

**FAA Order 8120.22A**  
**Change Control Matrix**  
(As of December 29, 2015)

	Comment
<p style="text-align: center;"><b>1</b> (Revised)</p>	<p><b>CURRENT:</b>  <b>Page 1-1, Para 1-5 Explanation of Policy Changes</b></p> <p><b>TO BE: Para 1-4. Cancellation.</b> This revision cancels Order 8120.22, dated February 25, 2013. The deviation memorandum dated September 12, 2012, which allows Manufacturing Inspection Office (MIO) to delegate the application for, or an amendment to, a Production Certificate (PC) is also cancelled.</p> <p><b>1-5. Effective Dates.</b> All policy changes are effective January 11, 2016 except regulatory requirements §21.135, §21.305, and §21.605 located in paragraph 1-6d which require that production approval holders (PAH’s) identify an accountable manager, and regulatory requirements in §21.137(c) located in paragraph 1-6e, which requires that PAHs ensure that supplier-provided products, articles, or services conform to PAH requirements and that the PAH establish a supplier-reporting process for nonconforming products, articles, or services released from, or provided by, a supplier.</p> <p>The earlier date of January 4, 2016 is for those sections of the amendment that are either relieving or optional to the PAH (the sections are listed in paragraphs 1-6a-c,f,g and also paragraph 1-7a- d).</p> <p><b>Para 1-6. Explanation of Changes.</b> This revision reflects regulatory changes that:</p> <p><b>Para 1-7 Explanation of Changes.</b> The revisions listed below are two IDEA HUB suggestions; a deviation memorandum issue incorporated into the Order, and the replacement of Certificate Management Information System (CMIS) to Aircraft Certification Audit Information System (ACAIS).</p> <p><b>Note:</b> All forms that appear in Order 8120.22A are samples only, therefore forms that were changed to accommodate revisions may still be used until replacements are available.</p>
<p style="text-align: center;"><b>2</b> (Revised)</p>	<p><b>CURRENT:</b>  <b>Page 2-2, Para 2-3 (h)(4)</b></p> <p><b>TO BE:</b> (4) Section 21.135 requires a PC applicant producing under a TC to provide to the FAA a document describing how its organization will ensure compliance to subpart G, and describes the requirements for this document. The document must identify a single point of contact who is knowledgeable of, and accountable for, maintaining the organization’s FAA-approved operations. In addition, the document must describe the accountable manager’s assigned responsibilities, delegated authorities, and the functional relationship of those responsible for quality.</p>
<p style="text-align: center;"><b>3</b> (Revised)</p>	<p><b>CURRENT:</b>  <b>Page 2-5, Form 8100-1, Conformity Inspection Record # 7</b></p> <p><b>TO BE: Change CMIS to ACAIS</b></p>
<p style="text-align: center;"><b>4</b></p>	<p><b>CURRENT: Page 2-9, Para 2-11( c )</b></p>

<b>(Revised)</b>	<p><b>Certificate Management Information System (CMIS)</b></p> <p><b>TO BE:</b> Aircraft Certification Audit Information System (ACAIS)</p>
<p><b>5</b> <b>(Revision)</b></p>	<p><b>CURRENT:</b> <b>Page 3-3, Para 3-3 (d)(1)</b></p> <p><b>TO BE: Page 3-3, Para 3-3 (d) (1) PC Holder’s Responsibility.</b></p> <p>1) Organization. Section 21.135 requires a PC holder to provide to the FAA a document describing how its organization will ensure compliance to § 21.135, and sets out the requirements for this document. The document must identify a single point of contact who is knowledgeable of, and accountable for, maintaining the organization’s FAA-approved operations. In addition, the document must describe the accountable manager’s assigned responsibilities, delegated authorities, and the functional relationship of those responsible for quality. The accountable manager serves as the PAH’s primary contact with the FAA, and is responsible for, and has authority over, a PAH’s production operations.</p>
<p><b>6</b> <b>(Additions)</b></p>	<p><b>CURRENT:</b> <b>Page 3-3, Para 3-3 (d)</b></p> <p><b>TO BE: Para 3-3 (d)”new” (4)(5)</b></p> <p>(4). Supplier Control. A supplier is a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article. Section 21.137(c) requires procedures for ensuring each supplier-furnished product, article, or service conforms to the PAH’s requirements. This section also requires the PAH to establish a supplier-reporting process for products, articles, or services that have been released from the supplier and subsequently found not to conform to the PAH’s requirements.</p> <p>(5) Issuing Authorized Release Documents for Aircraft Engines, Propellers, and Articles. Section 21.137(o) requires procedures for issuing authorized release documents (using FAA Form 8130-3, Airworthiness Approval Tag) if the PAH intends to issue those documents. These procedures must provide for the selection, appointment, training, management, and removal of individuals authorized by the PAH to issue authorized release documents (refer to AC 21-43).</p> <p>(a) Procedures established pursuant to § 21.137(o) must ensure that only qualified personnel issue authorized release documents. A PAH’s evaluation of these individuals’ qualifications should include an assessment of their knowledge, background, experience, and training. Qualifications should be commensurate with the complexity and type of product or article for which the PAH issues an authorized release document. These procedures should also include requirements for completing FAA Form 8130-3 that meet chapters 1, 2, and 4 of FAA Order 8130.21, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.</p> <p>(b) These documents may be issued for new aircraft engines, propellers, and articles manufactured by the PAH, and for used aircraft engines, propellers, and articles rebuilt or altered pursuant to § 43.3(j). When an authorized release document is used for export, § 21.137(o) requires a PAH to comply with the applicable § 21.335 requirements for the</p>

	<p>export of new and used aircraft engines, propellers, and articles. (Refer to FAA Order 8130.21 to ensure the PAH is in compliance with § 21.335.)</p> <p>6. Change to the Quality System. Each change to the quality system is subject to review by the FAA pursuant to § 21.150(a). The PC holder must immediately notify the MIDO/CMO in writing of any changes that may affect the inspection, conformity, or airworthiness of its product pursuant to § 21.150(b). These changes would include, but are not limited to the following:</p>
<p><b>7 (Revision)</b></p>	<p><b>CURRENT:</b>  <b>Page 3-5, Para 3-3 (d)(11)</b></p> <p><b>TO BE: Page 3-5, Para 3-3 (d)(13)</b></p> <p>(13) Aircraft, aircraft engines, and propellers, except for a fixed-pitch propeller, must be marked using an approved fireproof method pursuant to the requirements of 14 CFR part 45, §§ 45.11 and 45.13(a) through (c), as applicable.</p>
<p><b>8 (Revision)</b></p>	<p><b>CURRENT:</b>  <b>Page 3-6, Para 3-3 (d)(14)(a)(7)(bb)</b></p> <p>New rule language in 14 CFR, 45.13(a) makes it necessary to change the designations that indicate compliance with the applicable exhaust emissions provisions.</p> <p><b>TO BE: Page 3-5, Para 3-3 (d)(14)(a)(7)(bb)</b></p> <p>(a) Pursuant to § 45.13, an identification plate for an aircraft, aircraft engine, or propeller produced under a design data licensing program must include the following information (as applicable):</p> <p>The status of compliance to applicable exhaust emission provisions, as approved by the FAA (for example, COMPLY, EXEMPT NEW, EXCEPTED SPARE, or NON-U.S., as appropriate).</p>
<p><b>9 (Addition)</b></p>	<p><b>TO BE:</b></p> <p><b>Page 3-8, para 3-5.</b></p> <p><b>Note:</b> The MIO may delegate the application for, or amendment to, a PC to the MIDO/CMO. If this occurs, PC holders will be notified that when submitting FAA Form 8110-12 for an amendment to a PLR, they should send the form directly to the PC holder’s geographic MIDO/CMO instead of their MIO.</p>
<p><b>10 (Edit)</b></p>	<p><b>TO BE:</b></p> <p><b>Page 3-8; Para 3-6 (d) Reporting.</b> Change CMIS to ACAIS</p>
<p><b>11 (Edit)</b></p>	<p><b>CURRENT:</b>  <b>Page 3-12, Para 3-10(h)</b></p> <p><b>TO BE:</b> Change CMIS to ACAIS</p>

<p style="text-align: center;"><b>12</b> <b>(Edit)</b></p>	<p><b>CURRENT:</b> <b>Page 3-13, Para 3-14 Preparation and Delivery of PC and PLR</b> <b>TO BE:</b> Insert the name Production Certificate, after FAA Form 8120-4 to match FAA Form 8120-3, Production Limitation Record</p>
<p style="text-align: center;"><b>13</b> <b>(Revisions)</b></p>	<p><b>TO BE: Page 3-15, Figure 3-3,</b> Revise PLR form to include IC for Interface component on Type Certificate line. Note: Change the date on the form to January 4, 2016.</p>
<p style="text-align: center;"><b>14</b> <b>(Revisions)</b></p>	<p><b>CURRENT:</b> <b>Page 3-17, Para 3-14(b)</b> <b>TO BE:</b> <b>b. PLR.</b> The FAA issues a PLR as part of a PC. A PLR will include the TC, model number, and production authorization date for each product, and identify each interface component (IC) the PC holder is authorized to manufacture and install. After the FAA issues a PLR, the PAH should ensure the PLR accurately reflects each product and IC the PAH intends to manufacture.  <b>Note:</b> When a PC is issued for an STC, the PLR will include the STC number, the model number of each product on which the STC is eligible, and the date that production was authorized.</p>
<p style="text-align: center;"><b>15</b> <b>(Addition)</b></p>	<p><b>CURRENT:</b> <b>Page 3-17, Para 3-14(b)(1)(2)</b> <b>TO BE:</b> <b>(1) Amendment of PCs/PLR.</b> Section 21.147 requires a PC holder to apply for an amendment to a PC in a form and manner prescribed by the FAA. A PAH should apply by submitting to the FAA a properly executed FAA Form 8110-12. It is not normally necessary to establish a PCB. Instead, the MIDO/CMO should conduct an audit using the guidelines in paragraph 3-6 of this order, as appropriate, to determine whether the quality system is adequate or has been appropriately changed to ensure positive control of the product to be added to the PLR. When changes to the quality system are substantial, the PI may elect to request a nonscheduled QSA to make this determination. The MIDO/CMO with CM responsibility may issue revisions to the PLR to include new products or models, when authorized. The amendment of PCs requires the following:  <b>(a)</b> The applicant for an amendment to a PC to add a TC, model, or both must comply with the applicable §§ 21.137, 21.138, and 21.150 requirements.  <b>(b)</b> The applicant for an amendment to a PC may have its PLR amended to allow the manufacture and installation of an IC, provided—  <i>1</i> The design and installation data for the IC is owned by, or licensed to, the applicant and made available to the FAA on request;</p>

	<p>2 The applicant manufactures the IC;</p> <p>3 The applicant’s product conforms to its approved type design, and the IC conforms to its approved type design data;</p> <p>4 The assembled product, with the installed IC, is in a condition for safe operation; and</p> <p>5 The applicant complies with any other conditions and limitations the FAA considers necessary.</p> <p>(2) IC Amendment to the PLR. Section 21.147 authorizes a PC holder to apply to amend its PLR to permit the manufacture and installation of ICs. An IC is an article that serves as a functional interface between an aircraft and aircraft engine, an aircraft engine and a propeller, or an aircraft and a propeller. The PLR identifies each IC that the PC holder is authorized to manufacture and install. The following process must be followed before a PC holder may manufacture and install ICs:</p> <p>(a) The PC holder submits a request to the MIDO/CMO to add ICs (previously identified by the ACO) to the PLR.</p> <p>(b) The MIDO/CMO coordinates with the ACO for applications to add ICs to the PLR when no prior conformation is available to prove the articles meet the requirements to be identified as ICs.</p> <p>(c) The MIDO/CMO evaluates whether the PAH has the capability to manufacture and install the ICs.</p> <p>(d) If the MIDO/CMO determines the PAH is capable, the MIDO/CMO adds the ICs to the PLR.</p> <p>(e) The MIDO/CMO communicates its decision to the PC holder.</p> <p><b>Note:</b> Refer to appendix B to this order for more detailed information on adding ICs to the PLR.</p>
<p><b>16</b> <b>(Revisions</b> <b>Additions)</b></p>	<p><b>CURRENT:</b> <b>Page 4-3, Para 4-3(d) (1) (4) (5)</b></p> <p><b>TO BE:</b></p> <p>(1) Organization. Section 21.305 requires a PMA holder to provide to the FAA a document describing how its organization will ensure compliance to subpart K, and sets out the requirements for this document. The document must identify a single point of contact who is knowledgeable of, and accountable for, maintaining the organization’s FAA-approved operations. In addition, the document must describe the accountable manager’s assigned responsibilities, delegated authorities, and the functional relationship of those responsible for quality. The PMA holder must amend the document as necessary to reflect changes in the organization required by §§ 21.305 and 21.316(a).</p> <p>(4) Supplier Control. A supplier is a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture</p>

	<p>of, or installed on, a product or article. Section 21.137(c) requires procedures for ensuring each supplier-furnished product, article, or service conforms to the PAH’s requirements. This section also requires the PAH to establish a supplier-reporting process for products, articles, or services that have been released from the supplier and subsequently found not to conform to the PAH’s requirements.</p> <p>(5) Issuing Authorized Release Documents for Articles. Section 21.137(o) requires procedures for issuing authorized release documents (using FAA Form 8130-3, Airworthiness Approval Tag) if the PAH intends to issue those documents. These procedures must provide for the selection, appointment, training, management, and removal of individuals authorized by the PAH to issue authorized release documents (refer to AC 21-43).</p> <p>(a) Procedures established pursuant to § 21.137(o) must ensure that only qualified personnel issue authorized release documents. A PAH’s evaluation of these individuals’ qualifications should include an assessment of their knowledge, background, experience, and training. Qualifications should be commensurate with the complexity and type of product or article for which the PAH issues an authorized release document. These procedures should also include requirements for completing FAA Form 8130-3 that meet chapters 1, 2, and 4 of FAA Order 8130.21.</p> <p>(b) These documents may be issued for new articles manufactured by the PAH, and for used aircraft engines, propellers, and articles rebuilt or altered pursuant to § 43.3(j). When an authorized release document used for export, § 21.137(o) requires a PAH to comply with the applicable § 21.335 requirements for the export of new and used aircraft engines, propellers, and articles. (Refer to FAA Order 8130.21 to ensure the PAH is in compliance with § 21.335.)</p>
<p><b>17</b> <b>(Revisions)</b></p>	<p><b>CURRENT:</b></p> <p><b>Page 4-17, Para 4-9 (b) PMA Letter</b></p> <p><b>Yes, we agree with the Idea Hub proposal. Currently, Order 8120.22 states that a “copy” must be maintained, it does not state that it must be paper copy.</b></p> <p><b>TO BE:</b></p> <p><b>b.</b> When an applicant or approval holder asks to use electronic technology to satisfy information requirements for part 21 activities, or asks to use an alternative method of storing certification, production, and related information, the applicant or approval holder establishes a procedure to do so, and shares the required information with the MIDO/CMO. The MIDO/CMO decides whether it will maintain a hard or electronic copy of the required information. For additional information, refer to FAA Order 8000.79, <i>Use of Electronic Technology and Storage of Data</i>, and FAA Order 1350.14, <i>Records Management</i>, which allow for electronic records.</p> <p><b>c.</b> The original(s) should be presented to the manufacturer, and the MIDO/CMO should retain one copy (hard copy or electronic format). The information on the PMA supplement will be forwarded to the Continued Operational Safety Policy Section, AIR-141.</p>
<p><b>18</b> <b>(Revisions)</b></p>	<p><b>Page 4-19, Para 4-15. Revising/Amending the PMA Supplement. Yes, we agree with the Idea Hub proposal, and will incorporate changes to simplify the process of re-issuing</b></p>

	<p><b>PMA letters when a PMA holder moves to an associate facility or adds a new production facility (when companies move). A PMA holder may move its manufacturing facility with FAA approval which includes an evaluation of the “new” facility.</b> We also received several directive feedbacks stating that the current language is unclear. Order 8110.42D (3/21/14) has a paragraph on Revising/Amending PMA Supplement. It was recently approved and published, on 8/19/13, management agreed to use same language in Order 8120.22.</p> <p><b>4-15. Revising/Amending the PMA Supplement.</b> When a PMA approval letter is reissued, the first paragraph in the letter should be revised to include the previous supplement numbers. This will eliminate the practice of attaching page(s) of PMA supplements.</p> <p>Often an existing supplement needs correcting for typographical errors or to update contacts. While each ACO or MIDO/CMO sets an appropriate method to correct or update the supplement, they must maintain original signatures from each office (ACO and MIDO) on all altered supplements in the event of a revision. Some offices issue a revised supplement with corrections. The revised supplement is sent to the PMA holder along with a request to return the original incorrect supplement. An applicant may send an amended supplement request and supporting data to expand installation eligibility; however, while this is an acceptable practice, it is preferred that the applicant generate a new supplement instead. The applicant will submit to the ACO an updated supplement in Microsoft Word table format with a note stating the specific ACO and/or MIDO/CMO action requested (for example, correction, revision, amendment, superseding, cancellation, or change of address).</p>
<p><b>19 (Revisions)</b></p>	<p><b>CURRENT:</b> <b>Page 5-1, Para 5-3 (f) (1) TSO Authorization Holder’s Responsibility</b></p> <p><b>TO BE:</b> ((1) Organization. Section 21.605 requires a TSO authorization holder to provide to the FAA a document describing how its organization will ensure compliance to subpart O, and sets out the requirements for this document. The document must identify a single point of contact who is knowledgeable of, and accountable for, maintaining the organization’s FAA-approved operations. In addition, the document must describe the accountable manager’s assigned responsibilities, delegated authorities, and the functional relationship of those responsible for quality. The TSO authorization holder must amend the document as necessary to reflect changes in the organization required by §§ 21.605 and 21.616(a).</p>
<p><b>20 (Revisions)</b></p>	<p><b>CURRENT: Page 5-2, Para 5-3 (f) (3)(4)(5)</b> <b>TSO Authorization Holder’s Responsibility</b></p> <p><b>TO BE:</b></p> <p>(3) Quality System. The TSO authorization holder must establish and describe in writing a quality system that complies with § 21.607. The TSO authorization holder is responsible for maintaining the quality system in conformity with the data and procedures approved for the TSO authorization and for determining that each article conforms to the TSO and any terms or conditions prescribed in the TSO letter of authorization. The TSO authorization holder must provide to the FAA a document describing how its organization will ensure compliance to § 21.607. This document must identify a single point of contact</p>

	<p>who is knowledgeable of, and accountable for, maintaining the organization’s FAA-approved operations. In addition, the document must describe the accountable manager’s assigned responsibilities, delegated authorities, and the functional relationship of those responsible for quality.</p> <p>(4) Supplier Control. Supplier means a person at any tier in the supply chain who provides a product, article or service, that is used or consumed in the design, manufacturing, or installation of a product or article. Section 21.137(c) requires procedures for ensuring each supplier-furnished product, article, or service conforms to the TSO’s requirements. This section also requires the TSO to establish a supplier reporting process for products, articles, or services that have been released from the supplier and subsequently found not to conform to the TSO’s requirements.</p> <p>(5) Issuing Authorized Release Documents for Articles. Section 21.137(o) requires procedures for issuing authorized release documents (using FAA Form 8130-3, Airworthiness Approval Tag) if the PAH intends to issue those documents. These procedures must provide for the selection, appointment, training, management, and removal of individuals authorized by the PAH to issue authorized release documents (refer to AC 21-43).</p> <p>(a) Procedures established pursuant to § 21.137(o) must ensure that only qualified personnel issue authorized release documents. A PAH’s evaluation of these individuals’ qualifications should include an assessment of their knowledge, background, experience, and training. Qualifications should be commensurate with the complexity and type of product or article for which the PAH issues an authorized release document. These procedures should also include requirements for completing FAA Form 8130-3 that meet chapters 1, 2, and 4 of FAA Order 8130.21.</p> <p>(b) These documents may be issued for new aircraft engines, propellers, and articles manufactured by the PAH, and for used aircraft engines, propellers, and articles rebuilt or altered pursuant to § 43.3(j). When an authorized release document is used for export, § 21.137(o) requires a PAH to comply with the applicable § 21.335 requirements for the export of new and used aircraft engines, propellers, and articles. (Refer to FAA Order 8130.21 to ensure the PAH is in compliance with § 21.335.)</p>
21	<p><b>Change Designee Information Network (DIN) to Designee Management System (DMS)</b></p> <p><b>CURRENT:</b> Page 6-5 B. Figure 6-1. Sample Hand-Off Memo for Requesting a MIDO Audit and CM (Continued) --Designee Management ( FAA Order 8100.8 )</p> <p>Conduct Supervision and Record Results in the Designee Information Network (DIN)</p> <p><b>TO BE:</b> Page 6-5 B. Figure 6-1. Sample Hand-Off Memo for Requesting a MIDO Audit and CM (Continued)-- Designee Management ( FAA Order 8000.95 )</p> <p>Conduct Supervision and Record Results in the Designee Management System (DMS)</p>
22	<p><b>CURRENT: Page 6-6 Figure 6-1. Sample Hand-off Memo for Requesting a MIDO Audit and CM (Continued)</b></p> <p><b>TO BE:</b> Replace CMIS with ACAIS in title heading.- (Document Certificate Management</p>

	Activity in ACAIS)
<p style="text-align: center;"><b>23</b> <b>(Addition)</b></p>	<p><b>Page A-3, Appendix A. Evaluation of a PAH’s Quality System</b></p> <p><b>TO BE:</b></p> <p><b>4. Supplier Control.</b> A PAH should establish procedures allowing it to accept products, articles, or services from its suppliers that do not meet the approved design, yet conform to the PAH’s requirements. Section 21.137(c) requires a PAH to—</p> <ul style="list-style-type: none"> <li><b>a.</b> Ensure each supplier-provided product, article, or service conforms to the PAH’s requirements; and</li> <li><b>b.</b> Establish a supplier-reporting process for products, articles, or services that have been released from the supplier and subsequently found not to conform to the PAH’s requirements.</li> </ul>
<p style="text-align: center;"><b>24</b> <b>(Addition)</b></p>	<p><b>Page B-1</b></p> <p><b>Appendix B. Adding Interface Components to the PLR</b></p> <p><b>1. Purpose.</b> This appendix provides guidance regarding the geographic ACO’s responsibilities to designate an article as an interface component (IC). Before October 1, 2015 amendment, 14 CFR part 21 authorized an amendment to a PC holder’s PLR only when the PC holder needed to add a type-certificated product or article. Today, pursuant to § 21.147, a PC holder may also apply to amend its PLR to permit the manufacture and installation of ICs. ACOs are instructed to support the PLR amendment process to add ICs through the verification and documentation of articles identified by the TC or STC holder.</p> <p><b>2. Process.</b> A PC holder seeking to add an IC or ICs to its PLR should submit a request to its MIDO/CMO. The MIDO/CMO will coordinate with the ACO to confirm that the articles are eligible to be identified as ICs, and evaluates whether the PAH has the capability to manufacture and install the ICs. If the MIDO/CMO determines that the PAH is capable, the MIDO/CMO will add the article to the PLR. The MIDO/CMO then informs the PC holder of its determination.</p> <p><b>3. Designation Request.</b> A geographic ACO for a TC or STC holder seeking to designate an article as an IC should obtain the following:</p> <ul style="list-style-type: none"> <li><b>a.</b> A list of the articles the TC/STC holder seeks to designate as ICs,</li> <li><b>b.</b> A list of the approved type design data for the articles, including but not limited to the drawings and specifications, and</li> <li><b>c.</b> Documentation describing the functional interface between the aircraft and the aircraft engine, the aircraft engine and the propeller, or the aircraft and the propeller.</li> </ul> <p><b>4. ACO Responsibilities.</b> Upon review of the information, the ACO should perform the following actions:</p> <ul style="list-style-type: none"> <li><b>a.</b> Verify the interface functionality. Section 21.1 defines an IC as an article that is, among other things, designated by the TC or STC holder that controls the approved design data for that article. However, the ACO responsible for oversight of the design approval</li> </ul>

	<p>holder should concur with the designation. The ACO should also coordinate its interpretation with the product directorate to encourage standardization.</p> <p><b>b.</b> If an applicant proposes to produce ICs under a licensing agreement, verify that any listed type design data is sufficiently complete to allow manufacture or installation. Note that type design data is already approved. Further, the MIDO/CMO overseeing the PAH that will add the ICs to the PLR performs analysis to determine if the PAH is capable of manufacturing and installing ICs. The ACO is therefore not expected to conduct a technical evaluation of the data. However, any changes to the approved type design that are proposed to facilitate manufacture of the ICs must be substantiated and approved by the FAA as required by part 21, subpart D.</p> <p><b>c.</b> Provide documentation to the TC or STC holder acknowledging the articles and type design data identified as ICs. The documentation should include the signature of the ACO manager or appropriately delegated manager.</p>
<p><b>25</b> <b>(Revisions)</b></p>	<p><b>CURRENT:</b></p> <p><b>Page C-1, Appendix C. Acronyms</b></p> <p><b>TO BE:</b></p> <p>Replace CMIS with ACAIS Aircraft Certification Audit Information System</p> <p>Incorporate Interface Component (IC) on Acronym list.</p>
<p><b>26</b> <b>(Revisions)</b></p>	<p><b>CURRENT:</b></p> <p><b>Page D-1, Appendix D. Definitions</b></p> <p><b>TO BE:</b></p> <p><b>a. Accountable Manager.</b> A representative of the applicant or the holder of a production approval, that serves as the primary contact with the FAA. The accountable manager is responsible for, and has the authority over, all production operations that are conducted pursuant to 14 CFR part 21, Certification Procedures for Products and Parts.</p> <p><b>b. Airworthiness Approval.</b> A document issued by the FAA for an aircraft, aircraft engine, propeller, or article that certifies the aircraft, aircraft engine, propeller, or article conforms to its approved design, unless otherwise specified, and is in a condition for safe operation.</p> <p><b>f. Authorized Release Document.</b> A certifying statement by the PAH that a given aircraft engine, propeller, or article (1) conforms to its approved design data or properly altered condition, and (2) is in a condition for safe operation at the time of examination and release of the document.</p> <p><b>o. Interface Component.</b> An article that serves as a functional interface between an aircraft and an aircraft engine, an aircraft engine and a propeller, or an aircraft and a propeller.</p> <p><b>Expand on Supplier definition</b></p> <p><b>ee. Supplier.</b> Any person as defined by 14 CFR part 1, that provides a product, article or service at any tier in the supply chain, that is used or consumed in the design or manufacture of, or installed on, a product or article.</p>

<p><b>27</b> <b>(Revisions)</b></p>	<p><b>TO BE: Page E-1, Appendix E. Forms Listing</b> Change Figure E-2. Forms Available Within CMIS to ACAIS</p>
<p><b>28</b> <b>(Revisions)</b></p>	<p><b>CURRENT: Page F-2, Appendix F.</b> <b>9. Records Management.</b> Refer to FAA Order 0000.1, <i>FAA Standard Subject Classification System</i>; FAA Order 1350.14, <i>Records Management</i>; or your office Records Management Officer (RMO)/Directives Management Officer (DMO) for guidance regarding retention or disposition of records</p>