IMPLEMENTATION PROCEDURES

FOR

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

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

Revision 0
September 2, 2015

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IMPLEMENTATION PROCEDURES

for

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

SECTION I GENERAL

1.1 Authorization

1.1.1 These Implementation Procedures (IP) are authorized by Article III of the Agreement between the Government of the United States of America and the Government of Switzerland for Promotion of Aviation Safety, dated September 26, 1996, also known as the Bilateral Aviation Safety Agreement (BASA) or "BASA Executive Agreement." In accordance with Article III, the Federal Aviation Administration (FAA) and the Swiss Federal Office of Civil Aviation (FOCA) have determined that the aircraft certification systems of each authority for the design approval, production approval, airworthiness certification, continuing airworthiness, and environmental certification of the civil aeronautical products and articles listed in Section II of this document are sufficiently similar in structure and performance to support these Implementation Procedures.

1.1.2 The Government of Switzerland has participated in EASA since 1 December 2006 on the basis of the Agreement of 1999 between the European Community and the Swiss Confederation on Air Transport. This Agreement stipulates that EASA is the single approval authority in Switzerland for design-related activity, as specified under the provisions of Regulation (EC) No. 216/2008 of the European Parliament and of the Council of 20 February 2008. All law on civil aviation passed by the EU and subsequently adopted by the Joint Committee, established in the above mentioned agreement, is applicable in Switzerland.

1.2 Purpose

1.2.1 The purpose of these Implementation Procedures is to define the civil aeronautical products and articles eligible for import into the United States and Switzerland (See *Section II - Scope*), and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products and articles. These Implementation Procedures reference the FAA-EASA Technical Implementation Procedures (TIP) for Airworthiness and Environmental Certification in effect under the Agreement between the Government of the United States of America and the European Union on Cooperation in the Regulation of Civil Aviation Safety. These Implementation Procedures reference the FAA-EASA TIP for procedures related to design approvals, export approvals, and technical assistance between the FAA and FOCA. These Implementation Procedures take precedent over the FAA-EASA TIP. Adherence to the procedures in the TIP as of the date of the signature of these Implementation Procedures shall apply when EASA is fulfilling its role as FOCA's technical agent. Amended versions of the FAA-EASA TIP shall become

applicable for the purpose of these Implementation Procedures subject to prior agreement between the FAA and FOCA.

1.2.2 Products and articles for which Switzerland is the State of Design but are not under EASA's authority to approve will be addressed on a case-by-case basis between the FAA and FOCA until specific procedures are made effective in these Implementation Procedures. In general, Annex II aircraft fall into this category.

1.3 Principles

These Implementation Procedures are based on a high degree of mutual confidence in the FAA's and FOCA's technical competence and ability to perform regulatory functions within the scope of these Implementation Procedures. The FAA and FOCA, when acting as the authority for the importing State, will rely to the maximum extent possible on the approvals made by the other authority, as if they were made with its own applicable laws, regulations, and requirements. When a finding is made by one authority in accordance with the laws and regulations of the other authority and 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 each other's certification system to ensure that the airworthiness requirements of the validating authority are satisfied.

1.3.1 The FAA and FOCA agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language. The authority will ensure that any translated documents will have the same legal interpretation as the original documents.

1.3.2 The FAA and FOCA mutually recognize each other's delegation and designee systems as part of their aircraft certification systems.

1.3.2.1 Findings made in accordance with these Implementation Procedures through these systems are given the same validity as those made directly by the FAA or FOCA.

1.3.2.2 The FAA and FOCA understand there may be occasional situations where, upon prior notification to the other authority, either authority may interact directly with an individual designee of the other country. Unless otherwise agreed for specific projects, the FAA or FOCA shall not routinely notify the other of designee or organization activities in advance of designees or representatives of approved organizations traveling to the United States or Switzerland to make findings of compliance and/or to perform conformity inspections.

1.4 Changes in the Authority Aircraft Certification Systems

1.4.1 These Implementation Procedures are based upon sufficiently similar aircraft certification systems being in place at the time of signing. Therefore, the FAA and FOCA will keep each other informed of significant changes within those systems, such as:

(a) Statutory responsibilities;

(b) Organizational structure (e.g., key personnel, management structure, technical training, office location);

(c) Significant revisions to airworthiness, certification, and environmental standards and procedures;

(d) Production quality system oversight, including oversight of out-of-country production of products and articles; or

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

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

1.5 Authority Meetings

The FAA and FOCA agree to meet, through management meetings, as necessary, to review these Implementation Procedures and ensure their continued validity. The frequency of these meetings will be mutually agreed upon by both authorities, and will depend on the number and significance of the issues to be discussed between the authorities. Every effort should be made to alternate the location of these meetings between the U.S. and Switzerland.

1.6 Applicable National Requirements, Procedures, and Guidance Material

1.6.1 The FAA's standards for aircraft airworthiness and environmental certification include, but are not limited to, Title 14 of the Code of Federal Regulations (14 CFR), parts 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, and 36. The FAA also uses European Aviation Safety Agency (EASA) Certification Specifications (CS)-22, CS-VLA (Very Light Aircraft), Joint Aviation Requirements (JAR)-22, and JAR-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Airworthiness Directives, Orders, Notices, and Policy Memoranda.

1.6.2 The FOCA's standards for aircraft airworthiness and environmental certification are contained in the relevant departmental ordinances. Guidance material and policy are contained in Technische Mitteilungen (TMs), the FOCA Management System and Procedures. The FOCA standards incorporate, by reference, EASA requirements for aircraft airworthiness and environmental certification as called out in European Commission regulations and EASA Certification Specifications, Acceptable Means of Compliance (AMC), and Guidance Material.

1.7 Technical Consultations

The FAA and FOCA agree to consult as necessary to provide input when requested on technical issues and resolve technical disagreements. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.

1.8 Interpretations and Resolution of Conflicts between FAA and FOCA

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

1.8.2 The FAA and FOCA agree to resolve issues through consultation or any other mutual agreed-upon means. Every effort should be made to resolve issues at the working staff level before elevating issues through the responsible management hierarchy

1.9 Notification of Investigation or Enforcement Action

1.9.1 The FAA and FOCA will, when relevant, notify each other promptly of any investigation and subsequent closure action for a non-compliance that falls within the scope of these Implementation Procedures. The notification will be sent to the other authority's point of contact identified in Appendix A to these Implementation Procedures.

1.9.2 The FAA and FOCA each retain the right to take enforcement action, including enforcement against their respective production approval holder when such action is related to the initial or continued airworthiness of an exported product

1.9.3 The FAA and FOCA agree, when relevant, to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violations of FOCA or FAA laws or regulations. Both authorities will cooperate in sharing information needed for any investigation or enforcement action including its closure.

1.10 Revisions, Amendments, and Points of Contact

1.10.1 The designated focal points for these Implementation Procedures are:

1.10.1.1 For the FAA: Aircraft Certification Service International Division (AIR-400);

1.10.1.2 For FOCA: Federal Office of Civil Aviation, Legal and International Affairs Section.

1.10.2 Contact information for the identified offices is listed in Appendix A.

1.10.3 These Implementation Procedures may be amended by mutual consent of the FAA and FOCA. Such amendments will be made effective by signature of the duly authorized representatives of the FAA and FOCA.

1.10.4 Minor revisions and administrative/editorial changes to these procedures may be made by the focal points after mutual consultation.

1.11 Entry into Force and Termination

These Implementation Procedures will enter into force upon signature and will remain in force until terminated by either party. In accordance with Article V of the BASA Executive Agreement, dated September 26, 1996, either the FAA or FOCA may terminate these Implementation Procedures upon receipt of sixty (60) days written notice by the other party. Termination will take effect at the expiry of the sixty days and will not affect the

validity of activities conducted under these Implementation Procedures prior to termination. These Implementation Procedures shall remain in effect contingent upon the Annex of the Agreement of 1999 between the European Community and the Swiss Confederation on Air Transport and the Technical Implementation Procedures for Airworthiness and Environmental Certification between the FAA of the United States of America and EASA of the European Union remaining in effect.

1.12 Definitions

For the purpose of these Implementation Procedures, the following definitions are provided. Additional definitions can be found in Article II of the BASA Executive Agreement.

1.12.1 "Airworthiness Approval" means a document issued by the FAA or FOCA for an aircraft, aircraft engine, propeller, or article which certifies that the aircraft, aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation.

1.12.2 "Airworthiness Directives (AD)" means legally enforceable rules issued by the FAA in accordance with 14 CFR part 39, or legally enforceable rules issued by EASA in accordance with Commission Regulation 748/2012 21A.3B

1.12.3 "Airworthiness Standards" means regulations governing the design and performance of civil aeronautical products and articles.

1.12.4 "Annex II Aircraft" means aircraft excluded from the remit of the European Union by Annex II of Regulation (EC) No 216/2008 of 20/02/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/E.

1.12.5 "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.

1.12.6 "Article" means a material, part, component, process, or appliance.

1.12.7 "Certificating Civil Aviation Authority" or "Certificating Authority" means the organization within the State of Design or State of Manufacture, charged by the laws of the State, to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles.

1.12.8 "Civil Aeronautical Product" or "Product" means each civil aircraft, aircraft engine, or propeller.

1.12.9 "Commuter Category Airplane" means a multiengine airplane that has a seating configuration, excluding pilot seats, of 19 or less, and a maximum certificated takeoff weight of 19,000 pounds or less. The commuter category operation is limited to any maneuver incident to normal flying, stalls (except whip stalls), and steep turns, in which the angle of bank is not more than 60 degrees.

1.12.10 "Design Approval" means a type certificate (including amended and supplemental type certificates) or the approved design under a PMA, TSO authorization, letter of TSO design approval, or other approved design.

1.12.11 "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.

1.12.12 "Environmental Standards" means regulations governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.

1.12.13 "Export" means the process by which a product or article is released from a civil aviation authority's regulatory system for subsequent use in another civil aviation authority's regulatory system.

1.12.14 "Finding" means a determination of compliance or non-compliance as the result of a civil aviation authority's review, investigation, inspection, test, and/or analysis.

1.12.15 "Import" means the process by which a product or article is accepted into a civil aviation authority's regulatory system for subsequent use in that civil aviation authority's regulatory system.

1.12.16 "Licensing Agreement" means a commercial agreement between a design approval holder and a production approval holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or article.

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

1.12.18 "Multi-National Consortium" means a group of manufacturers from multiple countries who have agreed to form a single company for the production of a particular product.

1.12.19 "New Aircraft" means an aircraft that is still owned by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or time sharing arrangement, and the aircraft has not been used in any pilot school and/or other commercial operation.

1.12.20 "Normal Category Airplane" means an airplane that has a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and is intended for nonacrobatic operation. Nonacrobatic operation includes:

(a) Any maneuver incident to normal flying;

(b) Stalls (except whip stalls); and

(c) Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60 degrees.

1.12.21 "Parts Manufacturer Approval (PMA)" means a combined design and production approval issued for modification and replacement articles. It allows a manufacturer to produce and sell these articles for installation on type certificated products.

1.12.22 "Person" means an individual, firm, partnership, corporation, company, association, joint stock association, or government entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.

1.12.23 "Priority Part" means each part or assembly in an FAA or EASA approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.

1.12.24 "Product" see 1.12.8, "Civil Aeronautical Product."

1.12.25 "Production Approval" means a document issued by the FAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take a form of a production certificate, a PMA, or a TSO authorization.

1.12.26 "Production Quality System" means a systematic process which meets the requirements of the authority for the State of Manufacture and ensures that products and articles will conform to the approved design and will be in a condition for safe operation.

1.12.27 "Rebuilt Engine" means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested by the production approval holder in accordance with 14 CFR part 43.

1.12.28 "Restricted Category Aircraft" means an aircraft that meets the airworthiness requirements for special purpose operations if it shows compliance with the applicable noise requirements, shows no feature or characteristic that makes it unsafe when it is operated under the limitations prescribed for its intended use, and/or is the type that has been manufactured in accordance with the requirements of and accepted for use by, an Armed Force of the United States and has been later modified for a special purpose.

1.12.29 "Standard Part" means a part that is manufactured in complete compliance with an established government or industry-accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to product and conform the part, and must be published so that any person or organization may manufacture the part.

1.12.30 "State of Design" means the State or territory having jurisdiction over the authority responsible for the type design and continued airworthiness of the product or article.

1.12.31 "State of Manufacture" means the State or territory having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.

1.12.32 "Supplier" means any person or organization at any tier contracted to furnish engines, propellers, articles, or services.

1.12.33 "Technical Standard Order (TSO)" means a minimum performance standard used to evaluate an article. Each TSO covers a certain type of article. When authorized to manufacture an article to a TSO standard, this is referred to as a TSO Authorization.

1.12.34 "Technical Standard Order Authorization (TSOA)" means a design and production approval issued to the manufacturer of an article that has been found to meet a specific TSO. A TSOA is not an approval to install and use the article in the aircraft. It means that the article meets the specific TSO and the applicant is authorized to manufacture it.

1.12.35 "Used Aircraft" means each aircraft that is not a new aircraft, as defined in paragraph 1.12.19 above.

1.12.36 "Utility Category Airplane" means an airplane limited to a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and is intended for limited acrobatic operation. Airplanes certificated in the utility category may be used in any of the operations covered under paragraph (a) of this section and in limited acrobatic operations. Limited acrobatic operation includes:

(a) Spins (if approved for the particular type of airplane); and

(b) Lazy eights, chandelles, and steep turns, or similar maneuvers, in which the angle of bank is more than 60 degrees but not more than 90 degrees.

1.12.37 "Validating Civil Aviation Authority" or "Validating Authority" means the organization within the importing State, charged by the laws of the importing State, with regulating the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

2.1 General

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

2.1.1 Airworthiness Certification

These Implementation Procedures apply to such aircraft type designs to be type certificated by the FAA and EASA (FOCA's Technical Agent) for standard category airworthiness certification.

2.1.1.1 The FAA and EASA do not normally issue design approvals for products or articles manufactured outside their regulatory jurisdiction unless there is a demonstrated U.S. or Switzerland interest, as the importing State, in issuing the approval.

2.1.1.2 For the FAA, standard airworthiness certificates are issued in the normal, utility, acrobatic, commuter, and transport categories of aircraft, as well as for manned-free balloons and special classes of aircraft which include airships, very light airplanes (VLA), gliders, and other non-conventional aircraft.

2.1.1.3 For FOCA, standard airworthiness certificates are issued in the normal, utility, aerobatic, commuter, transport, and large categories of aircraft, as well as for balloons and special classes of aircraft which include airships, very light aeroplanes, sailplanes, and other non-conventional aircraft.

2.1.1.4 Aircraft for which a special airworthiness certificate is issued by the FAA or FOCA will be dealt with on a case-by-case basis through the special arrangements provision in Section IX of this document.

2.2 Products, Articles, and Associated Approvals Accepted for Import by Switzerland under these Implementation Procedures

2.2.1 FOCA Acceptance of FAA Export Certificates of Airworthiness for the Following Products:

2.2.1.1 Aircraft that Conform to a Type Design Approved Under an EASA Type Certificate Including:

(a) New and used aircraft of the classes and categories listed in Table 1 of these Implementing Procedures for which the U.S. is the State of Design;

(b) New and used aircraft for the classes and categories listed in Table 2 of these Implementing Procedures for which Switzerland is the State of Design; and

(c) New and used aircraft for which a third country is the State of Design, when that third country has a bilateral agreement/arrangement with both the U.S. and Switzerland covering the same class of products and if the conditions of paragraph 5.1.10(a)(1)(i)-(v) of the FAA-EASA TIP Revision 4 (dated September 22, 2014) have been met.

Note: Acceptance of aircraft manufactured in a country or territory other than its State of Design requires either the development of a Special Arrangement per Section VI and IX of these Implementation Procedures or FOCA review and acceptance of an existing arrangement established between the State of Design and State of Manufacture. This applies to paragraphs 2.2.1.1(a), (b), and (c).

2.2.2 FOCA Acceptance of FAA Authorized Release Certificates for the Following Engines, Propellers, and Articles:

2.2.2.1 Engines and Propellers that Conform to a Type Design Approved Under an EASA Type Certificate Including:

(a) New, rebuilt, and overhauled aircraft engines for which the U.S. is the State of Design;

(b) New aircraft engines manufactured in the U.S. for which a third country is the State of Design, when that third country has a bilateral agreement/arrangement with both the U.S. and Switzerland covering engines;

(c) New propellers for which the U.S. is the State of Design; and

(d) New propellers manufactured in the U.S. for which a third country is the State of Design, when that third country has a bilateral agreement/arrangement with both the U.S. and Switzerland covering propellers.

Note: Acceptance of products manufactured in a country or territory other than its State of Design requires either the development of a Special Arrangement per Section VI and IX of these Implementation Procedures or FOCA review and acceptance of an existing arrangement established between the State of Design and State of Manufacture. This applies to paragraphs 2.2.2.1(a), (b), (c), and (d).

2.2.2.2 Articles that Conform to an EASA Design Approval Including:

(a) New TSO articles;

(b) New replacement and modification parts that conform to EASA approved design data and that are eligible for installation in a product or article which has been granted an EASA design approval, as follows:

(1) Replacement parts manufactured by the original Production Approval Holder for all products and articles, regardless of the State of Design, and

(2) Modification parts manufactured by the original Production Approval Holder for all products and articles, regardless of the State of Design; and

(c) New Parts Manufacturer Approval (PMA) parts.

2.2.3 FOCA Acceptance of Standard Parts

FOCA will accept Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established Swiss, European or U.S. industry or government specifications.

2.2.4 FOCA Acceptance of the Following FAA Design Approvals as the Basis for EASA Design Approval:

(a) TCs for products for which the U.S. is the State of Design;

(b) FAA TSOAs; and

(c) FAA PMAs.

2.2.5 FOCA Acceptance of the Following FAA-Approved Design Changes as the Basis for EASA Design Approval:

(a) Amended TCs for products for which the U.S. is the State of Design;

(b) Supplemental Type Certificates (STC) or Amended STCs for products that have been issued both an FAA and EASA type design approval and the product is of:

(1) U.S. State of Design,

(2) Switzerland State of Design, or

(3) A third country State of Design; and

(c) Other FAA-approved design changes as identified in paragraph 4.1 of these Implementation Procedures for products and articles for which the U.S. is the State of Design.

2.2.6 FOCA Acceptance of the Following FAA-Approved Design Data:

FAA-approved design data used in the support of repairs as identified in paragraph 4.1 of these Implementation Procedures for products and articles of:

(a) U.S. State of Design,

(b) Switzerland State of Design, or

(c) A third country State of Design, when both the FAA and EASA have issued a type design approval for the product.

2.2.7 FOCA May Accept FAA Findings for Environmental Requirements, as identified in paragraph 3.1 of these Implementation Procedures, as the Basis for FOCA Compliance Findings:

(a) Noise certification requirements under 14 CFR part 36 for subsonic transport category large airplanes and subsonic turbojet powered airplanes;

(b) Noise certification requirements under 14 CFR part 36 for propeller-driven small airplanes and propeller-driven commuter category airplanes;

(c) Noise certification requirements under 14 CFR part 36 for helicopters; and

(d) Fuel venting and exhaust emissions certification requirements under 14 CFR part 34 for turbine powered airplanes.

2.3 Products, Articles, and Associated Approvals Accepted for Import by the U.S. under these Implementation Procedures.

2.3.1 FAA Acceptance of EASA Export Certificates of Airworthiness issued by FOCA or FOCA Export Certificates of Airworthiness issued before June 11, 2015 for the Following Products:

2.3.1.1 Aircraft that Conform to a Type Design Approved Under an FAA Type Certificate including:

(a) New and used aircraft of the classes and categories listed in Table 2 of these Implementing Procedures for which Switzerland is the State of Design;

(b) New and used aircraft for the classes and categories listed in Table 1 of these Implementing Procedures for which the U.S. is the State of Design; and

(c) New and used aircraft for which a third country is the State of Design, when that third country has a bilateral agreement/arrangement with both the U.S. and Switzerland covering the same class of products and if the conditions of paragraph 5.1.9(a)(1)(i)-(v) of the FAA-EASA TIP Revision 4 (dated September 22, 2014) have been met..

Note: Acceptance of aircraft manufactured in a country or territory other than its State of Design requires either the development of a Special Arrangement per Section IX of these Implementation Procedures or FAA review and acceptance of an existing arrangement established between the State of Design and State of Manufacture.

2.3.2 FAA Acceptance of EASA Authorized Release Certificates issued by FOCA for the Following Products and Articles:

2.3.2.1 Engines and Propellers that Conform to a Type Design Approved Under an FAA Type Certificate including:

(a) New aircraft engines; and

(b) New propellers.

Note: Acceptance of products manufactured in a country or territory other than its State of Design requires either the development of a Special Arrangement per Section IX of these Implementation Procedures or FAA review and acceptance of an existing arrangement established between the State of Design and State of Manufacture.

2.3.2.2 Articles that Conform to an FAA Design Approval Including:

(a) New TSO articles; and

(b) New replacement and modification parts that conform to an FAA approved design data and that are eligible for installation in a product or article which has been granted a FAA design approval, as follows:

(1) Replacement parts for all products and articles, regardless of the State of Design; and

(2) Modification parts for all products and articles, regardless of the State of Design.

2.3.3 FAA Acceptance of Standard Parts

FAA will accept Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established Swiss, European or U.S. industry or government specifications.

2.3.4 FAA Acceptance of the Following EASA Design Approvals as the Basis for FAA Design Approval:

(a) TCs for the classes and categories listed in Table 2 of these Implementing Procedures for which Switzerland is the State of Design; and

(b) EASA European TSO Authorizations (ETSOA).

2.3.5 FAA Acceptance of the Following EASA-Approved Design Changes as the Basis for FAA Design Change Approval:

(a) Amended TCs for the classes and categories listed in Table 2 of these Implementing Procedures for which Switzerland is the State of Design;

(b) STCs and Amended STCs for which Switzerland, a European Union member State, or the United States is the State of Design for products that have been issued both an EASA and FAA type design approval and the product is of:

(1) Switzerland State of Design,

(2) U.S. State of Design, or

(3) A third country State of Design; and

(c) Other EASA-approved design changes for which Switzerland, a European Union member State, or the United States is the State of Design as identified in paragraph 4.1 of these Implementing Procedures for products and articles for which Switzerland is the State of Design.

2.3.6 FAA Acceptance of the Following EASA-Approved Design Data:

EASA-approved design data used in support of repairs as identified in paragraph 4.1 of these Implementing Procedures, for products and articles of:

(a) Switzerland. State of Design,

(b) U.S. State of Design, or

(c) A third country State of Design, when both EASA and the FAA have issued a type design approval for the product.

2.3.7 FAA May Accept EASA Findings for Environmental Requirements as identified in paragraph 3.1 of these Implementation Procedures as the Basis for FAA Compliance Findings:

(a) Noise certification requirements under Annex 16, Volume I (Environmental Protection) of the Convention on International Civil Aviation done at Chicago on 7 December 1944 (Chicago Convention) for subsonic transport category large airplanes and subsonic turbojet powered airplanes;

(b) Noise certification requirements under ICAO Annex 16, Volume I to the Chicago Convention for propeller-driven small airplanes and propeller-driven commuter category airplanes;

(c) Noise certification requirements under ICAO Annex 16, Volume I to the Chicago Convention for helicopters; and

(d) Fuel venting and exhaust emissions certification requirements under ICAO Annex 16, Volume II to the Chicago Convention for turbine powered airplanes.

2.4 Provisions for Technical Assistance

The types of technical assistance activities within the scope of these Implementing Procedures between the FAA and FOCA are specified in Section VIII.

2.5 Provisions for Special Arrangements

These Implementation Procedures provide for designated officials within the FAA and FOCA to make special arrangements -- with respect to design approval, production activities, export airworthiness approval, post design approval, or technical assistance -- in unique situations which have not been specifically addressed in these Implementation Procedures, but which are anticipated by the BASA Executive Agreement.

2.6 Summary Tables

The following tables summarize the design approvals and new products and articles designed and manufactured in the U.S. or Switzerland that are eligible for import under these Implementation Procedures. These tables do not show third country State of Design products eligible for import.

Table 1: Summary of U.S. State of Design Products and Articles Eligible for Export to Switzerland

<table>
<tr><th rowspan="2">Product/Article Type</th><th colspan="2" rowspan="2">Import Eligible Designs & Design Changes</th><th rowspan="2">14 CFR Ref.</th><th colspan="2">Design Approval Type</th><th rowspan="2">Export Record</th></tr>
<tr><th>FAA</th><th>EASA</th></tr>
<tr><td><u>PRODUCTS</u></td><td>TC</td><td>STC</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Normal Airplanes</td><td>✔</td><td>✔</td><td rowspan="4">Part 23</td><td rowspan="11">FAA TC or STC</td><td rowspan="11">Validated EASA TC or STC</td><td rowspan="15">FAA Form 8130-4</td></tr>
<tr><td>Utility Airplanes</td><td>✔</td><td>✔</td></tr>
<tr><td>Acrobatic Airplanes</td><td>✔</td><td>✔</td></tr>
<tr><td>Commuter Airplanes</td><td>✔</td><td>✔</td></tr>
<tr><td>Transport Airplanes</td><td>✔</td><td>✔</td><td>Part 25</td></tr>
<tr><td>Normal Rotorcraft</td><td>✔</td><td>✔</td><td>Part 27</td></tr>
<tr><td>Transport Rotorcraft</td><td>✔</td><td>✔</td><td>Part 29</td></tr>
<tr><td>Airships</td><td>✔</td><td>✔</td><td rowspan="4">Part 21</td></tr>
<tr><td>Very Light Aircraft</td><td>✔</td><td>✔</td></tr>
<tr><td>Gliders</td><td>✔</td><td>✔</td></tr>
<tr><td>Powered Lift</td><td>✔</td><td>✔</td></tr>
<tr><td>Manned Free Balloons</td><td>✔</td><td>✔</td><td>Part 31</td></tr>
<tr><td>Primary</td><td>*</td><td>*</td><td rowspan="3">Part 21</td><td colspan="2" rowspan="3">*Import Requires Special Arrangement</td></tr>
<tr><td>Restricted</td><td>*</td><td>*</td></tr>
<tr><td>Surplus Military</td><td>*</td><td>*</td></tr>
<tr><td>Engines (New)</td><td>✔</td><td>✔</td><td rowspan="3">Part 33</td><td rowspan="4">FAA TC or STC</td><td rowspan="4">Validated EASA TC or STC</td><td rowspan="4">FAA Form 8130-3</td></tr>
<tr><td>Engines (Rebuilt)</td><td>✔</td><td>[RES]</td></tr>
<tr><td>Engines (Overhauled)</td><td>[RES]</td><td>[RES]</td></tr>
<tr><td>Propellers</td><td>✔</td><td>✔</td><td>Part 35</td></tr>
<tr><td><u>ARTICLES</u></td><td colspan="2"></td><td></td><td></td><td></td><td></td></tr>
<tr><td>TSO</td><td colspan="2">✔</td><td rowspan="4">Part 21</td><td>TSOA</td><td>ETSOA</td><td rowspan="3">FAA Form 8130-3</td></tr>
<tr><td>PMA</td><td colspan="2">✔</td><td>Original Approval</td><td>Original Approval</td></tr>
<tr><td>Replacement and Modification Parts [1]</td><td colspan="2">✔</td><td>Original Approval</td><td>Original Approval</td></tr>
<tr><td>Standard Parts</td><td colspan="2">✔</td><td>None</td><td>None</td><td>No FAA Form</td></tr>
</table>

Note 1: Replacement and Modification Parts for the above airplanes, rotorcraft, balloons, engines, propellers, special class aircraft, & articles.

Table 2: Summary of Switzerland State of Design Products and Articles Eligible for Export to the U.S.

<table>
<tr><th rowspan="2">Product/Article Type</th><th colspan="2" rowspan="2">Import Eligible Designs & Design Changes</th><th rowspan="2">EASA CS</th><th colspan="2">Design Approval Type</th><th rowspan="2">Export Record</th></tr>
<tr><th>EASA</th><th>FAA</th></tr>
<tr><td><u>PRODUCTS</u></td><td>TC</td><td>STC</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Normal Airplanes</td><td>✔</td><td>✔</td><td rowspan="4">CS-23</td><td rowspan="12">EASA TC or STC</td><td rowspan="12">Validated TC or STC</td><td rowspan="17">EASA Form 27</td></tr>
<tr><td>Utility Airplanes</td><td>✔</td><td>✔</td></tr>
<tr><td>Aerobatic Airplanes</td><td>✔</td><td>✔</td></tr>
<tr><td>Commuter Airplanes</td><td>✔</td><td>✔</td></tr>
<tr><td>Large Airplanes</td><td>✔</td><td>✔</td><td>CS-25</td></tr>
<tr><td>Normal Rotorcraft</td><td>✔</td><td>✔</td><td>CS-27</td></tr>
<tr><td>Transport Rotorcraft</td><td>✔</td><td>✔</td><td>CS-29</td></tr>
<tr><td>Airships</td><td>✔</td><td>✔</td><td>CS-30/ 31HA</td></tr>
<tr><td>Very Light Aircraft</td><td>✔</td><td>✔</td><td>CS-VLA/ VLR</td></tr>
<tr><td>Gliders</td><td>✔</td><td>✔</td><td>CS-22</td></tr>
<tr><td>Powered Lift</td><td>✔</td><td>✔</td><td>N/A</td></tr>
<tr><td>Balloons</td><td>✔</td><td>✔</td><td>CS-31HB</td></tr>
<tr><td>Primary</td><td>*</td><td>*</td><td rowspan="3">N/A</td><td colspan="3" rowspan="3">*Import Requires Special Arrangement</td></tr>
<tr><td>Restricted</td><td>*</td><td>*</td></tr>
<tr><td>Surplus Military</td><td>*</td><td>*</td></tr>
<tr><td>Engines (New)</td><td>✔</td><td>✔</td><td>CS-E</td><td>EASA TC or STC</td><td>Validated TC or STC</td><td>EASA Form 1</td></tr>
<tr><td>Engines (Rebuilt)</td><td>[RES]</td><td>[RES]</td><td rowspan="2">N/A</td><td rowspan="3">N/A</td><td rowspan="3">N/A</td><td rowspan="3">N/A</td></tr>
<tr><td>Engines (Overhauled)</td><td>[RES]</td><td>[RES]</td></tr>
<tr><td>Propellers</td><td>✔</td><td>✔</td><td>CS-P</td></tr>
<tr><td><u>ARTICLES</u></td><td colspan="2"></td><td></td><td></td><td></td><td></td></tr>
<tr><td>TSO</td><td colspan="2">✔</td><td>CS-ETSO</td><td>ETSOA</td><td>LODA</td><td>EASA Form 1</td></tr>
<tr><td>PMA</td><td colspan="2">[RES]</td><td>[RES]</td><td>N/A</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Replacement and Modification Parts[1]</td><td colspan="2">✔</td><td rowspan="2">N/A</td><td>Original Approval</td><td>Original Approval</td><td>EASA Form 1</td></tr>
<tr><td>Standard Parts</td><td colspan="2">✔</td><td>None</td><td>None</td><td>No EASA Form</td></tr>
</table>

SECTION III DESIGN APPROVAL PROCEDURES

3.1 For all FAA and FOCA working procedures associated with design approvals, the provisions of Section II in the Technical Implementation Procedures for Airworthiness and Environmental Certification between the FAA and EASA under the United States / European Union Aviation Safety Agreement shall apply.

SECTION IV POST DESIGN APPROVAL PROCEDURES

4.1 For all FAA and FOCA working procedures associated with post-design approvals, the provisions of Section III in the Technical Implementation Procedures for Airworthiness and Environmental Certification between the FAA and EASA under the United States / European Union Aviation Safety Agreement shall apply.

SECTION V ADMINISTRATION OF DESIGN APPROVALS

5.1 For all FAA and FOCA working procedures associated with administration of design approvals, the provisions of Section IV in the Technical Implementation Procedures for Airworthiness and Environmental Certification between the FAA and EASA under the United States / European Union Aviation Safety Agreement shall apply.

SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES

6.1 Production Quality System

6.1.1 All products and articles exported to the U.S. or Switzerland under the provisions of these Implementation Procedures will be produced in accordance with a production quality system, which ensures conformity to the approved design of the validating authority and ensures that completed products and articles are in a condition for safe operation. This production quality system covers the manufacture of products and articles within and outside of the State of Export. When these production activities occur outside of the State of Export, the associated products or articles will be considered as manufactured in the exporting State.

6.2 Surveillance of Production Approval Holders

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

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

6.2.3 The FAA's production approval holder and supplier surveillance programs are described in FAA Order 8120.23.

6.2.4 FOCA's production approval holder and supplier surveillance programs are described in Commission Regulation 748/2012, Section B, Subparts F and G.

6.3 Extensions of Production Approvals

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

6.3.2 The FAA is responsible for surveillance and oversight of U.S. production approval holders located in Switzerland. Routine surveillance and oversight may be performed by Switzerland on behalf of the FAA through the provisions of Section VIII. Switzerland is responsible for surveillance and oversight of FOCA

production approval holders located in the United States. Routine surveillance and oversight may be performed by the FAA on behalf of FOCA through the provisions of Section VIII.

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

6.4 Production Approvals Based on Licensing Agreement

6.4.1 The FAA and FOCA recognize that some business relationships may result in the licensing of data for products or articles designed under one authority's jurisdiction and manufactured under the other authority's jurisdiction. In such cases, the FAA and FOCA will work together to develop an arrangement defining their regulatory responsibilities to ensure accountability under ICAO Annex 8 to the Chicago Convention. Such special arrangements will address the continued airworthiness responsibilities of the State of Design and the State of Manufacture and will be documented in accordance with Section IX of these Implementation Procedures.

6.4.2 For products, either the FAA or FOCA may grant a production approval in their respective country based on design data obtained through a licensing agreement (i.e., licensing the rights to use the design data) with the design approval holder in the other country. In this case, the authority granting that production approval will ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each product conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes will be submitted to the type design holder who will obtain approval from its authority using normal procedures. These production approvals based on a licensing agreement will be addressed on a case-by-case basis under the Special Arrangements provision of Section IX of these Implementation Procedures.

6.4.3 For parts, either the FAA or FOCA may grant a production approval in their respective country based on design data obtained through a licensing agreement (i.e., licensing the rights to use the design data) with the design approval holder in the other country. In this case, the authority granting that production approval will ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each part conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes will be submitted to the design approval holder who will obtain approval from its authority using normal procedures.

6.5 Supplier Surveillance – Outside the Exporting Country

6.5.1 The authority for the State of Manufacture will include in its regulatory surveillance and oversight programs a means of surveilling persons/suppliers located outside the exporting country. This.surveillance and oversight will be equivalent to the program for domestic suppliers. This surveillance activity will assist the authorities in determining conformity to an approved design and if parts are safe for installation on type certificated products.

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

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

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

6.6 Multi-National Consortia

6.6.1 Approvals may be issued to multi-national consortia for the design and production of products and/or articles in either the U.S. or Switzerland. These consortia must clearly define one State of Design and one State of Manufacturer for the purposes of regulatory accountability. There may be domestic and international suppliers to the approval holder(s) that produce parts for use in the final product to be exported.

6.6.2 The FAA and FOCA will 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 certificating authority will use its regulatory surveillance and oversight programs to best enable it to determine that consortia suppliers are producing parts that conform to the approved design and are in a condition for safe operation.

SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES

7.1 For all FAA and FOCA working procedures associated with export airworthiness certification, the provisions of Section V in the Technical Implementation Procedures for Airworthiness and Environmental Certification between the FAA and EASA under the United States / European Union Aviation Safety Agreement shall apply.

SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

8.1 For all FAA and FOCA working procedures associated with technical assistance, the provisions in Section VI of the Technical Implementation Procedures for Airworthiness and Environmental Certification between the FAA and EASA under the United States / European Union Aviation Safety Agreement shall apply.

SECTION IX SPECIAL ARRANGEMENTS

9.1 General

9.1.1 Urgent or unique situations may develop that have not been specifically addressed in these Implementation Procedures but are within the scope of the BASA. If an urgent or unique situation arises, it will be reviewed by the respective FAA Aircraft Certification Service Director and FOCA Director of Airworthiness Division, and a procedure will be developed to address the situation. The procedure will be mutually agreed upon by the FAA and FOCA in a separate working procedure. If it is apparent that the situation is unique, with little possibility of repetition, then the working procedure will be of limited duration. If, however the situation anticipates new technology or management developments that could lead to further repetitions, these Implementation Procedures will be revised accordingly by the FAA and FOCA.

9.1.2 It should be noted, when the unique or urgent situation falls within the responsibility of an FAA Aircraft Certification Service Directorate Manager, the Manager will be responsible for developing the necessary procedures with FOCA.

9.1.3 Working arrangements shall be maintained and controlled by the focal points listed in Appendix A of these Implementation Procedures.

SECTION X. AUTHORITY

10.1 General

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

Federal Aviation Administration	Federal Office of Civil Aviation
Department Of Transportation	Switzerland
United States Of America	
By	By
DORENDA D. BAKER	CHRISTIAN HEGNER
Title Director Aircraft Certification Service	Title Vice Director Safety Division - Aircraft
Date 09/02/2015	Date 09/02/2015

APPENDIX A ADDRESSES

List of Addresses for FOCA, FAA, and EASA

The designated focal point offices for these Implementation Procedures are:

For the FAA:

International Division (AIR-400)
Aircraft Certification Service
Federal Aviation Administration
c/o Wilbur Wright Building, Room 600W
800 Independence Avenue, SW
Washington, DC 20591

U.S.A.

Telephone: 1-202-267-1011
Fax: 1-202-493-5144

For FOCA:

Federal Office of Civil Aviation
Legal and International Affairs Section
CH-3003 Bern

Switzerland

Telephone: 41-31-325-75 64
Fax: 41-31-325-93 05

EASA Offices

Mailing Address

European Aviation Safety Agency
Postfach 10 12 53
D-50452 Köln
Germany

Physical Location

European Aviation Safety Agency
Ottoplatz, 1
D-50679 Köln
Germany

FOCA/EASA Contact Point for Applications

E-mail addresses:

- TCs: tc@easa.europa.eu
- STCs: stc@easa.europa.eu
- ETSOAs: etsoa@easa.europa.eu
- Major changes/repair designs: MajorChange-MajorRepair@easa.europa.eu
- Production: Nationale-Projekte@bazl.admin.ch

EASA Contact Point for Airworthiness Directives

- ads@easa.europa.eu

FAA Offices

Key Aircraft Certification Offices for these Implementation Procedures

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

Mailing Address:
Continued Operational Safety
Policy Section, AIR-141
P.O. Box 26460
Oklahoma City, OK 73125

Office Address:
Continued Operational Safety
Policy Section, AIR-141
ARB, Room 304
6500 S. MacArthur Blvd.
Oklahoma City, OK, 73169

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

E-mail: 9-amc-faa-mcai@faa.gov

FAA Contact Point for Article Approval Applications from the European Community

Boston Aircraft Certification Office
ANE-150
12 New England Executive Park
Burlington, MA 01803
Telephone: 1-781-238-7150
Fax: 1-781-238-7170

FAA Contact Point for STC Applications from the European Community

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

FAA Aircraft Certification Service Directorates

Engine and Propeller Directorate, ANE-100
(Applications for Engine TCs should be sent to the Engine Certification Office; applications for propeller TCs should be sent to the Boston Aircraft Certification Office.)
12 New England Executive Park
Burlington, MA 01803
Telephone: 1-781-238-7100
Fax: 1-781-238-7199

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

Rotorcraft Directorate, ASW-100
(Applications should be sent to the Standards Staff, ASW-110)
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
Telephone: 1-817-222-5100
Fax: 1-817-222-5959

Regulatory and policy responsibility for powered lift, normal and transport category rotorcraft.

Small Airplane Directorate, ACE-100
(Applications should be sent to the Project Support Office, ACE-112)
DOT Building
901 Locust
Room 301
Kansas City, MO 64106-2641
Telephone: 1-816-329-4100
Fax: 1-816-329-4106

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.*

Transport Airplane Directorate, ANM-100
(Applications should be sent to the International Branch, ANM-116)
1601 Lind Avenue, SW
Renton, WA 98057-3356
Telephone: 1-425-227-2100
Fax: 1-425-227-1100

Regulatory and policy responsibility for all transport category airplanes.

FAA Headquarters,
FAA Manufacturing Inspection Offices and FAA Aircraft Certification Offices

FAA Headquarters - Aircraft Certification Service

International Division
AIR-400
600 Independence Avenue, SW
Washington, DC 20591
Telephone: 1-202-267-1011
Fax: 1-202-493-5144

Design, Manufacturing and Airworthiness Division
AIR-100
950 L'Enfant Plaza North, S.W.
Washington, DC
20024
Telephone: 1-202-385-6320
Fax: 1-202-385-6475

FAA Headquarters - Environmental Policy and Regulations

Office of Environment and Energy
AEE-001
800 Independence Avenue, SW
Washington, DC 20591
Telephone: 1-202-267-3699
Fax: 1-202-267-5594

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: 1-781-238-7770
Fax: 1-781-238-7898

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
DOT Building
901 Locust
Room 301
Kansas City, MO 64106-2641
Telephone: 1-816-329-4180
Fax: 1-816-329-4157

Transport Airplane Directorate Manufacturing Inspection Office

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

ANM-108
1601 Lind Avenue, SW
Renton, WA 98057-3356
Telephone: 1-425-227-2170
Fax: 1-425-227-1100

FAA Aircraft Certification Offices

Anchorage Aircraft Certification Office
ACE-115N
222 West 8th Avenue, Unit 14, Room 128
Anchorage, AK 99513
Telephone: 1-907-271-2669
Fax: 1-907-271-6365

Atlanta Aircraft Certification Office
ACE-115A
1701 Columbia Ave.
College Park, GA 30337
Telephone: 1-404-474-5500
Fax: 1-404-474-5606

Boston Aircraft Certification Office
ANE-150
12 New England Executive Park
Burlington, MA 01803
Telephone: 1-781-238-7150
Fax: 1-781-238-7170

Chicago Aircraft Certification Office
ACE-115C
2300 East Devon Avenue
Room 107
Des Plaines, IL 60018
Telephone: 1-847-294-7357
Fax: 1-847-294-7834

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

Engine Certification Office
ANE-140
12 New England Executive Park
Burlington, MA 01803
Telephone: 1-781-238-7140
Fax: 1-781-238-7199

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: 1-817-222-5783

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

Los Angeles Aircraft Certification Office
ANM-100L
3960 Paramount Blvd. Suite 100
Lakewood, CA 90712-4137
Telephone: 1-562-627-5200
Fax: 1-562-627-5210

New York Aircraft Certification Office
ANE-170
1600 Stewart Avenue, Suite 410
Westbury, NY 11590
Telephone: 1-516-228-7300
Fax: 1-516-794-5531

Seattle Aircraft Certification Office
ANM-100S
1601 Lind Avenue, SW
Renton, WA 98057-3356
Telephone: 1-425-917-6400
Fax: 1-425-917-6590

Wichita Aircraft Certification Office
ACE-115W
1801 Airport Road
Room 100, Mid-Continent Airport
Wichita, KS 67209
Telephone: 1-316-946-4100
Fax: 1-316-946-4107

APPENDIX B LIST OF REFERENCED DOCUMENTS

FAA Referenced Documents

1. Code of Federal Regulations, Title 14, parts 21-36
2. FAA Order 8120.23, Certificate Management of Production Approval Holders
3. ICAO Annex 8 to the Chicago Convention, Airworthiness of Aircraft

FOCA Referenced Documents

1. Commission Regulation 748/2012
2. ICAO Annex 16 to the Chicago Convention, Environmental Protection