
IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS

Covering

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

Under the Agreement between
The Government of the United States of America
and

The Government of the Republic of India
For the Promotion of Aviation Safety

November 17, 2011

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IMPLEMENTATION PROCEDURES

for

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

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 Republic of India for the Promotion of Aviation Safety, dated July 18, 2011, also known as the Bilateral Aviation Safety Agreement (BASA), or “BASA Executive Agreement.” In accordance with Article III of the Executive Agreement, the Federal Aviation Administration (FAA) and the Directorate General for Civil Aviation (DGCA) have determined that the aircraft certification systems of each authority for the design approval, production approval, airworthiness certification, and continuing airworthiness of the civil aeronautical products and articles as identified in this document, are sufficiently similar in structure and performance to support these Implementation Procedures.
- 1.1 Purpose. The purpose of these Implementation Procedures is to define the civil aeronautical products and articles eligible for import into the United States and India (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.
- 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 the technical competence and regulatory capabilities of the FAA and the DGCA, to perform these tasks within the scope of these Implementation Procedures. The FAA and the DGCA, as the importing civil aviation authority, shall give the same validity to the certification made by the other, as the exporting civil aviation authority, in accordance with their own applicable laws, regulations, and requirements. Also, when a finding is made by one authority in accordance with the laws and regulations of the other authority and with these Implementation Procedures, that finding is given the same validity as if it were made by the other authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the exporting civil aviation authority’s aircraft certification system to ensure that the airworthiness standards of the importing civil aviation authority are satisfied.
 - 1.2.0 The FAA and the DGCA agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.

1.2.1 The FAA and the DGCA mutually recognize each other's delegation and designee systems as part of their overall aircraft certification systems. Findings made pursuant to these Implementation Procedures through these systems are given the same validity as those made directly by the FAA or DGCA. The FAA and the DGCA understand that there may be occasional situations where, upon prior notification to the other authority, either authority may interact directly with an individual designee or delegated organization of the other's state. Unless otherwise agreed for specific projects, the FAA or the DGCA will not routinely notify the other of designees or representatives of approved organizations traveling to the United States or India to make findings of compliance and/or to perform conformity inspections.

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 FAA and the DGCA shall keep each other informed of significant changes within those systems, such as:

- (a) statutory responsibilities;
- (b) organizational structure (e.g., key personnel, management structure, technical training, office location);
- (c) significant revisions to airworthiness and environmental standards and procedures;
- (d) production quality control system oversight, including oversight of out-of-state production of parts; or
- (e) delegated functions or the kinds of organizations to which functions have been delegated.

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

1.4 Authority Meetings. The FAA and the DGCA agree to meet as necessary to review these Implementation Procedures and their continued validity. The frequency of these meetings will be mutually agreed by both authorities, and will depend on the number and significance of the issues to be discussed between the authorities. Every effort should be made to alternate the location of these meetings between the Headquarters or relevant regional offices of the FAA and the DGCA.

1.5 Applicable National Requirements, Procedures, and Guidance Material.

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, 26, 27, 29, 31, 33, 34, 35, and 36. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Orders, Notices, and Policy Memoranda.

1.5.1 The DGCA's standards for aircraft airworthiness and environmental certification are contained in the Civil Aviation Requirements (CAR), the authority for which is derived from the Aircraft Act of 1934, Section 5A, and Aircraft Rules 133A which empower the DGCA to issue orders and directives consistent with the provisions of the Act. CAR 21 prescribes the requirements for issuance of design, production, and airworthiness approvals. The DGCA adheres to the United States 14 CFR and European Aviation Safety Agency Certification Specifications (CS) for 14 CFR/CS part 23, 25, 27, 29, 31, 33, and 35 and CFR 14 part 34 and 36.

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

1.7 Amendments and Points of Contact.

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

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

For the FAA:

Aircraft Certification Service
International Policy Office (AIR-40)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
USA

Telephone: 1-202-385-8940
Facsimile: 1-202-493-5144
Email: 7-AWA-AVS-AIR-040@faa.gov

For DGCA:

Aircraft Engineering Directorate
Directorate General of Civil Aviation
Opp. Safdarjung Airport, Technical Centre
Aurobindo Marg
New Delhi – 110 003
India

Telephone: 91-11-24616853
Facsimile: 91-11-24616853
Email: aed.dgca@nic.in

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

For the FAA:

Office of International Affairs (API-1)
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591
USA
Telephone: 1-202-385-8900
Facsimile: 1-202-267-5032

For DGCA:

Aircraft Engineering Directorate
Directorate General of Civil Aviation
Opp. Safdarjung Airport, Technical Centre
Aurobindo Marg
New Delhi – 110 003
India
Telephone: 91-11-24616853
Facsimile: 91-11-24616853

- 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 or the DGCA 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.
- 1.9 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.
- (a) “Additional Technical Condition” means a requirement of the importing state that is in addition to the applicable airworthiness requirements of the State of Design or that may be prescribed to provide a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing state.
- (b) “Airworthiness Directives” means legally enforceable rules issued by the FAA in accordance with 14 CFR part 39 or mandatory regulatory documents issued by the DGCA in accordance with CAR, Section 2, Series M, Part I.
- (c) “Airworthiness Standards” means regulations governing the design and performance of civil aeronautical products and articles.
- (d) “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, engine, or propeller.
- (e) “Article” means a material, part, component, process, or appliance.

- (f) “Civil Aeronautical Product” (herein also referred to as “product”) means each civil aircraft, aircraft engine, or propeller.
- (g) “Critical Component” means a part identified as critical by the type design approval holder during the product validation process, or otherwise, by the exporting authority. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the product’s maintenance manual or Instructions for Continued Airworthiness.
- (h) “Deviation” when used with respect to Technical Standard Order (TSO) articles means a difference from any performance standard of a TSO and requires factors or design features providing an equivalent level of safety to compensate for the standards from which a deviation is requested.
- (i) “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.
- (j) “Environmental Standards” means regulations governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.
- (k) “Environmental Testing” means a process by which a civil aeronautical product or article is evaluated for compliance with environmental standards.
- (l) “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.
- (m) “Exemption” means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by the FAA or DGCA, and found to have a level of safety acceptable to the civil aviation authority granting the exemption.
- (n) “Export” means the process by which a product or article is released from a civil aviation authority’s regulatory system for subsequent use by another country.
- (o) “Exporting Civil Aviation Authority” means the national organization within the exporting state, charged by the laws of the exporting state, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products and articles. The exporting civil aviation authority will be referred to herein as the exporting authority.
- (p) “Familiarization” means the process whereby the importing authority obtains information and experience on an aeronautical product designed in the exporting state in order to prescribe additional technical conditions for that product; implement corrective airworthiness action in the event that the product experiences service difficulties during its operation in the importing state; and to ensure the development of appropriate

maintenance, operating, and pilot type rating information, if applicable, for the product.

(q) “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.

(r) “Import” means the process by which an exported product or article is accepted by a country’s civil aviation authority for use and is subsequently placed under that authority’s regulatory system.

(s) “Importing Civil Aviation Authority” means the national organization within the importing state, charged by the laws of the importing state with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products and articles. The importing civil aviation authority will be referred to herein as the importing authority.

(t) “Issue Paper” means a document representing an item that requires resolution prior to the issuance of DGCA or FAA Type Certificate (TC) or Supplemental Type Certificate (STC).

(u) “Licensing Agreement” means a commercial agreement between a TC or STC 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 part.

(v) “Maintenance” means inspection, overhaul, repair, preservation, and the replacement of parts.

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

(x) “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.

(y) “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.

(z) “Overhauled Engine” means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with approved or acceptable standards and technical data.

(aa) “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity. It includes a trustee, receiver, assignee, or other similar representative of any of them.

(bb) “Product” see (f) Civil Aeronautical Product.

(cc) “Production Quality System” means a systematic process which meets the requirements of the exporting authority and ensures that products and articles conform to the approved design and are in a condition for safe operation.

(dd) “Rebuilt Engine” means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item.

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

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

(gg) “Supplier” means any person or organization at any tier contracted to furnish aviation products, articles, or services.

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

(ii) “Validation” means the importing authority’s process for type certification, or equivalent, of a product certificated by either the FAA or DGCA, as exporting authorities.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

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

2.1 Products and Articles Manufactured in the State of the Exporting Authority Accepted for Import under these BASA Implementation Procedures.

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

(a) New and used aircraft.

See Summary Table 1, at the end of this Section, for a listing of the classes and categories of U.S. products and associated approvals eligible for import into India.

2.1.1 DGCA Acceptance of FAA Authorized Release Certificates for the Following Products and Articles:

(a) New, rebuilt, and overhauled aircraft engines,

(b) New propellers,

(c) New TSO articles, and

(d) New replacement and modification parts that conform to DGCA approved design data and that are eligible for installation in a product or article which has been granted a DGCA 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.

See Summary Table 1, at the end of this Section, for a listing of the classes and categories of U.S. products and articles (and associated approvals) eligible for import into India.

2.1.2 FAA Acceptance of DGCA Export Certificates of Airworthiness for the Following Products:

[Reserved].

2.1.3 FAA Acceptance of DGCA Authorized Release Certificates for the Following Products and Articles:

- (a) [Reserved]
- (b) [Reserved]
- (c) New articles that meet the performance standards of a U.S. Technical Standard Order under an FAA Letter of TSO Design Approval, and
- (d) Replacement parts for the articles specified in paragraph 2.1.3 when manufactured by the holder of the FAA Letter of TSO Design Approval for that article.

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

2.1.4 Acceptance of Standard Parts.

- (a) DGCA Acceptance of Standard Parts. DGCA will accept Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established U.S. industry or U.S. government specifications.
- (b) FAA Acceptance of Standard Parts. [Reserved].

2.1.5 Airworthiness Certification. These Implementation Procedures for design approval apply to such aircraft type designs to be type certificated by the FAA and for standard category airworthiness certification. Standard airworthiness certificates are issued in the normal, utility, acrobatic, commuter, and transport categories of aircraft, as well as for manned free balloons and special classes of aircraft which include airships, gliders, and other non-conventional aircraft. Aircraft for which a special airworthiness certificate is to be issued, will be dealt with on a case-by-case basis through the special arrangements provision in Section V of this document.

2.2 Acceptance of Used Aircraft Manufactured in Third States. The DGCA will accept the FAA's Export Certificate of Airworthiness for 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 the DGCA covering the same class of product.

2.3 Provisions for Design and Design Change Approvals.

2.3.0 DGCA Acceptance of the Following FAA-Approved Designs and Design Changes:

- (a) Type Certificates (TC) and Amended TCs for products for which the United States is the State of Design;
- (b) STCs for all products, regardless of the State of Design of the product;
- (c) Other FAA-approved design changes, as identified in Section III, paragraph 3.3.1 for products and articles for which the United States is the State of Design; and
- (d) FAA-approved design data used in support of repairs, as identified in Section III, paragraph 3.3.2, for products and articles regardless of the State of Design of the product or article.

2.3.1 FAA Acceptance of the Following DGCA-approved Designs and Design Changes:

- (a) [Reserved]
- (b) [Reserved]
- (c) Approved design changes (as identified in Section III, paragraph 3.3.1.0) for articles for which India is the State of Design; and
- (d) Design data approved by DGCA used in support of repairs (as identified in Section III, paragraph 3.3.2) for articles for which India is the State of Design.

2.4 Provisions for Environmental Testing and Approvals.

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

[Reserved].

- 2.5 Provisions for Technical Assistance. The scope of all technical assistance activities between the FAA and DGCA are specified in Section IV.
- 2.6 Provisions for Special Arrangements. These Implementation Procedures provide for designated officials within the FAA and DGCA to make special arrangements in addition to those identified in paragraph 2.1.5 with respect to design approval, production activities, export airworthiness approval, post design approval, or technical assistance in unique situations which have not been specifically addressed in these Implementation Procedures, but which are anticipated by the BASA Executive Agreement. All special arrangements between the authorities are listed in Appendix C.
- 2.7 Summary Tables. The following tables summarize the new products and articles manufactured in the United States or India that are eligible for import under these Implementation Procedures. (These tables do not show third state products eligible for import.)

Table 1
Summary of
U.S. (State of Design) Products and Articles and Associated FAA Approvals
Eligible for Import into India.

<u>Products and Articles</u>	Type Certificate, and Amendments	Supplemental Type Certificate	Technical Standard Order Authorization (TSOA)	Parts Manufacturer Approval
Airplanes in the following categories:				
Normal	✓	✓	N/A	N/A
Utility	✓	✓	N/A	N/A
Acrobatic	✓	✓	N/A	N/A
Commuter	✓	✓	N/A	N/A
Transport	✓	✓	N/A	N/A
Rotorcraft in the following categories:				
Normal	✓	✓	N/A	N/A
Transport	✓	✓	N/A	N/A
Manned Free Balloons	✓	✓	N/A	N/A
Engines	✓	✓	N/A	N/A
Propellers	✓	✓	N/A	N/A
Aircraft in Special Classes:				
Airships	✓	✓	N/A	N/A
Very Light Aircraft (VLA)	✓	✓	N/A	N/A
Gliders	✓	✓	N/A	N/A
Powered Lift	✓	✓	N/A	N/A
TSO Articles	N/A	N/A	✓	N/A
Replacement and Modification Parts for the above airplanes, rotorcraft, balloons, engines, propellers, special class aircraft, & articles:	✓ Note: Produced under production approval.	✓ Note: Produced under production approval.	✓	✓

Note 1: Aircraft certified 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.

Table 2

Summary of

Indian (State of Design) Products and Articles and Associated DGCA Approvals Eligible for Import into the United States.

<u>Products and Articles</u>	Type Certificate, and Amendments	Supplemental Type Certificate	Indian Technical Standard Order Authorization (ITSOA)
Airplanes in the following categories:			
Normal	[Reserved]	[Reserved]	N/A
Utility	[Reserved]	[Reserved]	N/A
Acrobatic	[Reserved]	[Reserved]	N/A
Commuter	[Reserved]	[Reserved]	N/A
Transport	[Reserved]	[Reserved]	N/A
Rotorcraft in the following categories:			
Normal	[Reserved]	[Reserved]	N/A
Transport	[Reserved]	[Reserved]	N/A
Manned Free Balloons	[Reserved]	[Reserved]	N/A
Engines	[Reserved]	[Reserved]	N/A
Propellers	[Reserved]	[Reserved]	N/A
Aircraft in Special Classes:			
Airships	[Reserved]	[Reserved]	N/A
Very Light Aircraft (VLA)	[Reserved]	[Reserved]	N/A
Gliders	[Reserved]	[Reserved]	N/A
Powered Lift	[Reserved]	[Reserved]	N/A
TSO Articles	N/A	N/A	✓
Replacement Parts for the above TSO articles per 2.1.3.(d).	[Reserved]	[Reserved]	✓

SECTION III ESTABLISHED WORKING PROCEDURES

3.0 DESIGN APPROVAL PROCEDURES

3.0.0 General.

(a) The FAA will conduct certification activities under a validation process on a product in order to make a finding of compliance and issue its design approval. The validation process is initiated by an application and normally entails a familiarization briefing by the applicant, the establishment of the certification basis by the FAA, a technical information exchange in the form of data, specialist meetings on technical compliance, the development of issue papers, establishment of the scope of delegation to the exporting authority, compliance determinations, and finally, the issuance of the design approval. The design approval issued by the FAA is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the exporting authority.

(b) DGCA, as the importing authority, will conduct an acceptance process before issuing a design approval on the basis of the TC issued by the FAA. This process is defined in the Aircraft Engineering Directorate Handbook (AED-HDBK), Part 8, Section 3.0. It specifies the data, reports, etc. that are to be furnished for DGCA acceptance.

(c) Working in accordance with the principle that communications should occur between authorities, correspondence with the applicant will be answered through and coordinated with the exporting authority. The FAA and DGCA also recognize that direct communications between the importing authority and the applicant are sometimes necessary. Direct communications should be limited to technical questions regarding the product (familiarization) with awareness and consent of either authority. The exporting authority should be informed of the outcome from these communications.

(d) Close cooperation between the importing and the exporting authorities is necessary to provide for effective management of the validation/acceptance process and for the most cost-effective utilization of resources.

(e) The FAA does not normally issue a design approval for articles manufactured outside the U.S. unless they are to be imported to the U.S. or incorporated into the design of a U.S. registered aircraft or U.S. manufactured product or article. Indian applicants for U.S. design approval should provide the FAA with evidence of import or intent to incorporate the article into a U.S. registered product or article.

3.0.1 Design Approval Procedures for U.S. TCs.

[Reserved].

3.0.2 Design Approval Procedures for U.S. STCs.

[Reserved].

3.0.3 Design Approval Procedures for FAA Letters of TSO Design Approval.

3.0.3.0 Application. The FAA only issues a Letter of TSO Design Approval for articles of a kind for which a minimum performance standard has been published in an FAA TSO.

(a) All Indian applicants for an FAA Letter of TSO Design Approval shall make application through DGCA with a request that the application and required information be forwarded to the Los Angeles Aircraft Certification Office at the address indicated in Appendix A.

(b) Whenever the DGCA receives an application for an FAA Letter of TSO Design Approval to a TSO performance standard to which the DGCA has not previously made compliance findings, DGCA will contact the FAA for the latest FAA technical policy and procedures related to the FAA TSO performance standard. The FAA may elect to conduct an additional technical evaluation of DGCA's understanding of the specific TSO requirements.

3.0.3.1 Issuance of an FAA Letter of TSO Design Approval. The Letter of TSO Design Approval may be issued to the applicant by the FAA after:

(a) Receipt of a certifying statement from the applicant through the DGCA, with certification by the DGCA, that the performance of the article complies with the applicable FAA TSO or other standards accepted by the FAA which provide an equivalent level of safety.

(b) Receipt of other specific technical data, as jointly agreed between the DGCA and the FAA, needed to demonstrate compliance with a TSO standard (e.g., a first-of-a-kind TSO);

(c) Receipt and FAA approval of all proposed deviations;

(d) Receipt of all the required data or documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO article, as specifically required by the TSO; and

(e) Evidence that the article will be imported into the U.S., installed on a U.S. registered aircraft, or installed on a U.S. manufactured product. The evidence must identify the FAA TSO article model at a minimum. The evidence provided must also be valid at the time of application.

3.0.3.2 Installation Approval. An FAA Letter of TSO Design Approval does not constitute an installation approval for the TSO article on an aircraft. The installer must obtain installation approval from the civil aviation authority of the State of Registry.

3.0.4 Design Approval Procedures for DGCA Type Acceptance. The DGCA will accept Type Certificates issued by the FAA after reviewing the application and supporting documentation described in paragraph 3.0.4.0 (a). A Letter of Type Acceptance (LoTA) is issued for products imported from the United States under the provisions of Aircraft Rule 49B, CAR 21, Subpart B, and AED-HDBK, Part 8.

3.0.4.0 Application for LoTA.

(a) Application for a DGCA LoTA should be made in the form of a request letter from the TC holder, addressed to the DGCA Aircraft Engineering Directorate (AED), and sent to the FAA Aircraft Certification Office responsible for the applicant's geographical area. The FAA should ensure the application contains the following:

- (1) A copy of the original TC and TC Data Sheet;
- (2) An approved aircraft flight manual;
- (3) A compliance document against special conditions such as novel or unusual design features in the aircraft;
- (4) Test reports related to high intensity radiation field (HIRF) effects;
- (5) Information on operational capability from high altitude (>10,000 feet) airports and at high ambient temperatures (+50C at Sea Level);
- (6) Documents showing that the aircraft meets noise and engine emission standards prescribed in International Civil Aviation Organization (ICAO) Annex 16 or equivalent standards;
- (7) A letter of intent from a bona fide Indian customer/operator.
- (8) Any aircraft age restrictions specified in CAR, Section 2, Series F, Part XX.

(b) Other data deemed necessary by the DGCA may be requested and, if mutually agreed by the DGCA and the FAA, submitted after review of the application package.

(c) The FAA will forward the application to the appropriate DGCA office, based on the class and category of the product. Appendix A contains the address

for the DGCA.

3.0.4.1 Establishment of DGCA Type Acceptance Basis

(a) Acceptance Basis. The DGCA will accept the FAA certification basis and special conditions, if any, in accordance with CAR 21, on the date the application was made for a domestic Type Certificate.

(b) Additional requirements. In general, the DGCA may require the applicant to comply with additional technical conditions in the interests of safety. These requirements may include actions deemed necessary for continued safe operation in India as a result of service history and actions taken by the FAA to correct unsafe conditions.

(c) Environmental (Type) Acceptance Basis. The acceptance basis for compliance with CAR 21.18 and 21.20 is the effective amendment on the date of original application to the FAA. The DGCA will accept the FAA's findings of compliance to 14 CFR parts 34 and 36 as equivalent.

3.0.4.2 Data Submittal & Design Review. Each applicant for a LoTA shall provide the data as specified in CAR 21 Subpart B and AED-HDBK, Part 8.

3.0.4.3 Evaluation of Operational and Maintenance Aspects. Unless notified otherwise, the flight test carried out by the FAA will be sufficient for DGCA Type Acceptance. The DGCA will accept the FAA's approved flight manual, evaluation of maintenance aspects, and the Master Minimum Equipment List (MMEL).

3.0.4.4 LoTA Issuance. After reviewing the application package and other documentation, the DGCA will make its findings of compliance and issue the LoTA.

3.0.4.5 Notification of Issuance of the LoTA. DGCA will notify the FAA product-accountable directorate on the issuance of the LoTA.

3.0.5 Design Approval Procedures for DGCA STC.

(a) DGCA STCs may be issued by the DGCA under the provisions of CAR 21, Subpart E.

(b) The basic design approval procedures for STCs are contained in DGCA CAR 21, Subpart E and AED-HDBK. Both authorities may agree to streamline these procedures based on the magnitude and complexity of the design change. U.S. applicants shall submit an application on DGCA form number CA-33 to the FAA Aircraft Certification Office responsible for the applicant's geographical area with a request that the application and required information be forwarded to the DGCA.

(c) Each application should contain the following information, as specified in CAR 21, Subpart E and AED-HDBK, Part 2:

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

3.0.6 DGCA Acceptance Procedures for U.S. TSO Articles.

(a) Application. The DGCA will accept the design of U.S. articles issued by an FAA TSOA without further showing. However, articles that are to be installed in Indian State of Design aircraft may undergo additional evaluation by the DGCA as necessary. The U.S. applicant shall make application through the FAA's Aircraft Certification Office responsible for the applicant's geographic area with a request that the application and required information be forwarded to the DGCA at the address indicated in Appendix A.

(b) Installation Approval. The DGCA acceptance of an FAA-approved article design does not constitute an installation approval for the article on an aircraft. The installer must obtain an installation approval from the DGCA.

3.0.7 Submission of Electronic Data.

(a) For the FAA, where electronic data is submitted, it must be in a format that is compatible with the FAA's information systems and there must be an arrangement between the Indian applicant and DGCA for the use, storage and access to this electronic data. Both the FAA and DGCA must concur with this arrangement for the submission and storage of electronic data.

(b) For the DGCA, where electronic data is submitted, it must be in a format that is compatible with the DGCA's information systems. The U.S. applicant may provide a copy of its arrangement with the FAA under FAA Order 8000.79 to satisfy this requirement.

3.0.8 Joint Design Approval Procedures.

[Reserved].

3.1 PRODUCTION AND SURVEILLANCE ACTIVITIES

3.1.0 Production Quality System. All products and articles exported under the provisions of these Implementation Procedures shall be produced in accordance with a production quality system which ensures conformity to the approved design of the importing authority and ensures that completed products are in a condition for safe operation. This production quality system covers the fabrication of products and articles within and outside of the state of export. When these fabrication and/or production activities occur outside of the state of export, the associated products or articles shall be considered as being manufactured in the exporting state.

3.1.1 Surveillance of Production Approval Holders.

3.1.1.0 The FAA and the DGCA, as exporting authorities, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with the exporting authority's specific policies, practices, and/or procedures. Both ongoing and scheduled evaluations should be conducted to verify that the production approval holder is in continual compliance with their approved production quality system, manufacturing products and articles 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 Production surveillance includes the surveillance of manufacturers and their suppliers who may be fabricating prototype or pre-production parts for products that are still undergoing type certification. These parts must be produced by the manufacturer, or its approved supplier, with the concurrence of the exporting authority, using an existing approved production quality system for similar type certificated products. The approved production quality system must ensure the prototype or pre-produced parts are properly controlled so that a final determination of airworthiness can be undertaken prior to their export.

3.1.1.2 FAA production approval and supplier surveillance programs are described in FAA Order 8120.2, Advisory Circular (AC) 21-20, AC 21-43, and FAA Order 8100.7.

3.1.1.3 DGCA production approval and supplier surveillance programs are described in the Airworthiness Procedures Manual, Part II Chapter 5 and the Surveillance Procedures Manual.

3.1.2 Extensions of U.S. Production Approvals.

3.1.2.0 When a production approval has been granted or extended by the FAA to include manufacturing sites and facilities in India or in a third state, the FAA 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 India. Routine surveillance and oversight may be performed by the DGCA on behalf of the FAA through the provisions of Section IV.

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

3.1.3 Production Approval Based on a Licensing Agreement.

[Reserved].

3.1.4 Supplier Surveillance - Outside the Exporting State.

3.1.4.0 The FAA and the DGCA, as the exporting authorities, shall include in their regulatory surveillance and oversight programs a means of performing surveillance of production approval holders' suppliers who are located outside the exporting state. This surveillance and oversight shall be equivalent to that program for domestic suppliers. This surveillance activity will assist the FAA and the DGCA in determining conformity to approved design and whether the parts are safe for installation on type certificated products.

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

3.1.4.2 The FAA or the DGCA may seek assistance from a third state civil aviation authority at the supplier's location in the undertaking of FAA or DGCA 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 the DGCA and the civil aviation authority of the third state.

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

3.1.5 Multi-National Consortia.

3.1.5.0 Multi-national consortia may be issued approvals for the design and production of products and articles in either the United States or India. These consortia clearly define one responsible design and production approval holder, for the purposes of regulatory accountability, located in the exporting country. There may be, however, suppliers to the approval holder(s) which are located both domestically and in other countries which produce parts for use in the final product which is to be exported.

3.1.5.1 The FAA and the DGCA, as exporting authorities, shall continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder, and should emphasize surveillance and oversight of critical component suppliers. The exporting authority shall use its regulatory surveillance and oversight programs to best enable it to determine that consortia suppliers are producing parts that conform to the approved design and are in a condition for safe operation.

3.2 EXPORT AIRWORTHINESS APPROVAL PROCEDURES

3.2.0 General. Export Certificates of Airworthiness are issued by the FAA, as the exporting authority, for completed aircraft. Authorized Release Certificates (airworthiness approval tags) are issued by the FAA and the DGCA for aircraft engines, propellers, and articles.

3.2.1 FAA Acceptance of DGCA Export Certificates of Airworthiness and Authorized Release Certificates.

(a) The FAA's requirements and procedures for import are described in 14 CFR part 21, FAA Order 8130.2, and Advisory Circular 21-23.

(b) DGCA's process for issuing export certificates is described in CAR 21 Subpart H and Airworthiness Advisory Circular 4-2006.

3.2.1.0 New Aircraft.

[Reserved].

3.2.1.1 Aircraft Engines and Propellers.

[Reserved].

3.2.1.2 New TSO Articles.

- (a) Each new article shall be marked as meeting the applicable TSO after:
- (1) The FAA has issued a Letter of TSO Design Approval to the applicant through the DGCA, and
 - (2) An authorized Production Organization Approval (POA) holder, as designated by the DGCA, issues a DGCA Authorized Release Certificate, CA Form 1 for each article for export in accordance with 3.0.3.1(e).
- (b) The FAA shall accept a CA Form 1 on new TSO articles, as identified in Section II, only when an authorized POA holder certifies that each TSO article:
- (1) Conforms to the design approved by the FAA, as specified in the FAA Letter of TSO Design Approval;
 - (2) Complies with applicable FAA Airworthiness Directives, as notified;
 - (3) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
 - (4) Meets all additional requirements prescribed by the FAA, as notified by FAA.

3.2.1.3 New Replacement Parts for TSO Articles.

- (a) Each new replacement part exported to the United States with a DGCA airworthiness approval will have an Authorized Release Certificate, CA Form 1. The FAA shall accept a CA Form 1 on replacement parts for those articles identified in Section II, when manufactured by the holder of the FAA Letter of TSO Design Approval for that article. The authorized POA holder shall certify, by issuance of a CA Form 1 that each part:
- (1) Is eligible for installation in the article which has been granted an FAA Letter of TSO Design Approval;
 - (2) Conforms to FAA-approved design data and is safe for installation;
 - (3) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
 - (4) Meets all additional requirements prescribed by the FAA, as notified by FAA.

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

[Reserved].

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

- (a) The DGCA's requirements and procedures for import are described in CAR 21 and CAR Section 2, Series F, Part III.
- (b) The FAA's process for issuing export certificates is described in 14 CFR part 21, FAA Order 8130.2, FAA Order 8130.21, and FAA Advisory Circular 21-2.

3.2.2.0 New Aircraft.

(a) Except as provided in paragraph 3.2.2.4, the DGCA shall accept FAA Export Certificates of Airworthiness on new aircraft, as identified in Section II, only when the FAA certifies that each aircraft:

- (1) Conforms to a U.S. type design and any additional STCs approved or accepted by the DGCA;
- (2) Is in a condition for safe operation, including compliance with applicable U.S. and Indian Airworthiness Directives, as notified by the DGCA; and
- (3) Meets all additional requirements prescribed by the DGCA, as notified by the DGCA.

(b) Each aircraft exported to India 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.

3.2.2.1 Aircraft Engines, Propellers, and Rebuilt or Overhauled Engines.

(a) The DGCA shall accept FAA Authorized Release Certificates on aircraft engines, propellers, and rebuilt or overhauled engines, as identified in Section II, only when the FAA certifies that each aircraft engine and propeller:

- (1) Conforms to a U.S. type design and any additional STCs approved or accepted by the DGCA;
- (2) Is in a condition for safe operation, including compliance with applicable U.S. and Indian Airworthiness Directives, as notified by the DGCA;

- (3) Meets all additional requirements prescribed by the DGCA, as notified by the DGCA; and
- (4) Has undergone a final operational check (only for aircraft engines and propellers).
- (5) For rebuilt engines, that the engine has been rebuilt by the engine's manufacturer.
- (6) For overhauled engines, that the engine has been overhauled by an FAA certified repair station.

(b) Each aircraft engine, propeller, and rebuilt or overhauled engine exported to India with FAA airworthiness approval will have an FAA Form 8130-3, Authorized Release Certificate, issued in accordance with the requirements of 14 CFR part 21, subpart L.

3.2.2.2 New TSO Articles.

(a) Each new TSO article exported to India with FAA airworthiness approval will have an FAA Form 8130-3, Authorized Release Certificate. The DGCA shall accept FAA Form 8130-3 on new TSO articles, as identified in Section II, when the TSO article complies with 14 CFR part 21, subpart L.

3.2.2.3 New Modification, Replacement, and Standard Parts.

(a) Each new modification or replacement part exported to India with an FAA airworthiness approval will have an FAA Form 8130-3. The DGCA shall accept an FAA Form 8130-3 on a new modification or replacement part for the products and articles identified in Section II, that have been produced by a U.S. production approval holder (i.e., under a U.S. TC, Production Certificate, TSOA, or a Parts Manufacturer Approval). The FAA shall certify, by issuance of an FAA Form 8130-3, that each part:

- (1) Is eligible for installation in a product that has been issued a LoTA in accordance with CAR 21 or an article which has been accepted by the DGCA;
- (2) Conforms to FAA-approved design data accepted or approved by the DGCA and is safe for installation;
- (3) Is marked in accordance with paragraph 3.2.3.1(a) of these Implementation Procedures; and
- (4) Meets all additional requirements prescribed by the DGCA, as notified by the DGCA.

(b) The DGCA will accept new standard parts (reference paragraph 2.1.4) exported from the United States when accompanied with an FAA Form 8130-3, if the standard part is eligible for an FAA Form 8130-3. All other new standard parts will be accepted when accompanied by a manufacturer's Certificate of Conformity verifying the part's conformance to an established U.S. specification.

3.2.2.4 Used Aircraft for Which DGCA Has Issued a LoTA.

(a) The DGCA shall accept Export Certificates of Airworthiness (FAA Form 8130-4) on used aircraft for which the United States is the State of Design, as identified in Section II, for import into India for airworthiness certification when the FAA certifies that each used aircraft:

- (1) Conforms to DGCA-approved type design in accordance with the Aircraft Act of 1934, CAR 21, and any additional STCs approved by the DGCA, as notified to the FAA;
- (2) Is in condition for safe operation, including compliance with all applicable U.S. and Indian Airworthiness Directives, as notified;
- (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
- (4) Meets all additional requirements prescribed by the DGCA, as notified to the FAA.

(b) The DGCA shall also accept the FAA Export Certificate of Airworthiness (FAA Form 8130-4) for used aircraft manufactured in a third state when that third state has a bilateral agreement with the FAA covering the same class of product, and the conditions of paragraph 3.2.2.4(a)(1) through (4) have been met.

(c) The DGCA may also request inspection and maintenance records which include, but are not limited to:

- (1) The original or certified true copy of the Export Certificate of Airworthiness issued by the FAA;
- (2) Verifying records which ensure that all overhauls, major changes, and major repairs were accomplished in accordance with approved data; and
- (3) 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.

3.2.2.5 Coordination of Export Certificate of Airworthiness Exceptions.

(a) FAA as Importing Authority: [Reserved].

(b) DGCA as Importing Authority: The FAA shall notify the DGCA prior to the issuance of an Export Certificate of Airworthiness (FAA Form 8130-4) in which a non-compliance to the DGCA requirements is to be noted under the “Exceptions” section of the Export Certificate of Airworthiness. This notification is to help resolve all issues concerning the aircraft’s eligibility for a DGCA certificate of airworthiness. A written acceptance from the DGCA is required before the issuance of the FAA Export Certificate of Airworthiness.

3.2.2.6 Coordination of Authorized Release Certificate/Airworthiness Approval Tag Exceptions.

(a) FAA as Importing Authority: The DGCA shall notify the FAA’s geographic-responsible Manufacturing Inspection Office (MIO) prior to the issuance of an Authorized Release Certificate, CA Form 1 for a TSO article or part in which a non-compliance to the DGCA-approved design is to be noted in the “Remarks” block of the CA Form 1. This notification should help resolve all issues regarding the article or part’s installation eligibility. A written acceptance from the FAA is required before the issuance of a CA Form 1. A copy of this written acceptance shall be included with the export documentation.

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

3.2.3 Additional Requirements for Imported Products and Articles. The following identifies those additional requirements which must be complied with as a condition of acceptance for products and articles imported into the United States or India, or for use on either a U.S. or Indian registered aircraft.

3.2.3.0 U.S. Requirements.

(a) Identification and Marking.

(1) Aircraft: [Reserved].

(2) Critical components: [Reserved].

- (3) Each article approved by an FAA Letter of TSO Design Approval must be marked in accordance with the requirements in 14 CFR part 45, subpart B, and all additional marking requirements specified in the particular TSO.
 - (4) Each part to be used as a replacement part must be marked with a part number, serial number if applicable, and the manufacturer's name, trademark, or symbol. In addition, information concerning the product or article for which the part is eligible for installation must be furnished.
- (b) Instructions for Continued Airworthiness. Each TSO article exported to the United States must be accompanied by instructions for continuing airworthiness as prescribed in each TSO. In the event that the TSO article does not require any specific instructions for continuing airworthiness, the DGCA will obtain a written statement from the applicant that specifies that no instructions for continuing airworthiness are required.
- (c) Maintenance Records. Each used appliance must be accompanied by maintenance records equivalent to those specified in 14 CFR section 91.417.

3.2.3.1 Indian Requirements.

- (a) Identification and Marking.
- (1) Aircraft must be identified as required in CAR 21, Subpart Q.
 - (2) Each critical component of a product must be identified with a part number (or equivalent) and serial number (or equivalent).
 - (3) Each article of a design approved by an ITSOA must be marked in accordance with the requirements stipulated in CAR 21.807 and all additional marking requirements specified in the particular TSO.
 - (4) Each part to be used as a replacement or modification part must be marked with a part number, serial number if applicable, and the manufacturer's name or trademark. In addition, information concerning the model designation of the type certificated product for which the part is eligible for installation must be furnished.
- (b) Instructions for Continued Airworthiness. The DGCA has deemed FAA-approved instructions for continuing airworthiness acceptable for all aircraft, aircraft engines, propellers, and articles exported from the United States to India.
- (c) Maintenance Records. Each used aircraft, including the aircraft engine, propeller, or appliance must be accompanied by maintenance records required by CAR M.

3.3 POST DESIGN APPROVAL PROCEDURES

3.3.0 CONTINUED AIRWORTHINESS

3.3.0.0 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 design or production. The exporting authority shall provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing authority to ensure continued operational safety of the product or article. The importing authority will review and normally accept the corrective actions taken by the exporting authority in the issuance of its own mandatory corrective actions.

(b) At the request of the importing authority, the exporting authority shall assist the importing authority in determining what action is considered necessary by the importing authority for the continued operational safety of the product or article. The decision as to the final action to be taken with respect to the products or articles under the jurisdiction of the importing state lies solely with the importing authority.

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

(a) The FAA and the DGCA agree to perform the following functions for the products and articles exported to the other state:

- (1) Tracking of SDR and M&D reports and accidents/incidents.
- (2) Evaluating SDR and M&D accidents/incidents.
- (3) Investigating and resolving all suspected unsafe conditions.
- (4) Advising the importing authority of all unsafe conditions and the necessary corrective actions (see paragraph 3.3.0.2 below).
- (5) Upon request, providing the importing authority with the following:
 - (i) Reports of M&D and accidents or incidents;
 - (ii) Status of investigations into M&D and accidents or incidents;
 - (iii) Copies of conclusions reached in its investigation into M&D; and
 - (iv) Copies of conclusions reached in investigation into accidents or incidents in accordance with ICAO Annex 13.

- (6) Making a reasonable effort to resolve issues raised by the importing authority concerning matters of safety for products registered in the importing state.

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

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

(c) Copies of U.S. M&D reports are available from the FAA Mike Monroney Aeronautical Center, Aviation Data Systems Branch, AFS-620. Copies of U.S. M&D reports are also available on the Mike Monroney Aeronautical Center internet web site at <http://av-info.faa.gov/sdrx>. Copies of India M&D reports are available upon request from the DGCA.

3.3.0.2 Unsafe Condition and Mandatory Continuing Airworthiness Actions.

(a) The FAA (under 14 CFR part 39) and the DGCA (under CAR 21.3B and CAR-M) agree to perform the following functions for the products, appliances, and parts for which it is the State of Design (exporting authority):

- (1) Issuing a mandatory continuing airworthiness action (Airworthiness Directive) whenever the authority determines that an unsafe condition exists in a type certificated product or article, and is likely to exist or develop on a type certificated product or article of the same type design. This may include a product or article that has another product or article installed on it and the installation causes the unsafe condition. The contents of such a mandatory continuing airworthiness action should include, but are not limited to, the following:
 - (i) Make, model, and serial numbers of affected aircraft, aircraft engines, propellers, and articles;
 - (ii) Description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;

- (iii) Description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality control, unapproved part);
 - (iv) The means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences; and
 - (v) Corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date.
- (2) Ensuring that the following information is provided to the other authority as part of the mandatory continuing airworthiness action or directly from the approval holder:
- (i) The number of aircraft world-wide needing corrective action;
 - (ii) A statement on the availability of parts; and
 - (iii) An estimate of the number of labor hours and the cost of parts required for the corrective actions.
- (3) Issuing a revised or superseding mandatory continuing airworthiness action whenever the exporting authority finds any previously issued mandatory continuing airworthiness action was incomplete or inadequate to fully correct the unsafe condition.
- (4) Notifying the importing authority of the unsafe condition and the necessary corrective actions by submitting a copy of the mandatory continuing airworthiness action at the time of publication to the appropriate location referenced in 3.3.0.1(c) above.
- (5) In the case of emergency airworthiness information, the exporting authority should ensure special handling so that the importing authority is notified immediately.
- (6) Advising and assisting the importing authority in defining the appropriate actions for the importing authority to take in the issuance of its own mandatory continuing airworthiness action.
- (7) Providing sufficient information to the importing authority for its use in making determinations as to the acceptability of alternative means of compliance to mandatory continuing airworthiness actions.
- (b) The FAA and the DGCA 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 the DGCA, as importing authorities, agree to respond quickly to the issuance of a mandatory continuing airworthiness action by the exporting authority in making its own determination of the need for issuing its own similar mandatory continuing airworthiness action that addresses all unsafe conditions on affected products or articles certified, approved or otherwise accepted by the importing authority.

3.3.1 DESIGN CHANGES

3.3.1.0 Procedures for Changes to an FAA Letter of TSO Design Approval. Major changes to a TSO design require re-substantiation of the new design and issuance of a new Letter of TSO Design Approval, and shall be done in accordance with the procedures in paragraph 3.0.3. For minor changes, FAA will not require prior notification and will rely upon the DGCA's determination of compliance.

3.3.1.1 Procedures for Changes to a DGCA LoTA. The DGCA will usually accept FAA- approved post-certification design changes to type accepted products without the need for further showing. Significant design changes may require approval under procedures similar to that described in paragraph 3.0.4, but adjusted as appropriate for the magnitude and complexity of the design change.

3.3.1.2 Procedures for Changes to a DGCA STC. The DGCA will accept FAA-approved design changes to FAA STCs for products for which the DGCA has issued a LoTA unless otherwise noted. Significant design changes that result in an amended STC may require approval under CAR 21, Subpart E.

3.3.1.3 Procedures for Changes to a Flight Manual. The DGCA may delegate the review and signature of revisions to flight manuals, supplements and appendices to the FAA in order to facilitate their timely approval. The FAA will review minor revisions on behalf of the importing authority, and will ensure that the data meets the DGCA's requirements.

3.3.1.4 Procedures for Changes to a U.S. TSO Article Accepted by the DGCA. The DGCA will accept major changes to a U.S. TSO design in accordance with the procedures in paragraph 3.0.6. For minor changes, the DGCA will not require prior notification and will rely upon FAA determination of compliance.

3.3.2 APPROVAL OF DESIGN DATA USED IN SUPPORT OF REPAIRS

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

3.3.2.1 FAA and DGCA Repair Data Approval Processes.

- (a) The FAA will approve design data used in support of major repairs in accordance with FAA Order 8110.4, *Type Certification Process*, FAA Order 8110.37, *Designated Engineering Representative Guidance Handbook* and FAA Order 8900.1, *Flight Standards Information Management System*. Minor repairs are made in accordance with “acceptable” data, in accordance with 14 CFR part 43.
- (b) The DGCA will approve design data used in support of repairs in accordance with CAR 21, Subpart M and AED-HDBK, Part 3.

3.3.2.1.1. FAA Acceptance of DGCA Repair Data.

(a) The FAA will accept DGCA approved design data used in support of major repairs for Indian State of Design articles included in the scope of this agreement. DGCA design data approval will be substantiated via an approval letter accompanied by a Form CA-1. The FAA may request compliance documentation of the DGCA-approved design data, if needed, on a case-by-case basis.

(b) The FAA will accept all minor repair data for the Indian State of Design articles included in the scope of these Implementation Procedures from:

- (1) An FAA Letter of TSO Design Approval holder in India; or
- (2) A third-party that has been accepted by the DGCA under its procedures.

3.3.2.1.2. DGCA Acceptance of FAA Repair Data.

(a) The DGCA will accept FAA-approved design data used in support of major repairs for all products and articles included in the scope of this agreement. The FAA design data approval will be substantiated via an FAA Form 8110-3, 8100-9 or FAA Form 337 (block 3). The DGCA may request compliance documentation of the FAA-approved design data, if needed, on a case-by-case basis.

(b) The DGCA will accept all minor repair data from a U.S. design approval holder or a third-party that has been accepted by the FAA under its procedures for the products and articles included in the scope of these Implementation Procedures.

3.3.3 ADMINISTRATION OF DESIGN APPROVALS

3.3.3.0 Transfer of U.S. TC to a Person in India.

[Reserved].

3.3.3.1 Transfer of Indian TC to a Person in the United States.

[Reserved].

3.3.3.2 Transfer of a U.S. STC to a Person in India.

[Reserved].

3.3.3.3 Transfer of Indian STC to a Person in the United States.

[Reserved].

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

(a) The TC or STC, as appropriate, is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or

(b) The FAA, as the exporting authority, terminates the TC or STC, as appropriate. Prior to termination, the FAA, as the exporting authority, shall notify the DGCA of the pending termination.

3.3.3.5 Revocation or Suspension of a TC or STC. In the event the FAA revokes or suspends a TC or STC of a product for which the FAA is the authority of the State of Design, the FAA product-responsible Directorate should immediately inform the DGCA. The DGCA, upon notification, will conduct an investigation to determine if action is required in India. If the revocation or suspension was “for cause” and DGCA concurs with the FAA’s certificate action, the DGCA will initiate revocation or suspension of the DGCA LoTA or STC. The DGCA may decide to continue to support its State of Registry responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in India. In this case the FAA should obtain and provide type design data as requested to the DGCA. Final certificate action is at the sole discretion of the DGCA. The DGCA may revoke the DGCA LoTA or STC if the continued airworthiness responsibilities would cause an undue burden for the DGCA.

3.3.3.6 Surrender or Withdrawal of an FAA Letter of TSO Design Approval/ITSOA.

(a) Surrenders. If an FAA TSO Authorization or Letter of Design Approval holder, or a DGCA ITSOA holder elects to surrender the TSO approval issued by the FAA or the DGCA respectively, as exporting authorities, the FAA or the DGCA will immediately notify the other in writing of the action. The exporting authority shall accomplish all actions necessary to ensure continued airworthiness of the article, until such time as the TSO approval is formally withdrawn by the exporting authority.

(b) Withdrawals. If a TSO approval is withdrawn, the FAA or the DGCA, as exporting authorities, will immediately notify the other in writing of the action. The exporting authority shall accomplish all actions necessary to ensure continued airworthiness of the article produced under its TSO approval. In the event of withdrawal or termination of a TSO approval for noncompliance, the exporting authority will investigate all nonconformities for corrective action and notify the importing authority of the corrective action. The exporting authority still has the responsibility for the continued airworthiness of those TSO articles manufactured under its authority.

SECTION IV TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

- 4.0 General. Upon request and after mutual agreement, and as resources permit, the FAA and the DGCA may provide technical assistance to each other when significant activities are conducted in either the United States or India. These technical assistance activities will help to avoid the undue burden imposed on the exporting authority in the undertaking of its regulatory surveillance and oversight functions at locations outside of the state of export. These supporting technical assistance activities shall in no way relieve the exporting authority of the responsibilities for regulatory control and airworthiness certification of products and articles manufactured at facilities located outside the exporting state. Each authority will use its own policies and procedures when providing technical assistance to the other authority, unless other special arrangements are agreed upon.
- 4.1 Types of assistance: The types of assistance provided by the FAA or the DGCA may include, but are not limited to, the following list.
- (a) Determination of Compliance.
 - (1) Performing compliance and conformity inspections;
 - (b) Surveillance and Oversight.
 - (1) Witnessing of first article inspection of parts;
 - (2) Monitoring the controls on special processes;
 - (3) Conducting sample inspections on production parts;
 - (4) Monitoring the activities and functions of designees or approved organizations;
 - (5) Conducting investigations of service difficulties; and
 - (6) Evaluating or conducting surveillance of production quality systems.
- 4.2 Witnessing of Tests During Design Approval.
- [Reserved].
- 4.3 Conformity Certifications During Design Approval.
- (a) The civil aviation authority of the state in which a design approval applicant is located may request conformity certifications from the civil aviation authority in the state in which the design approval applicant's supplier is located for prototype parts produced by that supplier.

(b) Only authority-to-authority requests are permissible and authorities will not respond to a conformity certification request from the manufacturer or supplier. Certifications will be conducted only after consultations between the two civil aviation authorities on the specific work to be performed, and agreement has been obtained from the civil aviation authority in the state in which the supplier is located. Requests for conformity certifications should be limited to prototype parts that are of such complexity that they cannot be inspected by the manufacturer or its civil aviation authority prior to installation in the final product. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications. At the discretion of the authority in receipt of such requests, conformity certifications may be delegated to authorized designees or approved organizations.

(c) The DGCA's requests for conformity certifications will be sent to the FAA Directorate Manufacturing Inspection Office which has geographic responsibility for the state in which the conformity certification will take place. The DGCA's requests will be sent by a letter of request for conformity inspections to FAA Offices which are listed in Appendix A. FAA requests for conformity certifications will be sent on a completed FAA Form 8120-10 to the DGCA address, as listed in Appendix A.

(d) Upon completion of all conformity inspections conducted on behalf of the requesting authority, the FAA or the DGCA will complete and return all documentation to the requesting authority, as notified. The civil aviation authority of the state in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's civil aviation authority on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of the FAA or the DGCA for evaluation and disposition. The FAA or the DGCA should receive a report stating the disposition required on each deviation before an FAA Form 8130-3 or DGCA CA Form 1 is issued.

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

4.4 Airworthiness Certificates.

[Reserved].

4.5 Protection of Proprietary Data and Freedom of Information Act (FOIA) Requests and Right to Information Act (RTI) Requests.

4.5.0 Protection of Proprietary Data. Both authorities recognize that data submitted by a design approval holder is the intellectual property of that holder, and release of that data by the FAA or the DGCA is restricted. The FAA and the DGCA agree that they will not copy, release, or show proprietary data obtained from either authority to anyone other than an FAA or DGCA employee without written consent of the

design approval holder or other data submitter. This written consent should be obtained by the FAA or the DGCA from the design approval holder through the civil aviation authority of the state in which the holder is located and will be provided to the other authority.

4.5.1 FOIA Requests. The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) (Title 5 of the United States Code, section 552) 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 or article of an FAA approval holder or applicant who is located in India, the FAA will request DGCA assistance in contacting the FAA approval holder or applicant to help determine what portions of that information may qualify for exemption under the criteria above and to ask them to provide factual information justifying use of the exemption. If the approval holder or applicant consents to the release of information, the DGCA must provide the written consent to the FAA. If release is objected to, a statement of the reasons must be furnished by the DGCA to the FAA.

4.5.2 RTI Requests. The DGCA often receives requests from the public under the Indian Right to Information Act (RTI) to release information which DGCA may have in its possession. Each record the DGCA has in its possession must be disclosed under the RTI unless an RTI 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 DGCA receives an RTI request related to a product or article of an DGCA approval holder or applicant who is located in the United States, the DGCA will request FAA assistance in contacting the DGCA approval holder or applicant to help determine what portions of that information may qualify for exemption under the criteria above and to ask them to provide factual information justifying use of the exemption. If the approval holder or applicant consents to the release of information, the FAA must provide the written consent to the DGCA. If release is objected to, a statement of the reasons must be furnished by the FAA to the DGCA.

4.6 Accident or Incident and Suspected Unapproved Parts Investigation Information Requests. When either the FAA or the DGCA needs information for the investigation of service incidents, accidents, or suspected unapproved parts involving a product or article imported under these Implementation Procedures, the request for the information should be directed to the appropriate office of the exporting authority. In turn, upon receipt of the request for information, the exporting authority should immediately do everything necessary to make sure the requested information is provided in a timely manner. If

urgency requires that either the FAA or the DGCA requests the information directly from the manufacturer because immediate contacts cannot be made with the exporting authority, the importing authority shall inform the exporting authority of this action as soon as possible.

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 Executive Agreement. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and DGCA Aircraft Engineering Directorate, and a procedure shall be developed to address the situation. The procedure shall be mutually agreed upon by the FAA and the DGCA in a separate working procedure. If it is apparent that the situation is unique, with little possibility of repetition, then the working procedure shall be of limited duration. However, if the situation has anticipated new technology or management developments which could lead to further repetitions, then these Implementation Procedures shall be revised accordingly by the FAA and the DGCA.

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 DGCA. The special arrangements co-developed between the authorities are listed in Appendix C.

SECTION VI AUTHORITY

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

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

DIRECTORATE GENERAL OF CIVIL AVIATION
MINISTRY OF CIVIL AVIATION

UNITED STATES OF AMERICA

INDIA

By Original Signed by Dorenda D Baker

By Original Signed by Bharat Bhushan

Title Director,
Aircraft Certification Service

Title Director General,
Directorate General of Civil Aviation

Date November 17, 2011

Date November 17, 2011

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
DGCA Offices

FAA Headquarters - Aircraft Certification Service

Aircraft Certification Service

AIR-1

800 Independence Avenue, SW
Washington, DC 20591

Telephone: 1-202-267-7270

Fax: 1-202-267-5364

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 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: 1-202-385-6346

Fax: 1-202-385-6475

FAA Headquarters - Environmental Policy and Regulations

Office of Environment and Energy

AEE-1

800 Independence Avenue, SW

Washington, DC 20591

Telephone: 1-202-267-3576

Fax: 1-202-267-5594

FAA Headquarters – Administrative Coordination

Office of International Affairs (API-1)

Federal Aviation Administration

800 Independence Ave., SW

Washington, DC 20591

USA

Telephone: 1-202-385-8900

Facsimile: 1-202-267-5032

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

Mailing Address

Delegation and Airworthiness

Programs Branch

AIR-110

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-110

ARB, Room 304

6500 S. MacArthur Blvd.

Oklahoma City, OK 73169

FAA Aircraft Certification Service Directorates

Engine and Propeller Directorate

ANE-100

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

12 New England Executive Park
Burlington, MA 01803

Telephone: 1-781-238-7100

Fax: 1-781-238-7199

Rotorcraft Directorate

ASW-100

Regulatory and policy responsibility for normal and transport category rotorcraft.

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5100

Fax: 1-817-222-5959

Small Airplane Directorate

ACE-100

Regulatory and policy responsibility for:

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

901 Locust
Room 301
Kansas City, MO 64106-2641

Telephone: 1-816-329-4100

Fax: 1-816-329-4106

Transport Airplane Directorate

ANM-100

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, SW
Renton, WA 98057-3356

Telephone: 1-425-227-2100

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: 1-781-238-7770
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
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

Atlanta Aircraft Certification Office

ACE-115A
1701 Columbia Ave.
College Park, GA 30337

Telephone: 1-770-703-5500
Fax: 1-770-703-5606

Anchorage Aircraft Certification Office

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

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

Boston Aircraft Certification Office

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

Telephone: 1-781-238-7150
Fax: 1-781-238-7170

Boston Engine Certification Office

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

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

Chicago Aircraft Certification Office

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

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

Denver Aircraft Certification Office

ANM-100D
Technical Operations Center (TOC)
26805 E. 68th Avenue, Room 214
Denver, CO 80249

Telephone: 1-303-342-1080
Fax: 1-303-342-1088

Fort Worth Airplane Certification Office

ASW-150
2601 Meacham Blvd.
Fort Worth, 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: 1-817-222-5189
Fax: 1-817-222-5785

Los Angeles Aircraft Certification Office

ANM-100L
3960 Paramount Blvd.
Lakewood, CA 90712

Telephone: 1-562-627-5200
Fax: 1-562-627-5210

New York Aircraft Certification Office

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

Seattle Aircraft Certification Office

ANM-100S
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

DGCA Offices

Aircraft Engineering Directorate
Directorate General of Civil Aviation
Opp. Safdarjung Airport, Technical Centre
Aurobindo Marg
New Delhi – 110 003
India
Telephone: 91-11-24616853
Facsimile: 91-11-24616853

Regional Office
Aircraft Engineering Directorate
Office of Deputy Director
General of Civil Aviation' Airport Authority of India,
5th Floor, Old Airport
Bangalore-560017
Telephone: 91-80-25223542
Facsimile: 91-80-25222933

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
3. FAA Order 8110.4
4. FAA Order 8130.2
5. FAA Order 8130.21
6. FAA Advisory Circular 21-2
7. ICAO Annex 8
8. FAA Order 8120.2
9. FAA Order 8100.7
10. FAA Order 8000.79
11. FAA Advisory Circular 21-20
12. FAA Order 8900.1
13. FAA Advisory Circular 21-43

APPENDIX B

List of Referenced Documents

DGCA Referenced Documents

1. The Aircraft Act of 1934
2. The Aircraft Rules of 1937
3. Civil Aviation Requirements (CAR) 21
4. Civil Aviation Requirements (CAR) Section 2
5. CAR M
6. Aircraft Engineering Directorate Handbook of Procedures (AED-HDBK)
7. Airworthiness Procedures Manual
8. Surveillance Procedures Manual

APPENDIX C

List of Special Arrangements

1. Name of Special Arrangement:

Date of Issue:

2. Name of Special Arrangement:

Date of Issue: