IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS

COVERING

DESIGN APPROVAL, PRODUCTION AND SURVEILLANCE ACTIVITIES,

EXPORT AIRWORTHINESS APPROVAL,

POST DESIGN APPROVAL ACTIVITIES, AND

TECHNICAL ASSISTANCE

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

Revision 0
September 25, 2025

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

SECTION I GENERAL

1.1 Authorization

1.1.1 These Implementation Procedures for Airworthiness (referred hereafter as Implementation Procedures or IPA) are authorized by Article III of the Agreement between the Government of the United States of America (U.S.) and the Government of the Kingdom of Norway (Norway) for the Promotion of Aviation Safety, dated June 27, 2001, also known as the Bilateral Aviation Safety Agreement (BASA, or "BASA Executive Agreement"). The Federal Aviation Administration (FAA) and the Civil Aviation Authority of Norway (Norway CAA) have determined that the aircraft certification systems of each Authority for the design approval, production approval, airworthiness certification, continuing airworthiness, and environmental certification of the civil aeronautical products and articles identified in this document are sufficiently equivalent or compatible in structure and performance to support these Implementation Procedures.

1.1.2 The Government of the Kingdom of Norway has participated in the European Aviation Safety Agency (EASA), now named the European Union Aviation Safety Agency, since June 1, 2005 on the basis of the Agreement on the European Economic Area (EEA Agreement), which entered into force on January 1,1994, requiring European Union (EU) legislation in the field of transport to be incorporated into Norwegian law. For this reason, all laws and regulations on civil aviation passed by the EU and subsequently adopted by the EEA Joint Committee, established in the aforementioned agreement, are incorporated into Norwegian law, or (Act no. 109 of November 27, 1992, on the implementation into Norwegian law of the main part of the Agreement on the European Economic Area (EEA Act). According to the EEA Agreement, EASA is the single approval Authority in Norway for design-related activity, as specified under the provisions of Regulation (EU) 2018/1139 (Basic Regulation) of the European Parliament and of the Council of July 4, 2018.

1.2 Purpose

1.2.1 The purpose of these Implementation Procedures is to define the civil

aeronautical products and articles eligible for import into the U.S and Norway as importing States, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import. These Implementation Procedures reference the FAA-EASA Technical Implementation Procedures (TIP) for Airworthiness and Environmental Certification in effect under the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (U.S.-EU Safety Agreement). These Implementation Procedures reference the FAA-EASA TIP for procedures related to design approvals, continuing airworthiness, administration of design approvals, export approvals between the FAA and Norway CAA, and definitions. These Implementation Procedures take precedent over the FAA-EASA TIP.

1.2.2 Adherence to the procedures in the FAA-EASA TIP as of the date of the signature of these Implementation Procedures shall apply when EASA is fulfilling its role as Norway CAA's technical agent. Amended versions of the FAA-EASA TIP shall become applicable for the purpose of these Implementation Procedures.

1.3 Principles

1.3.1 These Implementation Procedures are based on mutual confidence and trust between the FAA and Norway CAA on their technical competence, regulatory capabilities, and compatibility of each other's certification and approval systems. When a finding is made by one Authority in accordance with the laws and regulations of the other Authority and these Implementation Procedures, that finding is given the same validity as if it were made by the other Authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the Certificating Authority's (CA) aircraft certification system to ensure that the airworthiness and environmental requirements of the Validating Authority (VA) are satisfied.

1.3.2 The FAA and Norway CAA recognize and accept each other's delegation systems as part of their overall aircraft certification systems. To the maximum extent permitted by these Implementation Procedures and each Authority's regulations, the findings, compliance determinations, and approvals made through this system are given the same validity as if made by either the FAA or Norway CAA.

1.3.3 The FAA and Norway CAA will not routinely notify the other of their designees', delegates', or delegated organizations' activities in advance of any of those persons traveling to the U.S. or Norway to witness tests, to perform conformity inspections, and/or to make determinations of compliance. However, there may be situations where one Authority may communicate directly with a designee or delegate of the other Authority. In this case, prior notification to the other Authority is required.

1.3.4 The FAA and Norway CAA agree that all information, including technical documentation, exchanged under these Implementation Procedures shall be in the English language.

1.4 Changes in the Authority Aircraft Certification Systems

1.4.1 These Implementation Procedures are based upon sufficiently equivalent or compatible aircraft certification systems being in place at the time of signing. Therefore, the FAA and Norway CAA shall keep each other informed of significant changes within those systems, such as:

1.4.1.1 Statutory responsibilities;

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

1.4.1.3 Revisions to airworthiness, certification, and environmental standards and procedures;

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

1.4.1.5 Delegated functions or the kinds of organizations to which functions have been delegated, and those mechanisms of the systems that manage their interface.

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

1.5 Governance

The FAA and Norway CAA agree to meet, through management meetings, as necessary, to review these Implementation Procedures and ensure their continued validity. The frequency of these meetings will be mutually agreed upon by both Authorities and will depend on the number and significance of the issues to be discussed between the Authorities. The meetings may be conducted virtually or in-person. When conducted in person, every effort should be made to alternate the location of these meetings between the U.S. and Norway.

1.6 Continued Maintenance of Confidence

1.6.1 These Implementation Procedures shall be subject to periodic review and evaluation. There is an obligation placed on the FAA and Norway CAA, as executive agents of the BASA, to ensure that both Authorities remain capable of carrying out the obligations contained in these Implementation Procedures beyond the period of initial assessment that resulted in this version of these Implementation Procedures. The periodic evaluations will focus on the equivalency or compatibility of the respective standards, rules, practices, procedures, and systems as prescribed by the BASA Executive Agreement, and maintaining the mutual confidence in the FAA's and Norway CAA's technical competence and ability to perform regulatory functions within the scope of these Implementation Procedures.

1.6.2 The FAA and Norway CAA agree to periodically share and exchange information to support continued maintenance of confidence in each other's system. The FAA and Norway CAA may develop written procedures to share and exchange information.

1.7 Applicable National Requirements, Procedures, and Guidance Material

1.7.1 FAA statutory and regulatory standards for airworthiness safety are contained in Title 49 United States Code (49 U.S.C.), Subtitle VII, Part A, Subparts I, III, and IV; and Title 14 Code of Federal Regulations (14 CFR), Chapter 1, Subchapters A, C, and G. The FAA's standards for airworthiness and environmental certification are generally found at 14 CFR, parts 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, 38, 39, 43, and 45. The FAA also uses EASA Certification Specifications (CS)-22, CS-VLA (Very Light Aeroplanes), Joint Aviation Requirements (JAR)-22, and JAR-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Orders, Notices, Policy Memoranda, Policy Statements, and Advisory Circulars.

1.7.2 Norway CAA's standards incorporate, by reference, EASA requirements for aircraft airworthiness and environmental certification as called out in European Commission regulations and EASA CS. Acceptable Means of Compliance (AMC) and Guidance Material are published by EASA and should be read in conjunction with the aforementioned regulations and directives. These can be found in the FAA-EASA TIP.

1.8 Technical Consultations

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

1.9 Interpretations and Resolution of Conflicts between FAA and Norway CAA

1.9.1 In the case of conflicting interpretations by the FAA and Norway CAA regarding the laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the Authority whose law, regulations, standards, requirements, or acceptable means of compliance are being interpreted shall prevail.

1.9.2 The FAA and Norway CAA agree to the timely resolution of issues through consultation or any other mutually agreed-upon means. Every effort should be made to resolve issues at the working staff level before elevating issues to higher management.

1.10 Cooperation of Investigation or Enforcement Action

Both the FAA and Norway CAA agree to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violation of the U.S. or the Norwegian laws or regulations. Both Authorities shall cooperate in sharing information relevant to any investigation or enforcement action, including its closure. A request for information and cooperation will be sent to the other Authority's point of contact identified in the Appendix to these Implementation Procedures.

1.11 Revisions, Amendments, and Points of Contact

1.11.1 The designated contact points for these Implementation Procedures are:

1.11.1.1 For the FAA: Aircraft Certification Service, International Office (AIR-040); and

1.11.1.2 For Norway CAA: Legal and Regulatory Affairs, Norway CAA.

1.11.1.3 Contact information for the identified offices is listed in the Appendix.

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

1.12 Definitions

For purposes of these Implementation Procedures, the definitions in the FAA-EASA TIP between the FAA and EASA under the U.S.- EU Safety Agreement shall apply. Additional definitions can be found in Article II of the BASA Executive Agreement. If there is any inconsistency between the definitions in the FAA-EASA TIP and those of Article II of the BASA Executive Agreement, the definitions in the BASA Executive Agreement shall prevail.

SECTION II SCOPE OF THESE IMPLEMENTATION PROCEDURES

2.1 General

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

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

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

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

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

2.1.2.4 Aircraft for which a special airworthiness certificate or permit to fly is issued by the FAA or Norway CAA, respectively, shall be dealt with on a case-by-case basis through the Special Arrangement provision in Section IX of this document.

2.1.2.5 These Implementation Procedures do not apply to non-EASA aircraft.

NOTE: "Non-EASA Aircraft" means aircraft excluded from the scope of the Basic Regulation (2018/1139) by Article 4 (4) and Annex I, and therefore not subject to EASA's oversight.

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

2.2.1 Norway CAA Acceptance of the Following FAA Design Approvals as the Basis for EASA Design Approval:

2.2.1.1 Type Certificates (TCs) for products listed in Table 1 for which the U.S. is the State of Design (SoD); and

2.2.1.2 FAA Technical Standard Order Authorizations (TSOAs); and

2.2.1.3 FAA Parts Manufacturer Approvals (PMAs).

2.2.2 Norway CAA Acceptance of the Following FAA-Approved Design Changes as the Basis for EASA Design Approval:

2.2.2.1 Supplemental Type Certificates (STCs) or Amended STCs for products listed in Table 1 for which the U.S. is the SoD;

2.2.2.2 STCs or Amended STCs for products listed in Table 1 that have been issued both an FAA and EASA type design approval; and

2.2.2.3 Other FAA approved design changes for which the U.S. is the SoD and that are within the scope of the FAA-EASA TIP.

2.2.3 Norway CAA Acceptance of the Following FAA-Approved Design Data:

FAA-approved design data used in the support of repairs that are within the scope of the FAA-EASA TIP.

2.2.4 Norway CAA Acceptance of Replacement, Modification, and Standard Parts:

Norway CAA shall accept Replacement, Modification, and Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established EU or U.S. industry or government specifications.

2.2.5 Norway CAA Acceptance of FAA Export Certificate of Airworthiness:

Norway CAA shall accept aircraft that conform to a type design approved under an EASA TC including:

2.2.5.1 New and used aircraft of the classes and categories listed in Table 1 of these Implementation Procedures for which the U.S. is the SoD; and

2.2.5.2 New and used aircraft for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and Norway covering the same class of products and if the conditions of the FAA-EASA TIP have been met.

NOTE: Acceptance of aircraft manufactured in a country or territory other than its SoD requires the development of a Special Arrangement per Section IX of these Implementation Procedures or Norway CAA review and acceptance of an existing arrangement established between the SoD and State of Manufacture (SoM).

2.2.6 Norway CAA Acceptance of FAA Authorized Release Certificates for the Following Engines, Propellers, and Articles:

2.2.6.1 Engines and Propellers that conform to a type design approved under an EASA TC including:

(a) New and rebuilt aircraft engines for which the U.S. is the SoD;

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

(c) New propellers for which the U.S. is the SoD; and

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

NOTE: Acceptance of products manufactured in a country or territory other than its SoD requires either the development of a Special Arrangement per Section IX of these Implementation Procedures or Norway CAA review and acceptance of an existing arrangement established between the SoD and SoM.

2.2.6.2 Articles and replacement, modification, and standard parts as detailed in the FAA-EASA TIP.

2.2.7 Norway CAA Acceptance of FAA Findings of Environmental Requirements:

Norway CAA shall accept FAA findings for environmental requirements, including noise, fuel venting, fuel efficiency, and/or exhaust emissions, in accordance with the procedures established in the FAA-EASA TIP.

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

2.3.1 FAA recognizes, as within the scope of this agreement and under the terms of the FAA-EASA TIP, the following EASA Design Approvals as the Basis for FAA Design Approval:

2.3.1.1 All STCs and amended STCs for products that have been issued both an EASA and FAA type design approval:

2.3.1.2 Any other EASA-approved design changes for products and articles that have been issued both an FAA and EASA type-design approval.

2.3.2 FAA recognizes, as within the scope of this agreement and under the terms of the FAA-EASA TIP, EASA approved design data used in the support of repairs, as identified in the FAA-EASA TIP section covering Design Data for Repairs, for products and articles of:

2.3.2.1 U.S. SoD; or

2.3.2.2 A third country SoD, when both the FAA and EASA have issued a type design approval for the product.

2.3.3 FAA Acceptance of European Parts Approval (EPA) and Standard Parts:

The FAA shall accept EPA (for Replacement and Modification) and Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established European or U.S. industry or government specifications.

2.3.4 FAA Acceptance of EASA Export Certificate of Airworthiness:

The FAA shall accept aircraft that conform to a type design approved under an FAA TC, including:

2.3.4.1 Used aircraft for the classes and categories listed in Table 2 of these Implementation Procedures for which the U.S. is the SoD; and

2.3.4.2 Used aircraft for which a third country is the SoD, when that third country has a bilateral agreement/arrangement with both the U.S. and Norway covering the same class of products and if the conditions of the FAA-EASA TIP have been met.

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

2.3.5 FAA Acceptance of EASA Findings for Environmental Requirements:

The FAA shall utilize the procedures established in the FAA-EASA TIP for findings for environmental requirements, including noise, fuel venting, fuel efficiency, and/or exhaust emissions.

2.4 Provisions for Technical Assistance

Technical assistance activities in support of these Implementation Procedures are conducted in accordance with Section VIII.

2.5 Provisions for Special Arrangements

These Implementation Procedures provide for designated officials within the FAA and Norway CAA to make Special Arrangements, with respect to design approval, 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 within the scope of these Implementation Procedures, reference Section IX.

2.6 Summary Tables

The following tables summarize the design approvals and new products and articles designed and manufactured in the U.S. or Norway that are eligible for approval under these Implementation Procedures.

Table 1

Summary of U.S. (SoD) Products and Articles
Eligible for Approval by Norway CAA

PRODUCT / ARTICLE TYPE	Import eligible designs & design changes		14 CFR Ref.	Design Approval Type		Export Record
				FAA	EASA	
PRODUCTS	**TC**	**STC**				
Normal Airplanes	✓	✓	Part 23	FAA TC or STC	Validated EASA TC or STC	FAA Form 8130-4
Utility Airplanes	✓	✓				
Aerobatic Airplanes	✓	✓				
Commuter Airplanes	✓	✓				
Transport Airplanes	✓	✓	Part 25			
Normal Rotorcraft	✓	✓	Part 27			
Transport Rotorcraft	✓	✓	Part 29			
Airships	✓	✓	Part 21			
Gliders	✓	✓				
Powered Lift	✓	✓				
Manned Free Balloons	✓	✓	Part 31			
Primary	*	*	Part 21	Import Requires Special Arrangement		
Restricted	*	*				
Surplus Military	*	*				
Engines (New)	✓	✓	Part 33	FAA TC or STC	Validated EASA TC or STC	FAA Form 8130-3
Engines (Rebuilt)	✓	[RES]				
Engines (Overhauled)	[RES]	[RES]				
Propellers	✓	✓	Part 35			
ARTICLES						
TSO	✓		Part 21	TSOA	ETSOA	
PMA	✓			Original approval	Original approval	FAA Form 8130-3
Replacement and Modification Parts	✓					
Standard Parts	✓			None	None	No FAA Form

Table 2
Summary of Kingdom of Norway Design[1] Products and Articles Eligible for Approval by the FAA

PRODUCT / ARTICLE TYPE	Import eligible designs & design changes		EASA CS	Design Approval Type		Export Record[2]
				EASA	FAA	
PRODUCTS	**TC**	**STC**				
Normal Airplanes	[RES]	✓	CS-23	EASA STC	Validated TC or STC	EASA Form 27 for Aircraft which have been manufactured and issued Form 52 for. ICAO compliant Export CoA for other States of Design
Utility Airplanes	[RES]	✓				
Aerobatic Airplanes	[RES]	✓				
Commuter Airplanes	[RES]	✓				
Large Airplanes	[RES]	✓	CS-25			
Normal Rotorcraft	[RES]	✓	CS-27			
Transport Rotorcraft	[RES]	✓	CS-29			
Airships	[RES]	✓	CS-30 / 31HA			
Very Light Rotorcraft	[RES]	✓	CS-VLR			
Gliders	[RES]	✓	CS-22			
Powered Lift	[RES]	✓	N/A			
Balloons	[RES]	✓	CS-31HB			
Primary	*	*	N/A	Import Requires Special Arrangement		
Restricted	*	*				
Surplus Military	*	*				
Engines (New)	[RES]	✓	CS-E	N/A	N/A	EASA Form 27 As above
Engines (Rebuilt)	[RES]	✓	N/A			
Engines (Overhauled)	[RES]	✓				
Propellers	[RES]	✓	CS-P			
ARTICLES						
TSO	✓		CS-ETSO	ETSOA	LODA	EASA Form 1
PMA	[RES]		[RES]	N/A	N/A	N/A
EPA – European Parts Approval for Replacement and Modification Parts	✓		N/A	Original approval	Original approval	EASA Form 1
Standard Parts	✓			None	None	No EASA Form 1

NOTE 1: EASA, as the Kingdom of Norway's Technical Agent, will handle all design approvals directly or through DOAs under their oversight. All such certification activities will be per EASA procedures or procedures approved by EASA for DOAs. Therefore, Norway CAA does not have any procedures and processes for such activities.

NOTE 2: The Kingdom of Norway will issue EASA Form 52/27/Form 1 as applicable for Production Organisations, POAs, with principal place of business in Norway as the competent Authority.

SECTION III DESIGN APPROVAL PROCEDURES

3.1 The relevant provisions of Section III of the FAA-EASA TIP shall apply to the acceptance or validation of design change approvals for the products and articles covered within the scope of these Implementation Procedures.

3.2 References to the CA or VA refer to the FAA or EASA, as appropriate.

SECTION IV CONTINUING AIRWORTHINESS

The relevant provisions of Section IV of the FAA-EASA TIP shall apply to the products and articles covered within the scope of these Implementation Procedures.

4.1 All references in Section IV of the FAA-EASA TIP to an “Aviation Authority”, “EU member state (AA) “or an “AA” are inclusive of Norway CAA.

4.2 References to the Authority of the SoD or SoM, the CA, or the VA refer to the FAA or EASA, as appropriate.

SECTION V ADMINISTRATION OF DESIGN APPROVALS

The relevant provisions of Section V of the FAA-EASA TIP shall apply to the design approvals within the scope of these Implementation Procedures.

SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES

6.1 Production Quality System

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

6.2 Surveillance of Production Approval Holders

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

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

6.2.3 The FAA's PAH and supplier surveillance programs are described in FAA Order 8120.23.

6.2.4 Norway CAA's PAH and supplier surveillance programs are described in Commission Regulation 748/2012, Section B, Subparts F and G.

6.3 Extensions of Production Approvals

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

6.3.2 The FAA is responsible for surveillance and oversight of U.S. PAHs located in Norway. Routine surveillance and oversight may be performed by Norway CAA on behalf of the FAA through the provisions of Section VIII. Norway CAA is responsible for surveillance and oversight of Norway CAA PAHs located in the

U.S. Routine surveillance and oversight may be performed by the FAA on behalf of Norway CAA through the provisions of Section VIII.

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

6.4 Production Approvals Based on Licensing Agreement

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

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

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

6.5 Supplier Surveillance – Outside the Exporting Country

6.5.1 The Authority for the SoM will include in its regulatory surveillance and oversight programs a means of surveilling persons/suppliers located outside the exporting country. This surveillance and oversight will be equivalent to the program for domestic suppliers. This surveillance activity will assist the Authorities in determining conformity to an approved design and if parts are safe for operation.

6.5.2 The FAA is responsible for surveillance and oversight of U.S. PAHs' suppliers located in Norway. Routine surveillance and oversight may be performed by Norway CAA on behalf of the FAA through the provisions of Section VIII. Norway CAA is responsible for surveillance and oversight of Norway CAA PAHs' suppliers located in the U.S. Routine surveillance and oversight may be performed by the FAA on behalf of Norway CAA through the provisions of Section VIII.

6.5.3 The FAA or Norway CAA may seek assistance from the CAA for a third State at the supplier's location in the undertaking of FAA or Norway CAA regulatory surveillance and oversight functions at suppliers to PAHs of the exporting State. This should only be done when a special arrangement for technical assistance has been formalized between the FAA or Norway CAA and the CAA of the third State.

6.5.4 The PAH may not use a supplier in a State where the Authority of the PAH is denied unimpeded access, by either the supplier or the supplier's CAA, to the supplier's facility to perform surveillance activities. The PAH also may not use a supplier located in a State if that State denies entry to the Authority of the PAH.

6.6 Multi-National Consortia

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

6.6.2 The FAA and Norway CAA will continue to conduct regulatory surveillance and oversight of the domestic design and PAH and should emphasize surveillance and oversight of priority parts suppliers. The CA will use its regulatory surveillance and oversight programs to best enable it to determine that consortia suppliers are producing parts that conform to the approved design and are in a condition for safe operation.

SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES

The relevant provisions of Section VII of the FAA-EASA TIP shall apply to the products and articles within the scope of these Implementation Procedures.

SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

The FAA or Norway CAA may provide technical assistance to each other within the scope of these Implementation Procedures when activities are conducted in either the U.S. or Norway. Each request will be handled on a case-by-case basis, as resources permit. Each written request will include sufficient information for the task to be performed and reported back to the requestor.

SECTION IX SPECIAL ARRANGEMENTS AND MANAGEMENT PLANS

9.1 It is anticipated that urgent or unique situations will develop that have not been specifically addressed in these Implementation Procedures, but which are within the scope of these Implementation Procedures. When such a situation arises, it will be reviewed by the FAA Aircraft Certification Service, International Office, and the Norway CAA Airworthiness Section, and a procedure will be developed to address the situation. The procedure will be mutually agreed upon by the FAA and Norway CAA in a separate Special Arrangement. If it is apparent that the situation is unique, with little possibility of repetition, then the Special Arrangement will be of limited duration. However, if the situation could lead to further repetitions, then these Implementation Procedures will be revised accordingly by the FAA and Norway CAA.

9.2 When detailed terms and explanations of technical procedures are needed to carry out activities that fall within the scope of these Implementation Procedures or a Special Arrangement under these Implementation Procedures, then those terms and explanations will be set forth in management plans agreed to by the FAA and Norway CAA.

SECTION X ENTRY INTO FORCE AND TERMINATION

10.1 These Implementation Procedures for Airworthiness shall enter into force upon signatures of the duly authorized representatives of both the FAA and the Norway CAA.

10.2 These Implementation Procedures for Airworthiness shall remain in force until terminated. Either Party may terminate these Implementation Procedures at any time by providing sixty (60) days' notice in writing to the other Party. Termination of these Implementation Procedures will not affect the validity of activity conducted thereunder prior to termination.

10.3 These Implementation Procedures for Airworthiness shall remain in force, provided that the U.S.-EU Safety Agreement remains in force and Norway continues to participate in EASA by virtue of EEA Act no. 109, unless these Implementation Procedures are otherwise terminated in accordance with paragraph 10.2 above.

SECTION XI AUTHORITY

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

Federal Aviation Administration
Department of Transportation
United States of America

Christopher J. Rocheleau
Deputy Administrator
Federal Aviation
Administration

Date 9/23/25

Civil Aviation Authority of Norway
Kingdom of Norway

Lars Kobberstad
Director General
Civil Aviation
Authority of Norway

Date 9/23/25

APPENDIX ADDRESSES

The designated point of contact offices for these Implementation Procedures are:

For the FAA:

International Office (AIR-040)
Aircraft Certification Service
Federal Aviation Administration
c/o Wilbur Wright Building, Room 600W
800 Independence Avenue, SW
Washington, DC 20591
U.S.A.

Telephone: 1-202-267-0908
Fax: 1-202-267-1261
E-mail: 9-AWA-AVS-AIR400@faa.gov

For Norway CAA:

Civil Aviation Authority of Norway

Physical location:
Sjøgata 45-47
8006 Bodø
Norway

Mailing Address:
PO Box 243
N-8001 Bodø
Norway

Telephone: +011 47 75 58 50 00
E-mail: postmottak@caa.no

Key Contacts for these Implementation Procedures

EASA Offices

Mailing Address

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

Physical Location

European Union Aviation Safety Agency
Konrad-Adenauer-Ufer 3
D-50668 Cologne
Germany

EASA Contact Point for Applications

E-mail addresses:

- Supplemental Type Certificates (STC): stc@easa.europa.eu
- EASA Technical Standard Order Authorization (ETSOA): etsoa@easa.europa.eu
- Major changes/repair designs: MajorChange-MajorRepair@easa.europa.eu

EASA Contact Point for Airworthiness Directives

- ads@easa.europa.eu

FAA Offices

Key Aircraft Certification Offices for these Implementation Procedures

Aircraft Certification Service Offices

For Aircraft Certification Service contact information, please go to the FAA website and click on the New Contact Information link at the top:
https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing

Contact Point for FAA Airworthiness Directives

Operational Safety Branch, AIR-720
(reference link above for full contact information)

Contact Point for STC Applications from the European Union

International Validation Branch, AIR-730
(reference link above for full contact information)

Headquarters

International Office, AIR-040
(reference link above for full contact information)

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

FM&D/SDR Reports

Copies of U.S. Failures, Malfunctions, and Defects Reports/Service Difficulty Reports (FM&D/SDR) are available from the FAA Mike Monroney Aeronautical Center, Automation Systems Management Branch, AFS-950.