

Addendum to Implementation Procedures for Airworthiness

U.S. Type Certification Criteria between the Federal Aviation Administration (FAA) and Korea Office of Civil Aviation (KOCA)

1. Authorization

This Addendum is prepared in accordance with the requirements of FAA and KOCA Implementation Procedures for Airworthiness (IPA) dated October 28, 2014, Section II.

2. Purpose

The purpose of this MOU is to document part 23 compliance determinations that are retained by the FAA when conducting validation activities on a Republic of Korea (ROK) product eligible for export to the United States (U.S.). ROK product categories affected by this MOU are noted in the IPA Table 2: Summary of ROK State of Design Products and Articles Eligible for Export to the U.S.

3. Areas of Compliance Determinations Retained by the FAA

3.1 Areas not demonstrated

- 3.1.1 Flight into known icing (includes engine inlet icing and foreign object damage)
- 3.1.2 Turbine powered airplane
- 3.1.3 High performance airplane: above 25,000 ft or MD > 0.6M

3.2 Areas where additional demonstration is needed

- 3.2.1 Dynamic seat testing
- 3.2.2 Airborne Electronic Hardware (AEH) - approval Korea State of Design
- 3.2.3 Cooling test
- 3.2.4 Pilot qualitative evaluation during flight test of aircraft handling qualities

3.3 Areas of differences

- 3.3.1 Composite structure - damage tolerance
- 3.3.2 Composite firewall burn testing

3.4 Reserved (resulting from U.S. Environmental Protection Agency requirements)

- 3.4.1 Noise and Emissions. Noise and Emissions are typically retained in bilateral agreements and are under the control of the FAA Office of Environment and Energy (see IPA section 3.5 for respective procedures)

4. The FAA and the KOCA agree to the provisions of this Addendum as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration
Department Of Transportation
United States Of America

Korea Office of Civil Aviation
Ministry of Land, Infrastructure and Transport
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Date

12-5-2014

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12-31-2014