

VALIDATION MANAGEMENT PLAN

FAA Validation Procedures for TCCA Supplemental Type Certificates

Agreement Between

The Federal Aviation Administration

and

Transport Canada Civil Aviation

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1. INTRODUCTION

1.1 AUTHORIZATION

This Management Plan (MP) is established in accordance with Section IX of the Implementation Procedures for Airworthiness (IPA), Revision 1 dated June 5, 2008, as modified through Amendment 1 to Revision 1 dated September 15, 2015. Authorization for the IPA is provided by the Agreement Between the Government of the United States of America and the Government of Canada for Promotion of Aviation Safety, dated June 12, 2000. This agreement is also known as the Bilateral Aviation Safety Agreement (BASA), or “BASA Executive Agreement.”

This MP is applicable to all Transport Canada Civil Aviation (TCCA) Supplemental Type Certificates (STC) intended for validation as it applies to Implementation Procedures Table 2. Upon signature, this MP supersedes and cancels the “Management Plan Between the Federal Aviation Administration and Transport Canada Civil Aviation for Approval of Configuration Deviations to Bombardier Aircraft Completion Supplemental Type Certificates” dated August 17, 2012, and does not affect any action taken in accordance with that management plan.

1.2 PURPOSE

This MP defines the procedures by which the FAA Aircraft Certification Service (AIR) will conduct validation of TCCA STCs. The procedures prescribe a two level-of-involvement process for AIR to conduct a more expedient issuance of FAA STCs for eligible TCCA STCs, based on mutually agreed criteria. While this procedure is presently unilateral, it is intended that both the FAA and TCCA benefit from the experience of this MP to enable establishment of reciprocal procedures in a future revision of the IPA.

2. DEFINITIONS

- 2.1 “Basic Supplemental Type Certificate” means a TCCA STC classification that meets the criteria stipulated in Section 3 of this MP as eligible for FAA validation without FAA technical involvement.
- 2.2 “Non-Basic Supplemental Type Certificate” means a TCCA STC classification that meets the criteria stipulated in Section 3 of this MP as eligible for FAA validation which may require FAA technical involvement.

3. CRITERIA

TCCA shall classify their STC applications as either Basic or Non-Basic in accordance with the criteria stipulated in this Section. The criteria shall apply to TCCA STCs where FAA validation is requested. The Issues Lists identified in Appendix B of this MP are product-specific details that may be considered in preparing the TCCA application for purposes of FAA validation.

3.1 Non-Basic STC Classification

An STC meeting any of the following criteria is generally considered more complex and may require additional FAA technical involvement:

- 3.1.1 Changes that require compliance with a new special condition, finding of equivalent safety, or an exemption to TCCA's certification basis;
- 3.1.2 Changes that revise the certificated envelope such as limitations or operating conditions [e.g., airspeed, Maximum Take Off Weight, operating ceiling, number of passengers, steep approach takeoff and landing, high altitude airfield operations, special purpose operations, etc.];
- 3.1.3 Changes that introduce complex integrated avionics installations and new and novel designs;
- 3.1.4 Changes that affect compliance with any existing additional technical condition;
- 3.1.5 Changes that affect any action mandated by an airworthiness directive issued by the FAA; and
- 3.1.6 Any other design change categorized as Non-Basic by TCCA.

NOTE: An application for design change approval that seeks to add an aircraft make and model to an STC will be classified by TCCA based on the scope of the change using the design change criteria above.

- 3.2 All other STCs that do not meet any of the criteria above are to be classified in the application as Basic STCs.
- 3.3 All changes to STCs, with the exception of those classified as Non-Basic by the criteria in paragraph 3.1 of this MP, will be approved by TCCA in accordance with TCCA's normal procedures, against the certification basis of TCCA and the FAA. In these cases, there will be no application for validation and the FAA will not receive notification of such changes. Where the STC is reissued by TCCA, an application to the FAA will be required.

4. VALIDATION PROCEDURES FOR TCCA STCS

4.1 TCCA PROCEDURES

- 4.1.1 TCCA will clearly identify in their application letter the classification of the STC as either Basic or Non-Basic using the criteria provided above in paragraphs 3.1 and 3.2; and
- 4.1.2 TCCA will submit the STC application and the associated data package to the FAA in accordance with Section III, paragraph 3.2 of the IPA.
- 4.1.3 For changes to a Configuration Definition Record (CDR) document referenced in the TCCA STC, no application to the FAA is required and the following steps apply:
 - (a) For subsequent addition of a unique aircraft completion, the CDR referenced on the STC will be revised to add approved data, which defines a unique configuration. Each CDR revision will apply to only one unique configuration. The revised CDR will be associated with a compliance package consisting of a Master Drawing List, Compliance Checklist that takes into account both TCCA and FAA requirements, and a completed Statement of Compliance Form or equivalent for the unique configuration.

TCCA will retain the documentation associated with the revisions and make it available to the FAA upon request.

- (b) Upon completion and satisfactory review of the proposed CDR revision, TCCA will approve the revised CDR (and associated data). Under this MP, the approval granted by TCCA will also constitute an approval by the FAA.
- (c) The TCCA office that granted the initial STC approval will provide to the FAA regular reporting on a quarterly basis (every three months) as to CDR activities. The reporting will include: the STC number, the aircraft model, serial number affected, CDR revision including description, and document revision numbers.

4.2 FAA PROCEDURES

4.2.1 Processing of Non-Basic STC Applications:

- (a) For Non-Basic STCs, the FAA will review the application data package and conduct validation activities in proportion to the complexity of the TCCA STC in accordance with Section III, paragraph 3.2 of the IPA. The FAA's technical involvement may be limited to those areas or aspects of the design change identified in Section 3.1 of this MP that resulted in a classification of Non-Basic.
- (b) The FAA will issue its corresponding STC upon satisfactory completion of its review of the data package, including the specific area of interest identified in paragraph (a) above.

4.2.2 Processing of Basic STC applications:

After receiving the application package required in Section III, paragraph 3.2 of the IPA and the cover letter identifying the STC application classification as Basic, the FAA will accept TCCA's Basic classification and will issue its corresponding STC without technical review.

4.2.3 When required by 4.1.3 (c), the FAA will oversee CDR revision activity through the review of regular reports and design review meetings/audits.

5. POST VALIDATION CLASSIFICATION AUDIT

- 5.1 AIR will sample Basic STC data packages on a semi-annual basis to review the TCCA assigned classification level to confirm it satisfies the criteria and will report the findings at the annual TCCA/FAA meeting.
- 5.2 AIR will sample Airplane Flight Manual Supplements that were submitted as part of the Basic STC application for technical compliance to the applicable parts of Title 14 of the Code of Federal Regulations on a semi-annual basis and report the findings at the annual TCCA/FAA meeting.

6. CHANGES TO THIS MANAGEMENT PLAN

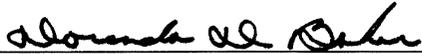
- 6.1 This MP may be amended in writing by the FAA and TCCA upon mutual agreement. The FAA and TCCA agree that amendments are effective upon signatures of their duly authorized representatives.
- 6.2 Either authority will contact the other if it determines that revision or termination of this MP is necessary.
- 6.3 Any disagreement regarding the interpretation or application of this MP will be resolved by consultation between the FAA and TCCA. Every effort should be made to resolve differences at the technical level. Issues that cannot be satisfactorily resolved at the technical level should be expeditiously raised for resolution to the attention of the responsible contact points of the FAA and TCCA identified in Appendix A.

SIGNATURES

The FAA and TCCA agree to the provisions of this management plan as indicated by the signature of their duly authorized representatives.

FEDERAL AVIATION ADMINISTRATION

By



Dorenda D. Baker

Title Director, Aircraft Certification Service

Date March 24, 2016

TRANSPORT CANADA CIVIL AVIATION

By



Jeffrey Phipps

Title Director, Standards

Date April 4, 2016

REFERENCES

- Agreement between the Government of the United States of America and the Government of Canada for Promotion of Aviation Safety dated June 12, 2000 (also known as the Bilateral Aviation Safety Agreement, or “BASA Executive Agreement”).
- Implementation Procedures for Airworthiness (IPA) Covering Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance Between Authorities Under the Agreement between The Government of the United States of America and The Government of Canada for Promotion of Aviation Safety, Revision 1 dated June 5, 2008.
- Amendment 1 to Revision1 of the Implementation Procedures for Airworthiness (IPA), dated September 15, 2015.
- Title 14 of the Code of Federal Regulations, part 21, Certification Procedures for Products and Parts.
- Management Plan Between the Federal Aviation Administration and Transport Canada Civil Aviation for Approval of Configuration Deviations to Bombardier Aircraft Completion Supplemental Type Certificates, dated August 17, 2012.

APPENDIX A POINTS OF CONTACT

For FAA:	For TCCA:
Federal Aviation Administration FAA National Headquarters 800 Independence Ave., SW Washington, DC 20591	Transport Canada Civil Aviation Place de Ville, Tower C 330 Sparks Street Ottawa, Ontario K1A 0N8
Manager, International Division FAA National Headquarters 600 Independence Ave., SW Washington, DC 20597 Tel: 202-267-0951	Chief, Aircraft Certification Standards Standards Branch Place de Ville, Tower C (AARTC) 330 Sparks Street, 4 th Floor Ottawa, Ontario K I A ON5 Tel: 613-990-2738
Engine and Propeller Directorate 1200 District Avenue Burlington, MA 01803 Tel: 781-238-7100	
FAA Manager, New York Aircraft Certification Office (ACO) 1600 Steward Avenue Westbury, NY 11590 Tel: 516-228-7316	

APPENDIX B FAA DIRECTORATES ISSUES LISTS

1. Transport Airplane Directorate Issues List – CFR Part 25 STCs

http://www.faa.gov/aircraft/air_cert/design_approvals/transport/media/rpttailistforpublicweb.pdf

2. Rotorcraft Directorate Significant Project List – CFR Parts 27 and 29 STCs

http://www.faa.gov/aircraft/air_cert/design_approvals/rotorcraft/media/rd_spl.pdf