to the AR for transmittal to the applicant. A final meeting would only be necessary if there were areas of further discussion or if the sharing of information would be beneficial.

3.0.1.11 Evaluation of U. S. Operational and Maintenance Aspects. The FAA has established Aircraft Evaluation Groups (AEG's) located at the product-accountable Directorates. The AEG's are responsible for the Operational and Maintenance aspects of the Type Certification process. The AEG will conduct Boards, as appropriate, on Russian products prior to their entry into U. S. Operations. These Boards will be used to review the Maintenance Review Board (MRB) Report and associated Instructions For Continued Airworthiness (ICAW) Documentation; Operational Configuration, Pilot Training and Licensing Requirements; and the formulation and approval of a Master Minimum Equipment List (MMEL). The AEG will be invited to participate in the familiarization meeting by the FAA Project Manager and will generate issue papers as appropriate to the type design. Compliance with AEG requirements is not required at the time of FAA TC issuance, but must be demonstrated for issuance of the first U.S. standard airworthiness certificate.

3.0.2 Design Approval Procedures for Russian Type Certificates.

3.0.2.0 Application for a Russian Type Certificate.

(a) An application for a Russian Type Certificate, in accordance with AP 21, paragraph 4.7.4, from an applicant in the U.S. should be sent to the geographically responsible FAA Aircraft Certification Office (ACO) which will forward the application with an FAA cover letter to the AR Branch for Liaison with Foreign Authorities and Manufacturers. Each ACO will provide a copy to the responsible Aircraft Certification Directorate.

(b) The ACO should ensure the application has the following information:

- (1) An FAA statement that the applicant is a holder/applicant for a U.S. type certificate for the product for which the AR certification is requested.
- (2) If the applicant already holds a U.S. type certificate, then the following documents should be submitted in the application package:
--a copy of the FAA type certificate

- a copy of the type certificate data sheet (includes the FAA certification basis)
- copies of special conditions, equivalent level of safety findings and exemptions
- the FAA-approved Aircraft Flight Manual
- a product description (e.g. detailed specifications, including all novel or unusual design features)
- a list of documents that had been submitted for FAA certification
- procedures required for safe operation of the aircraft (e.g. Instructions for Continued Airworthiness)

- (3) If the applicant does not yet hold a U.S. type certificate for the product model, the application should include:
 - (i) a definition of the national airworthiness and environmental standards upon which the FAA design approval is to be based, and the Russian airworthiness and environmental standards the FAA believes to be satisfied by its own standards;
 - (ii) a description of all novel or unusual design features known to the applicant or the FAA at the time of application which might necessitate issuance of AR special technical conditions under AP 21, paragraph 3.4, or which might require a special review of acceptable means of compliance;
 - (iii) all expected exemptions or equivalent level of safety findings relative to the FAA's national standards for design approval.
- (4) A planning date for AR type certification.
- (5) All information available on Russian market potential, including particular customers.

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

3.0.2.1 Familiarization Meeting.

(a) AR will notify the geographically responsible FAA ACO in writing at least 45 days prior to each familiarization meeting. As part of its notification, the AR will identify all special requirements related to the specific aeronautical product which must be addressed by FAA and the U.S. applicant, e.g. certification review items. The FAA ACO will acknowledge AR's notification and advise AR

whether it is able to support an AR validation team during the requested period.

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

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

(d) As part of the familiarization meeting, the AR will require the applicant to provide information about its serial production facility. The AR may visit a production facility with which the AR is not yet familiar and other production facilities if deemed necessary.

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

3.0.2.3 Establishment of Russian Type Certification Basis.

(a) New type certificates. The AR certification basis is established in accordance with AP 21 paragraphs 3.6 and 4.7. The certification basis must include the applicable airworthiness and environmental standards which are set out in Russian Aviation Regulations 21, 23, 25, 27, 29, 33, ICAO Annex 16 Volume II (or AP 34), 35 and 36 respectively.

- (1) In certifying that a U.S. applicant's design meets the requirements for a Russian type certificate, the FAA may find compliance with the:
 - (i) Applicable Russian airworthiness and environmental standards in effect on the date of application for the Russian type certificate; or
 - (ii) U.S. airworthiness and environmental standards and all other airworthiness requirements the AR may prescribe to provide a level of safety equivalent to the Russian airworthiness standards and environmental requirements the AR may

prescribe to provide noise, fuel venting, and exhaust emission levels that are no greater than those provided by the Russian environmental standards in effect on the date of application for a Russian type certificate,

- (2) If the U.S. type certification basis precedes the AR certification basis, the FAA must consider the Russian regulatory changes that have occurred since the date of application for the U.S. TC.

(b) Additional requirements. In general, the AR may require the applicant to comply with additional technical conditions in the interests of safety. The AR will review all novel and unusual design features for development of special conditions. The AR will work closely with the FAA in the development of special conditions and exemptions, providing the FAA an opportunity to coordinate on the proposed special conditions, and the applicant the opportunity to comment on the proposal. Such coordination will allow the AR to benefit from the technical expertise of the FAA and allow the FAA to better understand how to make a finding of compliance, if so requested by the AR.

(c) Changes to type certificates. The AR certification basis for a change to a product is established in accordance with AP 21.

3.0.2.4 Agreement on Certification Criteria. The FAA should review the AR's proposed Russian type certification basis and notify the AR Project Manager of the proposed method of compliance. The AR may accept one of two compliance methods: the Russian Type Certification Basis or the U.S. Type Certification Basis plus all AR Additional Technical Conditions (ATCs).

(a) If the findings of compliance are to the applicable Russian standards, the AR will not need to develop any ATCs.

(b) If the findings of compliance are to the U.S. standards, the AR will start the process of developing ATCs to cover the additional AR requirements. The AR will coordinate with the FAA in the development of ATCs to allow (1) the AR to benefit from the technical expertise of the FAA and, (2) the FAA to better understand how to make a finding of compliance when requested by the AR.

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

3.0.2.6 Environmental (Type) Certification Basis. The regulatory basis for compliance to environmental requirements (ICAO Annex 16, Volume II (or AP 34) and AP 36) is the effective amendment on the date of application for AR

certification. An applicant for a TC must show that the aircraft meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards of ICAO Annex 16, Volume II (or AP 34) and the noise standards of AP 36.

3.0.2.7 Environmental Testing and Approval Procedures. The AR will make findings of compliance to the environmental requirements based upon FAA witnessed tests, conducted in accordance with 14 CFR Parts 34 and 36 and with FAA approved test plans, and based upon FAA review and approval of all data and compliance demonstration reports. The applicant will submit all requested compliance records to the AR via the FAA.

3.0.2.8 Data Submittal & Design Review. In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, the AR may make requests for data in writing to the FAA. The FAA, in responding to such requests, should verify that the data provided has been reviewed and, if required, approved by the FAA.

3.0.2.9 Technical Meetings:

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

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

3.0.2.10 Certification Review Items (CRIs). The AR will coordinate all certification review items and changes to these items with the FAA. Such coordination will expedite the timely and mutually acceptable resolution of certification issues.

3.0.2.11 Issuance of Type Certificate. The AR, upon completion of the certification program, receipt and review of the documents submitted via the FAA, as well as upon review of the FAA certifying statement, will prepare the TC and TC Data Sheet and forward them to the FAA for transmittal to the applicant.

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

[Reserved.]

3.0.4 Design Approval Procedures for Russian Supplemental Type Certificates.
[Not applicable in the Russian Certification System]

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

[Reserved.]

3.0.6 Design Approval Procedures for AR Appliance Type Design Approval.

3.0.6.0 Application.

(a) The AR only issues an Appliance Type Design Approval for appliances that meet minimum performance standards published in Appendix 8 to NLGS-3, Russian State Standards or Technical Task Orders (TTO) or their equivalent. In some cases determined by the AR, appliances may not require an AR appliance type design approval prior to its installation on an aircraft if provided with export airworthiness tags in accordance with 14 CFR 21.331 and 21.333.

(b) An application for an Appliance Type Design Approval, in accordance with AP 21 paragraph 9.2.1, from an applicant in the U.S. should be sent to the geographically responsible FAA ACO which will forward the application with an FAA cover letter to the AR Branch for Liaison with Foreign Authorities and Manufacturers.

(c) The ACO should ensure the application has the following information:

- (1) An FAA statement that the applicant is a holder/applicant for a U.S. TSO Authorization.
- (2) If the applicant already holds a U.S. TSO approval, then the following documents should be submitted in the application package:
 - (i) a copy of the FAA TSO Authorization,
 - (ii) sufficient information (description, drawings, etc.) for the AR to make a decision as to whether to impose any additional requirements,
 - (iii) flight manuals, maintenance manuals, and all other documentation required for safe operation and continued airworthiness of the equipment, and

(iv) a table containing the data on level of environmental effects (as per DO-160) for which the equipment has been tested and the levels of software criticality (as per DO 178).

(3) If the applicant does not hold a U.S. TSO approval for the article or appliance, the application should include:

(i) complete information on the equipment for the AR to make necessary findings of compliance to AR equipment requirements, including, but not limited to the following:

-- all manufacturer's qualification testing information and results;

-- information regarding any FAA witnessing or participation in manufacturer's qualification tests; and

-- sufficient information (description, drawings, etc.) for the AR to make a decision as to whether to impose any additional requirements,

(ii) flight manuals, maintenance manuals, and all other documentation required for safe operation and continued airworthiness of the equipment,

(iii) engineering data containing the appliance's characteristics including levels of environmental effects with a reference to all corresponding FAA approved reports, and

(iv) a table containing the data on level of environmental effects (as per DO-160) for which the equipment has been tested and the levels of software criticality (per DO-178).

(d) The AR will acknowledge receipt of the application and inform the FAA of all additional requirements deemed necessary to ensure an acceptable level of safety. AR will approve all documents required for the approval of aircraft appliances (i.e. certification plans, system safety assessments, hazard analysis, etc.)

(e) The FAA will arrange all familiarization/design review meetings between the FAA, AR and the applicant for the AR's approval of articles and appliances.

3.0.6.1 Issuance of an Appliance Type Design Approval.

(a) The AR will also inform the ACO about their intention to visit the applicant's facility, if needed, to witness additional testing, to review technical documentation, and to evaluate the appliance production.

(b) After a review of all documentation provided by the U.S. applicant, AR will determine whether to issue an Appliance Type Design Approval. The AR's Appliance Type Design Approval will be forwarded to the U.S. applicant with a copy provided to the FAA ACO.

(c) Declaration of Design and Performance (DDP) is an integral part of the Appliance Type Design Approval. A draft DDP will be prepared by the applicant.

3.0.6.2 Installation Approval. An appliance for which an AR Appliance Type Design Approval has been granted, may be installed on Russian aircraft for the conduct of ground and flight tests or checks provided that each article and appliance installed on a prototype aircraft has an FAA Airworthiness Approval tag issued for “conformity” (see paragraph 4.2).

3.0.7 Design Approval Procedures for AR Approval Letter.

3.0.7.0 Application.

(a) For an appliance that is to be installed for use only on a particular model of aircraft, AR will issue an Approval Letter. In this case, the appliance is approved as a part of the aircraft’s type design. In some cases determined by the AR, appliances may not require AR approval prior to its installation on an aircraft if provided evidence of FAA-approval.

(b) The Russian aircraft designer will submit an application to the AR, accompanied by the U.S. manufacturer’s documents indicated in 3.0.6.0 above. Data from the Russian aircraft designer’s specification should be submitted to AR as part of the application.

(c) AR will acknowledge receipt of the application. AR will inform the aircraft designer for which the appliance is to be installed of all additional conditions necessary to conduct ground and/or flight tests.

3.0.7.1 Issuance of an AR Approval Letter.

(a) An AR approval letter may be issued to the applicant after:

- (1) Completion of the designer’s ground and flight tests sufficient to confirm that the appliance as installed on the aircraft complies with airworthiness requirements, and
- (2) Receipt of all required test results.

(b) AR will forward the letter to the U.S. appliance manufacturer and the Russian aircraft designer, and will inform the FAA ACO that the letter has been issued.

3.0.8 Joint Design Approval Process. The FAA and AR may undertake joint type certification and other design approval projects with respect to products covered by the Scope of these Implementation Procedures when it is in the interest of both authorities and their aviation industries. The procedures for such projects will be mutually agreed in a special arrangement as discussed in Section V.

3.1 PRODUCTION AND SURVEILLANCE ACTIVITIES

3.1.0 Production Quality Assurance/Control System Approval. All products, articles/appliances, and parts exported under the provisions of these Implementation Procedures shall be produced in accordance with a production quality assurance/control system which assures conformity to the approved design of the importing authority and ensures that completed products are in a condition for safe operation. This production quality assurance/control system approval covers the fabrication of products and parts within and outside of the country of export.

3.1.1 Surveillance of Production Approval Holders.

3.1.1.0 The FAA and AR, as exporting authorities, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with their 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 assurance/control system, manufacturing products and parts which fully conform to the approved design, and are in a condition for safe operation. The correction of all deficiencies should be verified by the exporting authority.

3.1.1.1 FAA production approval and supplier surveillance programs are described in FAA Order 8120.2, *Production Approval and Surveillance Procedures*, Advisory Circular 21-20, *Supplier Surveillance Procedures*, and FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program*. There is also information concerning these programs in FAA-P-8110-1, *Export/Import Airworthiness Certification of Civil Aeronautical Products*, paragraphs 18-27.

3.1.1.2 AR production approval and supplier surveillance programs are described in AR Order 21.2, *Production Certification*; Directive Letter 05-95, *Oversight of Material and Appliance Suppliers*; Directive Letter 03-95, *Oversight of Foreign Suppliers*; and related materials.

3.1.2 Extensions of Production Approvals.

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

3.1.2.1 The FAA is responsible for surveillance and oversight of U.S. production approval holders located in the Russian Federation. Routine surveillance and oversight may be delegated to the AR through the provisions

of Section IV. The FAA will only approve extensions of production certificates to Russia if:

- (a) The Russian facility holds a Russian Production Approval under AP-21. (The Russian facility may be in the process of obtaining an AP 21 approval at the time of FAA application.)
- (b) There is Independent Inspection in the Russian facility;
- (c) The FAA conducts an ACSEP evaluation with participation of the AR and all corrective actions have been completed;
- (d) There are special arrangements in accordance with Section V for the AR/Independent Inspection conduct of production surveillance on behalf of the FAA; and
- (e) There is specialized technical training provided by the U.S. Production Approval Holder and FAA/AR, as needed, to accommodate product/program needs.

3.1.2.2 The AR is responsible for surveillance and oversight of AR production approval holders located in the U.S. Routine surveillance and oversight may be delegated to the FAA through the provisions of Section IV.

3.1.2.3 The FAA may seek assistance from a third country civil airworthiness authority, where a production approval has been granted or extended, when an agreement has been formalized with that authority in the undertaking of its regulatory surveillance and oversight functions.

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

3.1.4 Supplier Surveillance - Outside the Exporting Country.

3.1.4.0 Production approvals issued to a production facility within the exporting country may include the production of parts outside of the exporting country. Such parts shipped directly to the importing country, under the

production approval granted by the exporting country, shall be considered as produced in the exporting country.

3.1.4.1 The FAA and AR, as exporting authorities, shall include, in their regulatory surveillance and oversight programs, a means of surveilling persons who supply production approval holders and who are located outside the exporting country. This surveillance and oversight shall be at least equal to the degree provided to the domestic suppliers of its production approval holders. This surveillance activity will assist the FAA and AR in determining conformity to approved design and whether parts are safe for installation on type certificated products.

3.1.4.2 The FAA is responsible for surveillance and oversight of U.S. production approval holders' suppliers located in the Russian Federation. Routine surveillance and oversight may be delegated to the AR through the provisions of Section IV. The AR is responsible for surveillance and oversight of AR production approval holders' suppliers located in the U.S. Routine surveillance and oversight may be delegated to the FAA through the provisions of Section IV.

3.1.4.3 The FAA may seek assistance from a third country civil airworthiness authority at the supplier's location when an agreement has been formalized with that authority in the undertaking of its regulatory surveillance and oversight functions at suppliers to production approval holders of the exporting country.

3.1.4.4 The production approval holder may not use a supplier that does not allow the FAA or AR unimpeded access to the facility to perform surveillance activities. The production approval holder also may not use a supplier located in a country if that country denies entry to the FAA or AR.

3.1.5 Surveillance of Multi-National Consortia.

3.1.5.0 Multi-national consortia may be issued approvals for the design and production of products and/or parts, components, or subassemblies in either the U.S. or the Russian Federation. 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, producing priority parts for use in the final product which is to be exported.

3.1.5.1 The FAA and AR, as exporting authorities, shall continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder, and should emphasize surveillance and oversight of priority parts suppliers. The exporting authority shall use its regulatory surveillance and oversight programs to best enable it to determine that consortia suppliers

are producing parts that meet the requirements of the approved design and are in a condition for safe operation.

3.2 EXPORT AIRWORTHINESS APPROVAL PROCEDURES

3.2.0 General. Export Certificates of Airworthiness are issued by the FAA and AR, as exporting authorities, for completed aircraft, aircraft engines, and propellers. Export Certificates of Airworthiness are issued by FAAR for used aircraft in Russia. Airworthiness approval tags are issued by the FAA and AR for articles, TSO appliances, and parts. The AR also issues production approvals for metallurgy facilities, and the AR representative at the facility indicates acceptance on the Covering Tags for metallic materials exported to the U.S.

3.2.1 FAA Acceptance of AR/FAAR Export Certificates of Airworthiness and AR Airworthiness Approval Tags and Materials Covering Tags.

(a) The FAA's requirements for import are described in 14 CFR part 21, subparts H & N. Import procedures are described in 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) For the AR/FAAR, the process of issuing export certificates is described in AP 21, paragraph 4.8; Directive Letter 06-95, *The Procedures for Awarding Export Airworthiness Certificate (Temporary Instruction)*; Directive Letter 04-96, *Issuance of Export Airworthiness Approvals for Class II and III Parts of Models of Aeronautical Products*; and *Rules of Issue and Prolongation of Airworthiness Certificates for Civil Aircraft*.

3.2.1.0 Complete New Aircraft.

(a) Except as provided in paragraph 3.2.1.5, the FAA shall accept Export Certificates of Airworthiness of the AR on new aircraft, as identified in Section II, when the AR certifies that each aircraft:

- (1) Conforms to a type design approved by the FAA, as specified in the FAA's type certificate data sheet;
- (2) Is in a condition for safe operation, including compliance with applicable FAA mandatory airworthiness modifications and special inspections; and
- (3) Meets all additional requirements of the FAA, as notified.

(b) All aircraft exported to the U.S. with AR airworthiness approval will have an AR Export Certificate of Airworthiness.

(c) The AR Export Certificate of Airworthiness should contain the following additional note “The [INSERT AIRCRAFT MODEL & SERIES] covered by this certificate conforms to the type design approved under U.S. Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE], and is found to be in a condition for safe operation”, or further clarifying language as specified in the U.S. Type Certificate Data Sheet or by the FAA.

3.2.1.1 New Aircraft Engines and Propellers.

[Reserved.]

3.2.1.2 New TSO Appliances.

[Reserved.]

3.2.1.3 Parts.

(a) The FAA shall accept the airworthiness approval tags of the AR on modification and/or replacement parts, for the aircraft identified in Section II, only when the AR certifies that each part:

- (1) Conforms to FAA-approved design data;
- (2) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
- (3) Meets all additional requirements of the FAA, as notified.

(b) The FAA must be provided evidence of direct shipment authorizations to the U.S. extended to approved suppliers. If a part is shipped under direct shipment authorization, the AR’s airworthiness approval tag must indicate that the Russian AP 21 production approval holder has authorized direct shipment. This indication may be a supplemental “remark” entry on the airworthiness approval tag indicating the authorization to the supplier by the design/production approval holder for direct shipment of parts from the supplier’s location.

(c) All parts exported to the U.S. with an AR airworthiness approval will have an AR tag (This Form is shown in Directive Letter 04-96, *Issuance of Export Airworthiness Approvals for Class II and III Parts of Models of Aeronautical Products*). The AR airworthiness approval tag should contain the following certifying statement: “The referenced part(s) conform to the FAA’s approved design data as identified in [INSERT DOCUMENT IDENTIFIER].”

3.2.1.4 Materials.

(a) The AR’s process for acceptance of aviation materials is described in *Order: Exported Aviation Materials Certification*.

(b) The FAA will accept the AR's metallic material certification if the AR representative certifies that the material has been produced by a metallurgical facility that holds an AR production approval, and the material conforms to: (1) a Material Type Certificate, issued either by the AR or by Certification Center "Material", and Technical Condition for Delivery or (2) an approved Material Specification.

(c) Each batch of material to be exported to the U.S. will have a Covering Tag issued by the material manufacturer, with an additional acceptance marking included to certify the compliance with 3.2.1.4 (a) above. This acceptance marking will be indicated on the Covering Tag by an AR representative.

3.2.1.5 Export Certificate of Airworthiness Exceptions. The AR shall notify the FAA's geographic-responsible Manufacturing Inspection Office (MIO) prior to issuing an Export Airworthiness Certificate in which a non-compliance to the FAA-approved type design is to be noted under the "Exceptions" section of the Export Certificate of Airworthiness. This notification should help to resolve all issues concerning the aircraft's eligibility for a U.S. airworthiness certificate.

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

(a) The FAA shall accept used aircraft, as identified in Section II, for import into the U.S. for airworthiness certification when FAAR certifies, by the issuance of an Export Airworthiness Certificate, that:

- (1) The used aircraft has been found to conform to the FAA-approved type design, as specified in the FAA's type certificate data sheet;
- (2) The used aircraft is in compliance with all applicable Airworthiness Directives issued by the FAA;
- (3) The used aircraft has been properly maintained, altered, and operated using approved procedures and methods acceptable to the FAA during its service life (evidenced by logbooks and maintenance records);
- (4) The used aircraft meets all additional requirements of the FAA, as notified; and,
- (5) The used aircraft is in a condition for safe operation.

(b) The FAA may also request inspection and maintenance records which include, but are not limited to: the original or certified true copy of the Export Certificate of Airworthiness issued by the FAAR; records which verify that all overhauls, major changes, and repairs were accomplished in accordance with approved data; and maintenance records and log entries which substantiate

that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

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

(a) The Russian Federation's requirements for import are described in AP 21 paragraph 4.7, Directive Letter 10-94/97, *Permission for Imported Appliances to be Installed on Aircraft*, and Directive Letter 03-96, *Confirmation of Conformity of an Individual Imported Unit (Class III Component) to the Design Data*, as well as in FAA Advisory Circular AC-21-2, *Export Airworthiness Approval Procedures*.

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

3.2.2.0 Complete New Aircraft, Aircraft Engines, and Propellers.

(a) The AR shall accept FAA Export Certificates of Airworthiness when the FAA certifies that each new aircraft, aircraft engine, or propeller:

- (1) Conforms to a type design approved by the AR as specified in the AR's type certificate data sheet
- (2) Is in a condition for safe operation, including compliance with applicable AR airworthiness directives, and
- (3) Meets all additional requirements of the AR, as notified.

(b) All aircraft, aircraft engines, and propellers exported to the Russian Federation with FAA airworthiness approval will have an FAA Form 8130-4, *Export Certificate of Airworthiness*, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.

(c) The FAA Export Certificate of Airworthiness should contain an additional note such as: "The [aircraft, engine or propeller] covered by this certificate conforms to the AR approved Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE], and is found to be in a condition for safe operation." The note should also include a statement about conformity to all additional requirements of the AR, if any.

3.2.2.1 New Appliances.

(a) The AR shall accept an FAA airworthiness approval tag on an appliance only when the FAA certifies that the appliance:

- (1) Conforms to the requirements of the FAA TSO
- (2) Is marked in accordance with paragraph 3.2.3.1(a) of the Procedures;
- (3) Meets all additional requirements of the AR, as notified.

(b) All appliances exported to the Russian Federation with FAA airworthiness approval will have an FAA Form 8130-3, *Airworthiness Approval Tag*. The FAA Airworthiness Approval Tag should contain the following certifying statement: “The referenced appliance conforms to the FAA’s approved design data as identified in {INSERT DOCUMENT IDENTIFIER} and additional requirements of the AR.”

(c) For installation on prototype aircraft, appliances which do not hold an FAA approval can be issued an FAA Airworthiness Approval Tag for conformity purposes only.

3.2.2.2 Parts.

(a) The AR shall accept FAA airworthiness approval tags on parts only when the FAA certifies that each part:

- (1) Conforms to AR approved design data;
- (2) Is marked in accordance with paragraph 3.2.3.1(a) of the Procedures;
- (3) Meets all additional requirements of the AR, as notified.

(b) All parts exported to the Russian Federation with FAA airworthiness approval will have an FAA Form 8130-3, *Airworthiness Approval Tag*. The Airworthiness Approval Tag should contain the following certifying statement: “The referenced part(s) conform to the FAA’s approved design data as identified in [INSERT DOCUMENT IDENTIFIER] and additional requirements of the AR.”

3.2.2.3 Export Certificate of Airworthiness Exceptions. The FAA shall notify the AR prior to issuing an Export Certificate of Airworthiness in which a non-compliance to the AR-approved type design is to be noted under the “Exceptions” section of the Export Certificate of Airworthiness. This notification should help to resolve all issues concerning the aircraft’s eligibility for a Russian airworthiness certificate.

3.2.2.4 Used Aircraft for Which There Has Been a Design Approval Granted by the AR.

(a) The AR/FAAR shall accept used aircraft for import into the Russian Federation for airworthiness certification when the FAA certifies, by the issuance of an Export Certificate of Airworthiness, that:

- (1) The used aircraft has been found to conform to the AR-approved type design as specified in the AR's type certificate data sheet;
- (2) The used aircraft has complied with all applicable Airworthiness Directives issued by the AR;
- (3) The used aircraft has been properly maintained and operated using approved procedures and methods acceptable to the AR/FAAR during its service life (evidenced by logbooks and maintenance records);
- (4) The used aircraft meets all additional requirements of the AR, as notified; and,
- (5) The used aircraft is in a condition for safe operation.

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

3.2.3 Additional Requirements for Imported Products. The following identifies those additional requirements which must be complied with as a condition of acceptance for products imported into the U.S. or the Russian Federation, or for use on either a U.S. or Russian-registered aircraft.

3.2.3.0 U.S. Requirements.

(a) Identification and Marking.

- (1) Aircraft, aircraft engines, and propellers must be identified in a manner outlined in 14 CFR Part 45, Section 45.11.
- (2) Critical components of a product must be identified in a manner outlined in 14 CFR Part 45, Section 45.14.
- (3) Parts to be used as replacement or modification parts must be marked with a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information

concerning the model designation and the type certificated product for which the parts are eligible for installation must be furnished.

(b) Instructions for Continued Airworthiness. Instructions for continued airworthiness and maintenance manuals having airworthiness limitation sections must be provided as prescribed in 14 CFR Part 21, Section 21.50.

(c) Maintenance and Alteration Records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance and alteration records equivalent to those specified in 14 CFR Part 91, Section 91.417, that reflect the status of required inspections, life limits, alterations, major repairs, and so forth.

3.2.3.1 Russian requirements.

(a) Identification and Marking.

- (1) Aircraft, aircraft engines, and propellers must be identified with a fireproof data plate (in a manner similar to 14 CFR Part 45, Section 45.11.)
- (2) Essential components of a product must be identified with a part number (or equivalent) and serial number (or equivalent).
- (3) Appliances and articles of a design approved by an FAA letter of TSO design approval must be marked in accordance with the requirements outlined in 14 CFR Part 21, Subpart O, and all additional marking requirements specified in the particular TSO.
- (4) Parts to be used as replacement or modification parts must be marked with a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the parts are eligible for installation must be furnished.

(b) Metric instrumentation. Aircraft are required to have metric on-board instruments. Instruments using an alternative measurement system may be installed, provided that a metric altimeter is used.

(c) Instructions for Continued Airworthiness. Each aircraft, aircraft engine and propeller must be accompanied by instructions for continued airworthiness or maintenance manuals having airworthiness limitation sections.

(d) Maintenance and Alteration Records. Each aircraft, including the aircraft engine propeller, rotor or appliance, must be accompanied by maintenance and alteration records equivalent to those specified in 14 CFR Part 91, Section 91.417, that reflect the status of required inspections, life limits, alterations, major repairs, and so forth.

3.3 DESIGNEE AND DELEGATION ACTIVITIES

- 3.3.0 General. The AR/FAAR recognize the FAA's delegation and designee system (14 CFR Part 183) as part of its overall aircraft certification system. The FAA also recognizes the AR's/FAAR's delegation to organizations (AP-183) such as Certification Centers and Independent Inspection. Findings made pursuant to these Implementation Procedures through these systems are given the same validity as those made directly by the FAA or the AR. The FAA and AR/FAAR understand that there may be situations where, upon mutual consent by both authorities, either authority may communicate directly with an individual designee or delegated organization of the other authority.
- 3.3.1 Notification of FAA Designee Work in the Russian Federation. In advance of FAA designees or representatives of delegated organizations traveling to the Russian Federation to make findings of compliance, witness tests, and/or perform conformity inspections, the FAA Aircraft Certification office responsible for those designees will coordinate these actions with the AR.
- 3.3.2 Notification of AR/FAAR Designee Work in the U.S. In advance of AR/FAAR designees or representatives of delegated organizations traveling to the U.S. to make findings of compliance, witness tests, and/or perform conformity inspections, the AR/FAAR office responsible for those designees will coordinate these actions with the FAA.

3.4 POST DESIGN APPROVAL PROCEDURES

3.4.0 CONTINUED AIRWORTHINESS

3.4.0.0 General.

(a) The exporting authority is responsible as the State of Design (under International Civil Aviation Organization (ICAO) Annex 8) for resolving in-service safety issues related to a products' design or production. The exporting authority shall provide applicable information which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing authority to ensure continued operational safety of the product. 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 action considered necessary by the importing authority for the continued operational safety of the product. The decision as to the final action to be taken with respect to the products under jurisdiction of the importing country lies solely with the importing authority.

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

(a) The FAA, AR, and FAAR agree to perform the following functions for the products, appliances, and parts exported from their countries:

- (1) Tracking of MF&D reports and accident/incidents.
- (2) Evaluating MF&D and accident/incidents.
- (3) Investigating and resolving all suspected unsafe conditions.
- (4) Advising the importing authority of all unsafe conditions and the necessary corrective actions (see paragraph 3.4.0.2 below).
- (5) Upon request, providing the importing authority with the following:
 - (i) Reports of MF&D and accidents/incidents;
 - (ii) Status of investigations into MF&D and accidents/incidents;
 - (iii) Copies of conclusions reached in its investigation into MF&D; and
 - (iv) Copies of conclusions reached in its investigation into accidents/incidents in accordance with ICAO Annex 13.
- (6) Making a reasonable effort to resolve issues raised by the importing authority concerning matters of safety for products registered in the importing country.

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

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

(c) Copies of U.S. MF&D reports are available from the FAA Mike Monroney Aeronautical Center, Flight Standards Service Regulatory Support Division,

Airworthiness Programs Branch. Copies of Russian MF&D reports are available from the State Center "Air Transportation Safety".

3.4.0.2 Unsafe Condition and Mandatory Continuing Airworthiness Actions.

(a) The FAA (subject to 14 CFR Part 39) and AR (subject to AP-39) agree to perform the following functions for the products, appliances, and parts for which it is the exporting authority:

- (1) Issuing a mandatory continuing airworthiness action (Airworthiness Directive) whenever the authority determines that an unsafe condition exists in a product, or is likely to exist or develop on a product of the same type design. This may include a product that has another product 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 product 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, suspected unapproved part);
 - (iv) The means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences;
 - (v) Corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date;
 - (vi) The number of aircraft world-wide needing the corrective action;
 - (vii) A statement on the availability of parts; and
 - (viii) An estimate of the number of labor hours and the cost of parts required for the corrective actions.
- (2) 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.
- (3) 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 3.4.0.1(c) above. Additionally, for Russian aeronautical products, a copy of all relevant service bulletins referenced in the mandatory action, as well as other supporting documentation, should be forwarded to the appropriate focal point in the product-responsible FAA Directorate.

- (4) In the case of emergency airworthiness information, the exporting authority should ensure special handling so that the importing authority is notified immediately.
- (5) 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.
- (6) 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.
- (7) On a quarterly basis, providing the importing authority a summary index list of mandatory continuing airworthiness actions issued by the exporting authority for products exported to the country of import.

(b) The FAA and AR 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 AR, 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 certified, approved or otherwise accepted by the importing authority.

3.4.1 DESIGN CHANGES

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

(a) Major changes (e.g., model changes, product improvements, etc.) to a type design, sought by the type certificate holder may be issued as amendments to the type certificate issued under the provisions of 14 CFR Part 21, Section 21.29 or otherwise approved by the FAA. A certification procedure similar to that described in paragraph 3.0.1 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change. The FAA retains the right to determine if the proposed change is so substantial so as to require a new type certificate for the changed type design.

(b) To assist the FAA to determine its level of activity with a specific design change, the AR should ensure that the FAA is notified of each major type design change proposed by the type certificate holder that would affect:

- (i) the Aircraft Flight Manual,
- (ii) the Approved Airworthiness Limitations,
- (iii) the Type Certificate Data Sheet,
- (iv) the Master Minimum Equipment List,
- (v) a Certification Maintenance Requirement,
- (vi) all other specific changes identified by the FAA.

Based on this information, the FAA will determine whether the changes can be considered approved by the FAA upon AR's approval under its normal procedures.

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

(d) Major changes to a type certificated design through the issuance of a U.S. STC (Reserved)

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

(f) As specified in 14 CFR Part 21, Section 21.93, for the purpose of complying with 14 CFR Part 34, each voluntary change in the type design of an airplane or engine that may increase fuel venting or exhaust emissions is an "emissions change," requiring further demonstration of compliance. Likewise, for the purpose of complying with 14 CFR Part 36, each voluntary change in the type design of an aircraft that may increase the noise levels of that aircraft is an "acoustical change", requiring further demonstration of compliance.

3.4.1.1 Procedures for Changes to a Russian Type Certificate.

(a) Major changes, as defined in AP 21 paragraphs 1.28, 1.29 and Subparts D and E, and 14 CFR 21.93 (a) and (b), sought by the U.S. holder of a

Russian Type Certificate may be issued as a supplement to the type certificate holder only. A certification procedure similar to that described in paragraph 3.0.2 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change. The AR retains the right to determine if the proposed change is so substantial as to require a new type certificate for the changed type design.

(b) To assist the AR to determine its level of activity in a specific design change, the FAA should ensure that the AR is notified of each major type design change proposed by the type certificate holder that would affect:

- (i) the Aircraft Flight Manual,
- (ii) the Approved Airworthiness Limitations,
- (iii) the Type Certificate Data Sheet,
- (iv) the Master Minimum Equipment List,
- (v) a Certification Maintenance Requirement, or
- (vi) all other specific changes identified by the AR.

Based on this information, the AR will determine whether the changes can be considered approved by the AR upon FAA's approval under its normal procedures.

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

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

(e) As specified in AP 21 paragraph 1.31, Subparts D and E, for the purpose of complying with ICAO Annex 16, Volume II (or AP 34), all voluntary changes in the type design of an airplane or engine that may increase fuel venting or exhaust emissions is an "emissions change", requiring further demonstration of compliance. Likewise, for the purpose of complying with AP 36, each voluntary change in the type design of an aircraft that may increase the noise levels of that aircraft is an "acoustical change", requiring further demonstration of compliance.

3.4.1.2 Procedures for Changes to an FAA Supplemental Type Certificate. The FAA and the AR agree to follow the procedures in paragraphs 3.4.1.0 to the extent applicable. Where unique situations may occur, the FAA and AR will consult with each other on the specific process to be applied.

3.4.1.3 Procedures for Changes to an Aircraft Flight Manual. The FAA and AR may delegate the review and signature of revisions to Aircraft Flight Manuals (AFMs), supplements and appendices, on behalf of each other, in order to facilitate their timely approval. Minor revisions will be reviewed by the exporting authority on behalf of the importing authority and the exporting authority will ensure that the data meets the importing authority's requirements. Significant revisions must be submitted to the importing authority for review and approval, before any signature on behalf of the importing authority. For specific aircraft types and models, the FAA and AR will consult with each other to decide which revisions are significant and which are minor. In Russia, changes to the Aircraft Flight Manual are put into force by the FAAR.

3.4.1.4 Procedures for Changes to an FAA Letter of TSO Design Approval.

[Reserved.]

3.4.1.5 Procedures for Changes to a AR Appliance Type Design Approval.

(a) A U.S. holder of an AR Appliance Type Design Approval will follow normal FAA procedures if it makes a change to the design that does not require a change of the Declaration of Design and Performance (DDP).

(b) When a change to the appliance type design requires a change to the DDP, then:

- (1) if the change is classified by the U.S. holder of an AR Appliance Type Design Approval as a minor change, the U.S. holder of the Approval will submit amended pages of the DDP to the AR. The AR, through its letter, will expand the applicability of the Appliance Type Design Approval to cover the changed design;
- (2) if the change is classified by the U.S. holder of an AR Appliance Type Design Approval as a major change, the procedure described in 3.0.6 above should be followed to obtain a new Appliance Type Design Approval or a Supplement to the existing one.

3.4.2 APPROVAL OF REPAIR DATA

3.4.2.0 General. Repair data for the products identified in Section II must be approved or accepted by the exporting authority (State of Design) in the following manner which is acceptable to the importing authority.

3.4.2.1 FAA as Exporting Authority. Major repair data will be approved in accordance with FAA Order 8110.4, *Type Certification Process*. (In Revision A of this order, see paragraph 19c(3).) Minor repairs, made in accordance with 14 CFR Part 43, are accepted by the FAA.

3.4.2.2 AR as Exporting Authority. Repair data will be accepted by the FAA when approved by the AR as specified in the U.S. Type Certificate Data Sheet.

3.4.3 ADMINISTRATION OF DESIGN APPROVALS

3.4.3.0 Transfer of U.S. Type Certificate to a Person in the Russian Federation.

[Reserved.]

3.4.3.1 Transfer of a Russian Type Certificate to a Person in the U.S.

(a) Upon notification of a transfer request from the Russian type certificate holder to a U.S. applicant, the AR will notify the product accountable FAA Directorate and establish procedures for the efficient transfer of the type certificate to the U.S. Each transfer will be accomplished on a case-by-case basis through a special arrangement which identifies each authority's responsibilities in the transfer process. Type Certificates are only eligible for transfer to the U.S. for those products within the scope of these Implementation Procedures.

(b) If a corresponding U.S. type certificate already exists for the product, the transfer will be applicable for all models listed on that U.S. type certificate. All other models not previously listed must be accompanied by the AR's statement of compliance, in accordance with 14 CFR Part 21, Section 21.29, to the U.S. airworthiness requirements. Final transfer of the type certificate will be accomplished when the geographic-responsible FAA ACO issues the type certificate covering all models (those listed on the U.S. type certificate plus those models accompanied by the AR's statement of compliance).

(c) Upon transfer or an agreed-upon date, the FAA product-accountable Directorate will become responsible for complying with the requirements of ICAO, Annex 8 to the Chicago Convention, *Airworthiness of Aircraft*, for affected aircraft, and will notify all member countries of the change in airworthiness responsibility. Responsibilities pursuant to the Chicago Convention will not extend to aircraft that have not been found to meet the U.S. type design.

(d) For products of a transferred type certificate to be eligible for import into the Russian Federation, the applicant must apply for type certificate design approval through the FAA to the AR per paragraph 3.0.2 of these Implementation Procedures.

3.4.3.2 Transfer of U.S. Supplemental Type Certificate to a Person in the Russian Federation.

[Reserved.]

3.4.3.3 Transfer of AR Supplemental Type Certificate to a Person in the U.S. [Not Applicable in the Russian Certification System]

3.4.3.4 Surrender of Type Certificate or Supplemental Type Certificate. If a type certificate issued by either the FAA or AR or a supplemental type certificate issued by the FAA as the exporting authority is surrendered, the FAA or AR shall immediately notify the other in writing of the action. The FAA and AR, as exporting authorities, shall accomplish all actions necessary to ensure continued airworthiness of the product that would be done by a type certificate or supplemental type certificate holder until such time as:

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

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

(a) In the event that the exporting authority revokes or suspends a type certificate or supplemental type certificate of a product manufactured in its country, that authority shall immediately inform the importing authority. The importing authority, upon notification, will conduct an investigation to determine if action is required in the importing state. If the revocation or suspension was “for cause” and the importing authority concurs with the exporting authority’s certificate action, the importing authority will initiate revocation or suspension of its type certificate or supplemental type certificate. Otherwise, the importing authority may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in the importing country. In this case the exporting country should obtain and provide type design data as requested to the importing country. Final certificate action is at the sole discretion of the importing authority.

(b) The importing authority may revoke its type certificate or supplemental type certificate if the continued airworthiness responsibilities would cause an undue burden for that authority. The FAA will also notify AR of final action on all legal appeals related to the revocation of a TC or STC.

3.4.3.6 Surrender or Withdrawal of TSO Authorization/Appliance Type Design Approval.

(a) Surrenders. If a TSO Authorization holder elects to surrender the appliance approval issued by the FAA, the FAA will immediately notify the AR, in writing, as importing authority, of the action. The FAA shall accomplish all actions necessary to ensure continued airworthiness of the product that would be done by a TSO holder, until such time as the TSO Authorization is formally withdrawn by the FAA.

(b) Withdrawals. If an appliance approval is withdrawn, the FAA or AR, as exporting authorities, will immediately notify the other in writing of the action. The exporting authority shall, if possible, accomplish all actions necessary to ensure continued airworthiness of the article produced under the TSO or TTO approval. In the event of withdrawal of an appliance 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 will continue to oversee those appliances manufactured under its authority that are in service.

SECTION IV TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

4.0 General. Upon request, and after mutual agreement, and as resources permit, the FAA and AR/FAAR may provide technical assistance to each other when significant activities are conducted in either the U.S. or the Russian Federation. These technical assistance activities will help to lessen the undue burden imposed on the exporting authority in the undertaking of its regulatory surveillance and oversight functions out-of-country. These supporting technical assistance activities shall in no way relieve the exporting authority of the responsibilities for regulatory control and airworthiness certification of products and parts manufactured at facilities located outside the exporting country. Types of assistance may include, but are not limited to, the following:

(a) Determination of Compliance.

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

(b) Surveillance and Oversight.

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

4.1 Requests for Witnessing of Tests.

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

(b) Requests for such witnessing of tests will be considered when agreement has been obtained from the airworthiness authority in the country in which the supplier is located, following consultations between the two airworthiness authorities on the

specific work to be performed. The airworthiness authority of the country in which the design approval applicant is located makes the written request for witnessing of tests.

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

(d) Requests for witnessing of tests must be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan must be provided by the requesting authority at least two weeks prior to each scheduled test. A report stating that the test was conducted in accordance with approved test plans and confirming the test results will be sent to the requesting authority.

(e) AR requests for test witnessing will be sent to the appropriate FAA ACO. For tests associated with an AR validation program, the requests should be sent to the FAA ACO responsible for the U.S. applicant. For tests associated with a Russian certification program only, the requests should be sent to the FAA ACO which has geographic responsibility for the State in which the tests will take place, as listed in Appendix A. AR's requests will include information equivalent to that included on FAA Form 8120-10, *Request for Conformity*. The FAA requests for test witnessing will be sent on a completed FAA Form 8120-10 (and described in the Special Instructions section of the form) or equivalent to the Chief, Aircraft Equipment Branch, AR at the address listed in Appendix A.

4.2 Requests for Conformity Certifications During Design Approval.

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

(b) The applicant's airworthiness authority, not the design approval applicant nor a designee, makes the written request for conformity certifications. Requests for such certifications would be considered, following consultations between the two airworthiness authorities on the specific work to be performed. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications.

(c) AR requests for conformity certifications will be sent to the appropriate FAA office. For conformity certifications associated with an AR validation program, the requests should be sent to the FAA ACO responsible for the U.S. applicant. For conformity certifications associated with a Russian certification program only, the requests should be sent to the FAA Directorate Manufacturing Inspection Office which has geographic responsibility for the State in which the conformity certification

will take place. FAA offices are listed in Appendix A. The FAA requests for conformity certifications will be sent to the Chief, Production Certification Branch of the AR as listed in Appendix A.

(d) Requests for conformity certifications should be limited to prototype parts that are of such complexity that they are not inspectable by the product manufacturer or its airworthiness authority prior to installation in the product. The airworthiness authority of the country in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's airworthiness authority on the conformity certification for the particular part.

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

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

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

4.4.0 Protection of Proprietary Data. Both authorities recognize that data submitted by a design approval holder is the property of that holder, and release of that data by the FAA or IAC/FAAR is restricted. The FAA and IAC/FAAR agree that they will not copy, release, or show proprietary data obtained from either authority to anyone other than an FAA or IAC/FAAR employee without written consent of the design approval holder or other data submitter. This written consent should be obtained from the design approval holder through the authority of the country in which the holder is located.

4.4.1 FOIA Requests. The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) to release information which the FAA may have in its possession. Each record the FAA has in its possession must be disclosed under the FOIA unless a FOIA exemption applies to that record. One exemption is for trade secrets, and financial or commercial information that is confidential or privileged. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of

the holder or other person. When the FAA receives a FOIA request related to a product of an FAA approval holder or applicant who is located in the Russian Federation, the FAA will request the AR/FAAR's assistance in contacting the FAA approval holder or applicant to solicit their position on what portions of that information should be excluded under the criteria above. If the approval holder or applicant consents to the release of information, the AR/FAAR should provide the written consent to the FAA.

- 4.5 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests. When either the FAA or AR/FAAR needs information for the investigation of service incidents, accidents, or suspected unapproved parts involving a product 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 the FAA, AR or FAAR 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. (The FAA's suspected unapproved parts program is described in FAA Order 8120.10A.)

SECTION V SPECIAL ARRANGEMENTS

5.0 It is anticipated that urgent or unique situations will develop which have not been specifically addressed in these Implementation Procedures, but which are within the scope of the BASA. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and the Chairman, AR/the Director, FAAR and a procedure shall be developed to address the situation. The procedure shall be mutually agreed upon by the FAA and the responsible Russian counterpart authority 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 involves new technology or management developments which could lead to further repetitions, then these Implementation Procedures shall be revised accordingly by the FAA and the IAC/FAAR.

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

SECTION VI AUTHORITY

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

INTERSTATE AVIATION COMMITTEE
RUSSIAN FEDERATION

Original signed by T. Anodina
Title: Chairperson

Date: December 9, 1998

FEDERAL AVIATION AUTHORITY
OF RUSSIA
RUSSIAN FEDERATION

Original signed by G. Zaitsev
Title: Director

Date: December 9, 1998

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

Original signed by David Traynham
Title: Assistant Administrator for Policy and International Aviation

Date: December 9, 1998

APPENDIX A

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
AR and FAAR Offices

FAA Headquarters - Aircraft Certification Service

International Policy Office

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

Aircraft Certification International Policy Branch

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

Aircraft Engineering Division

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

Production & Airworthiness Division

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

FAA Headquarters - Environmental Policy and Regulations

Office of Environment and Energy

AEE-1
800 Independence Avenue, SW
Washington, DC 20591

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

FAA Headquarters – Administrative Coordination

Office of International Aviation

AIA-1
6th Floor, East
c/o Wilbur Wright Building
800 Independence Avenue, SW
Washington, DC 20591

Telephone: 1-202-385-8857
Fax: 1-202-267-5032

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

Mailing Address

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

Telephone: 1-405-954-4103
Fax: 1-405-954-4104

Office Address

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

FAA Aircraft Certification Service Directorates

Engine and Propeller Directorate

ANE-100

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

12 New England Executive Park
Burlington, MA 01803

Telephone: 1-781-238-7100

Fax: 1-781-238-7199

Rotorcraft Directorate

ASW-100

Regulatory and policy responsibility for normal and transport category rotorcraft.

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5100

Fax: 1-817-222-5959

Small Airplane Directorate

ACE-100

Regulatory and policy responsibility for:

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

901 Locust
Room 301
Kansas City, MO 64106-2641

Telephone: 1-816-329-4100

Fax: 1-816-329-4106

Transport Airplane Directorate

ANM-100

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: 1-425-227-2104

Fax: 1-425-227-1100

[FAA Manufacturing Inspection Offices](#)

Engine and Propeller Directorate Manufacturing Inspection Office

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

ANE-180

12 New England Executive Park
Burlington, MA 01803

Telephone: 1-781-238-7180

Fax: 1-781-238-7199

Rotorcraft Directorate Manufacturing Inspection Office

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

ASW-180

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5180

Fax: 1-817-222-5136

Small Airplane Directorate Manufacturing Inspection Office

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

ACE-180

Room 301
Kansas City, MO 64106-2641

Telephone: 1-816-329-4180

Fax: 1-816-329-4157

Transport Airplane Directorate Manufacturing Inspection Office

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

ANM-108

1601 Lind Avenue, SW
Renton, WA 98055-4056

Telephone: 1-425-227-2108

Fax: 1-425-227-1320

FAA Aircraft Certification Offices

Boston Aircraft Certification Office

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

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

Boston Engine Certification Office

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

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

New York Aircraft Certification Office

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

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

Atlanta Aircraft Certification Office

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

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

Chicago Aircraft Certification Office

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

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

Wichita Aircraft Certification Office

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

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

Anchorage Aircraft Certification Office

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

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

Seattle Aircraft Certification Office

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

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

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

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

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

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

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

AR Offices

Aviation Register
Interstate Aviation Committee
22 Bolshaya Ordinka
Moscow 109017
Russia
Telephone: (7-095) 953-1144
Fax: (7-095) 953-3451

FAAR Offices

Federal Aviation Authority of Russia
Department of Continued Airworthiness
37 Leningradsky Prospect, A-167
Moscow 125836
Russia
Telephone: (7-095) 155-52-04
Fax: (7-095) 155-55-35

State Center "Air Transportation Safety"
Scheremetyevo Airport, GOSNIIGA
Moscow 103340
Russia
Telephone: (7-095) 578-52-89
Fax: (7-095) 578-52-64

APPENDIX B

List of Referenced Documents

FAA Referenced Documents

1. Code of Federal Regulations, Title 14, Parts 21-36, 39, 43, 45, 91, and 183.
2. FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States.*
3. FAA Order 8110.4, *Type Certification Process.*
4. FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products.*
5. FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag.*
6. FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures.*
7. ICAO Annex 8, *Airworthiness of Aircraft.*
8. FAA Order 8120.2, *Production Approval and Surveillance Procedures.*
9. FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program.*
10. FAA Advisory Circular 21-20, *Supplier Surveillance Procedures.*
11. FAA P-8110-1, *Export/Import Airworthiness Certification of Civil Aeronautical Products.*
12. FAA Form 8130-3, *Airworthiness Approval Tag.*
13. FAA Form 8130-4, *Export Certificate of Airworthiness.*

- 14 FAA Form 8120-10, *Request for Conformity*.
- 15 FAA Order 8120.10A, *Suspected Unapproved Parts Program*

AR Referenced Documents

1. Aviation Regulations Part 21-36, 39 and 183.
2. AR Order 21.2, *Production Certification*.
3. Directive Letter 05-95, *Oversight of Material and Appliance Suppliers*.
4. Directive Letter 06-95, *The Procedures for Awarding Export Airworthiness Certificate* (Temporary Instruction).
5. ICAO Annex 16, *Environmental Protection*.
6. Directive Letter 03-95, *Oversight of Foreign Suppliers*.
7. Directive letter 10-94/97, *Permission for Imported Appliances to be Installed on Aircraft*.
8. Directive Letter 03-96, *Confirmation of Conformity of an Individual Imported Unit (Class III Component) to the Design Data*.
9. Directive Letter 04-96, *Issuance of Export Airworthiness Approvals for Class II and III Parts of Models of Aeronautical Products*.
10. *Order: Exported Aviation Materials Certification*.
- 11: *Rules of Issue and Prolongation of Airworthiness Certificates for Civil Aircraft*.

APPENDIX C

List of Special Arrangements

1. Name of Special Arrangement:

Date of Issue:

2. Name of Special Arrangement:

Date of Issue:

3. Name of Special Arrangement:

Date of Issue: