
IMPLEMENTATION PROCEDURES

FOR

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

Under the Agreement between
The American Institute in Taiwan
and

The Taipei Economic and Cultural Representative Office
in the United States

For Promotion of Aviation Safety
Revision A

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IMPLEMENTATION PROCEDURES

for

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

SECTION I GENERAL

1.0 Authorization

These Implementation Procedures are authorized by Article III of the Agreement between the American Institute in Taiwan (AIT) and the Taipei Economic and Cultural Representative Office in the United States (TECRO) for the Promotion of Aviation Safety, dated June 30, 2003, also known as the Aviation Safety Agreement (ASA). In accordance with Article III, AIT's designated representative, the Federal Aviation Administration (FAA), and TECRO's designated representative, the Civil Aeronautics Administration (CAA), have determined that the aircraft certification systems of each designated representative, as defined in Section II, are sufficiently similar in structure and performance to support these Implementation Procedures. These Implementation Procedures replace the previously signed Implementation Procedures that were dated August 20, 2003.

1.1 Purpose

The purpose of this document is to define the civil aeronautical products and articles eligible for import into the territory of the authority represented by AIT and the territory of the authority represented by TECRO (*See Section II - Scope*), and to define the interface requirements and activities between AIT and its designated representative, FAA, and TECRO and its designated representative, CAA, 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 AIT's designated representative and TECRO's designated representative to perform these tasks within the scope of these Implementation Procedures. AIT and TECRO, through their designated representatives, each shall give the same validity to the certification made by the other as if the certification had been made by its own designated representative in accordance with its own respective laws, regulations, and requirements. Also, when a finding is made by one designated representative in accordance with the laws and regulations of the other and with these Implementation Procedures, that finding is given the same validity as if it were made by the other designated representative. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the local aircraft certification system to ensure that the airworthiness standards of the importing designated representative are satisfied.

- 1.2.0 All information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.
- 1.2.1 AIT and TECRO, through their designated representatives, mutually recognize each other's designated representative'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 designated representative. AIT and TECRO, through their designated representatives, understand that there may be occasional situations where, upon prior notification to the other, either designated representative may interact directly with an individual designee of the other territory. In advance of designees or representatives of delegated organizations traveling to the territory of the authority represented by AIT or the territory of the authority represented by TECRO to witness tests, perform conformity inspections, and/or to make determinations of compliance, AIT and TECRO, through their designated representatives, will coordinate designee activities with the other.

1.3 Changes in the Aircraft Certification Systems of Either Designated Representative

- 1.3.0 These Implementation Procedures are based upon sufficiently similar aircraft certification systems being in place at the time of signing. Therefore, AIT and TECRO, through their designated representatives, 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 production oversight for parts manufactured outside of the territory of the authority represented by AIT and the territory of the authority represented by TECRO; or
 - (e) delegated functions or the kinds of organizations to which functions have been delegated.
- 1.3.1 AIT and TECRO, through their designated representatives, recognize that revision by either designated representative to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality control system oversight, or delegation system may affect the basis and scope of these Implementation Procedures. Accordingly, upon notice of such changes by one party, through its designated representative, the other party, through its designated representative, may request a meeting to review the need for amendment to these Implementation Procedures.

1.4 Meetings

AIT and TECRO, through their designated representatives, agree to consult as necessary on these Implementation Procedures and their continued validity. The frequency of these consultations will be mutually agreed between AIT and TECRO, through their designated representatives, and will depend on the number and significance of the issues to be discussed.

1.5 Applicable Aviation Requirements, Procedures, and Guidance Material.

- 1.5.0 AIT's designated representative'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. AIT's designated representative also uses Certification Specifications (CS)-22, (CS)-VLA (Very Light Aircraft), Joint Aviation Requirements (JAR)-22, and (JAR)-VLA for some special class aircraft. Guidance material, policy, and procedures are contained in FAA Advisory Circulars, Orders, Notices, and Policy Memoranda.
- 1.5.1 TECRO's designated representative's standards for aircraft airworthiness and environmental certification are contained in the *Regulations Governing the Certification for Aviation Products, Appliances and Parts* (Regulation 06-07A), which is equivalent to 14 CFR part 21. TECRO's designated representative also directly adopts 14 CFR parts 23, 25, 26, 27, 29, 31, 33, 34, 35, and 36 as standards for aircraft airworthiness and environmental certification. Guidance material, policies and procedures are contained in the Airworthiness Inspector's Handbook, Book Two.

1.6 Interpretations

In the case of conflicting interpretations of 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 designated representative whose law, regulation/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 by mutual consent of AIT and TECRO in concurrence with the respective designated representatives. Such amendments shall be made effective by signature of AIT and TECRO.

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

For AIT:

1700 North Moore Street
Suite 1700
Arlington, VA 22209
Telephone: 1-703-525-8474
Fax: 1-703-841-1385

For the AIT Designated Representative, FAA:

Aircraft Certification Service
International Division (AIR-400)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591
Telephone: 1-202-267-0908
Fax: 1-202-267-1261

FOR TECRO:

4301 Connecticut Ave, NW
Suite 420
Washington, D.C. 20008
Telephone: 1-202-686-6400
Fax: 1-202-363-6294

For TECRO's Designated Representative, CAA:

Director, Flight Standards Division, CAA
340 Tun Hua North Road
Taipei, Sungshan Airport
Taiwan
Telephone: 1-886-2-2349-6068
Fax: 1-886-2-2349-6071

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

For AIT:

1700 North Moore Street
Suite 1700
Arlington, VA 22209
Telephone: 1-703-525-8474
Fax: 1-703-841-1385

For AIT's Designated Representative, FAA:

Office of International Affairs (API-1)
Federal Aviation Administration
800 Independence Ave., SW
Washington, D.C. 20591
Telephone: 1-202-267-1000
Fax: 1-202-267-5032

For TECRO:

4301 Connecticut Ave, NW
Suite 420
Washington, D.C. 20008
Telephone: 1-202-686-6400
Fax: 1-202-363-6294

For TECRO's Designated Representative, CAA:

Director, Flight Standards Division, CAA
340 Tun Hua North Road
Taipei, Sungshan Airport
Taiwan
Telephone: 1-886-2-2349-6068
Fax: 1-886-2-2349-6071

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 AIT or TECRO, in concurrence with its designated representative, may terminate these Implementation Procedures upon sixty days written notice to the other party. Termination will not affect the validity of activity 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 ASA executive agreement.

- 1.9.0 "Additional Technical Condition" means a requirement of the importing territory 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 territory.
- 1.9.1 "Airworthiness Standards" means regulations governing the design and performance of civil aeronautical products and articles.
- 1.9.2 "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, aircraft engine, or propeller.
- 1.9.3 "Article" means a material, part, component, process, or appliance.
- 1.9.4 "Civil Aeronautical Product" (herein also referred to as "product") means each civil aircraft, aircraft engine, or propeller.
- 1.9.5 "Critical Component" means a part for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the manufacturer's maintenance manual or Instructions for Continued Airworthiness.
- 1.9.6 "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.
- 1.9.7 "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.
- 1.9.8 "Environmental Standards" means regulations governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.
- 1.9.9 "Environmental Testing" means a process by which the design or change to a design of a civil aeronautical product or article is evaluated for compliance with applicable standards and procedures concerning noise, fuel venting or exhaust emissions.

- 1.9.10 "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.
- 1.9.11 "Exemption" means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by AIT's designated representative or TECRO's designated representative and found to have a level of safety acceptable to the designated representative granting the exemption.
- 1.9.12 "Exporting Designated Representative" means the organization within the exporting territory charged by the laws of the exporting territory to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products and articles. The exporting civil airworthiness organization will be referred to herein as the exporting designated representative.
- 1.9.13 "Familiarization" means the process whereby the importing designated representative obtains information and experience on an aeronautical product designed in the exporting territory 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 territory; and to ensure the development of appropriate maintenance, operating, and pilot type rating information, if applicable, for the product.
- 1.9.14 "Finding" means a determination of compliance/non-compliance as the result of a designated representative's review, investigation, inspection, test, and/or analysis.
- 1.9.15 "Importing Designated Representative" means the organization within the importing territory charged by the laws of the importing territory with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products and articles. The importing civil airworthiness organization will be referred to herein as the importing designated representative.
- 1.9.16 "Issue Paper" means a document representing an item that requires resolution prior to the issuance of a CAA or FAA type or supplemental type certificate.
- 1.9.17 "Maintenance" means the performance of inspection, overhaul, repair, preservation, and the replacement of parts or appliances of a product, but excludes preventive maintenance.
- 1.9.18 "Manufacturer" means the person who, by AIT's designated representative's or TECRO's designated representative's regulation, is responsible for determining that all products or parts thereof produced within the quality control system conform to AIT's designated representative's and TECRO's designated representative's approved design or established consensus or industry standard and are in a condition for safe operation.
- 1.9.19 "Multi-National Consortium" means a group of manufacturers from multiple countries who have agreed to form a single company for production of a particular product.
- 1.9.20 "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.

- 1.9.21 "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.
- 1.9.22 "Person" means an individual, firm, partnership, corporation, company, association, joint stock association, or entity of the authority of the territory, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- 1.9.23 "Priority Part" means each part or assembly in an approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.
- 1.9.24 "Product" see 1.9.4 Civil Aeronautical Product.
- 1.9.25 "Production Quality System" means a systematic process that meets the requirements of the exporting designated representative and ensures that products and articles will conform to the approved design and will be in a condition for safe operation.
- 1.9.26 "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.
- 1.9.27 "Special Condition" means an additional airworthiness standard(s) prescribed by the designated representatives 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 designated representatives find necessary to establish a level of safety equivalent to that established in the applicable regulations.
- 1.9.28 "State of Design" means the state having jurisdiction over the organization responsible for the type design. For the purposes of these Implementation Procedures, when the organization responsible for the type design falls under the jurisdiction of the authorities represented by TECRO, this term shall be deemed also to include the territory of the authorities represented by TECRO.
- 1.9.29 "State of Manufacture" means the state having jurisdiction over the organization responsible for the manufacture. For the purposes of these Implementation Procedures, when the organization responsible for the manufacture falls under the jurisdiction of the authorities represented by TECRO, this term shall be deemed also to include the territory of the authorities represented by TECRO.
- 1.9.30 "Standard Part" means a part that is manufactured in complete compliance with an established specification accepted by a government, regulator or industry, 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.

- 1.9.31 "Supplier" means a person at any tier who contracts to provide an article, special process, or service to a product manufacturer to be incorporated into the manufacture of a product or article.
- 1.9.32 "Used Aircraft" means each aircraft that is not a new aircraft, as defined in paragraph 1.9.20 above.
- 1.9.33 "Validation" means the importing territory's process for type certification or equivalent of a product certificated by either AIT's designated representative or TECRO's designated representative.

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 Accepted for Import Under These ASA Implementation Procedures

2.1.0 CAA Acceptance of FAA Export Certificates of Airworthiness for the Following Products Manufactured in the Territory of the Authority Represented by AIT:

- (a) new and used aircraft,

See Summary Table 1, at the end of this Section, for a listing of the classes and categories of products manufactured in the territory of the authority represented by AIT and associated approvals eligible for import into the territory of the authority represented by TECRO.

2.1.1 CAA Acceptance of FAA Authorized Release Certificates for the Following Products and Articles Manufactured in the Territory of the Authority Represented by AIT:

- (a) new aircraft engines,
- (b) new propellers,
- (c) new Technical Standard Order (TSO) articles,
- (d) new parts that are eligible for installation in a product or article that has been granted a design approval by TECRO's designated representative and that conform to design data approved by TECRO's designated representative. This includes:
 - (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 products and articles manufactured in the territory of the authority represented by AIT (and associated approvals) eligible for import into the territory of the authority represented by TECRO.

2.1.2 FAA Acceptance of CAA Export Certificates of Airworthiness for the Following Products Manufactured in the Territory of the Authority Represented by TECRO:

[Reserved].

See Summary Table 2, at the end of this Section, for a listing of the classes and categories of products of the territory of the authority represented by TECRO and associated approvals eligible for import into the territory of the authority represented by AIT.

2.1.3 FAA Acceptance of CAA Authorized Release Certificates for the Following Products and Articles Manufactured in the Territory of the Authority Represented by TECRO:

- (a) [Reserved]
- (b) [Reserved]
- (c) New TSO articles that meet the performance standards of an FAA TSO under an FAA letter of TSO design approval, and
- (d) Replacement parts for the articles listed in paragraph 2.1.3(c) above 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 products and articles (and associated approvals) of the territory of the authority represented by TECRO eligible for import into the territory of the authority represented by AIT.

2.1.4 Acceptance of Standard Parts.

- (a) CAA Acceptance of Standard Parts. TECRO, through its designated representative, will accept Standard Parts for all products and articles covered under these Implementation Procedures when they conform to established industry or regulatory specifications applicable in the territory of the authority represented by AIT.
- (b) FAA Acceptance of Standard Parts. AIT, through its designated representative, shall accept Standard Parts for products and articles covered under these Implementation Procedures when they conform to established industry or regulatory specifications applicable in the territory of the authority represented by AIT.

2.1.5 Airworthiness Certification. These Implementation Procedures for design approval apply to such aircraft type designs to be type certificated by AIT's designated representative and validated by TECRO's designated representative 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, very light aircraft (VLA), 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 CAA Acceptance of Used Aircraft Manufactured Outside the Territories of the Authorities Represented by the Parties

2.2.0 Aircraft that conform to a type design approved under a CAA Type Certificate or Validation Type Certificate

- (a) Used aircraft for which a third territory other than the territory of the authorities represented by AIT or by TECRO is the State of Design, when that third territory has made a commitment to the importing authority

represented by TECRO, or a representative office thereof, to undertake the continuing airworthiness of the design.

Note: Acceptance of aircraft manufactured in a territory other than its State of Design requires either the development of a Special Arrangement per Section V of the Implementation Procedures or CAA review and acceptance of an existing arrangement established between the State of Design and State of Manufacture where the authorities represented by AIT or TECRO have a relationship with the State of Design and State of Manufacture to undertake the continuing airworthiness of the design.

2.3 FAA Acceptance of Used Aircraft Manufactured Outside the Territories of the Authorities Represented by the Parties

2.3.0 Aircraft that Conform to a Type Design Approved Under an FAA Type Certificate

- (a) Used aircraft for which a third territory other than the territory of the authorities represented by AIT or by TECRO is the State of Design, when that third territory has made a commitment to the importing authority represented by AIT, or a representative office thereof, to undertake the continuing airworthiness of the design.

Note: Acceptance of aircraft manufactured in a territory other than its State of Design requires either the development of a Special Arrangement per Section V of the Implementation Procedures or FAA review and acceptance of an existing arrangement established between the State of Design and State of Manufacture, where the authorities represented by AIT have an agreement/arrangement with the State of Design to undertake the continuing airworthiness of the design.

2.4 Provisions for Design and Design Change Approvals

2.4.0 CAA Acceptance of the Following Designs and Design Changes Approved by AIT's Designated Representative:

- (a) Type Certificates (TC) and Amended Type Certificates for products for which the territory of the authority represented by AIT is the State of Design;
- (b) Supplemental Type Certificates (STC) and Amended Supplemental Type Certificates (ASTC) for all products, regardless of the State of Design;
- (c) Other design changes approved by AIT's designated representative (as identified in Section III, paragraph 3.3.1 for products and articles for which the territory of the authority represented by AIT is the State of Design); and
- (d) Design data approved by AIT's designated representative used in support of repairs (as identified in Section III, paragraph 3.3.2.0(a)) for products and articles for which the territory of the authority represented by AIT is the State of Design).

2.4.1 FAA Acceptance of the Following Designs and Design Changes Approved by TECRO's Designated Representative:

- (a) [Reserved]
- (b) [Reserved]
- (c) Approved design changes (as identified in Section III, paragraph 3.3.1.4) for articles for which the territory of the authority represented by TECRO is the State of Design; and
- (d) Design data approved by TECRO's designated representative used in support of repairs (as identified in Section III, paragraph 3.3.2.0(b)) for articles for which the territory of the authority represented by TECRO is the State of Design.

2.5 Provisions for Environmental Testing and Approvals

2.5.0 CAA Acceptance of Findings for the Following Environmental Requirements by AIT's Designated Representative:

- (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.

2.5.1 FAA Acceptance of Findings for the Following Environmental Requirements by TECRO's Designated Representative:

[Reserved].

2.6 Provisions for Technical Assistance

The scope of all technical assistance activities between AIT's designated representative and TECRO's designated representative are specified in Section IV.

2.7 Provisions for Special Arrangements

These Implementation Procedures provide for designated officials within AIT's designated representative and TECRO's designated representative to make special arrangements in unique situations that have not been specifically addressed in these Implementation Procedures, but that are anticipated by the ASA. All special arrangements between the designated representatives are listed in Appendix C.

2.8 Summary Tables

The following tables summarize the new products and articles manufactured in the territory of the authority represented by AIT or the territory of the authority represented by TECRO that are eligible for import under these Implementation Procedures. (These tables do not show products from other countries or territories eligible for import into the territory of the authority represented by AIT or the territory of the authority represented by TECRO).

Table 1

Summary of Products and Articles of the Territory of the Authority Represented by AIT and Associated FAA Approvals Eligible for Import into the Territory of the Authority Represented by TECRO.

Products	Type Certificate, and Amendments	Supplemental Type Certificate	Technical Standard Order Authorization	Parts Manufacturer Approval
Airplanes in the following categories:				
Normal	√	√	Not Applicable	Not Applicable
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
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.

Note 2: CAA has age restrictions for used aircraft

Table 2

Summary of Products and Articles of the Territory of the Authority Represented by TECRO and Associated CAA Approvals Eligible for Import into the Territory of the Authority Represented by AIT.

Products	Type Certificate, and Amendments	Supplemental Type Certificate	Technical Standard Order Authorization	Parts Manufacturer Approval
Airplanes in the following categories:				
Normal	[Reserved]	[Reserved]	Not Applicable	Not Applicable
Utility	[Reserved]	[Reserved]	N/A	N/A
Acrobatic	[Reserved]	[Reserved]	N/A	N/A
Commuter	[Reserved]	[Reserved]	N/A	N/A
Transport	[Reserved]	[Reserved]	N/A	N/A
Rotorcraft in the following categories:				
Normal	[Reserved]	[Reserved]	N/A	N/A
Transport	[Reserved]	[Reserved]	N/A	N/A
Manned Free Balloons	[Reserved]	[Reserved]	N/A	N/A
Engines	[Reserved]	[Reserved]	N/A	N/A
Propellers	[Reserved]	[Reserved]	N/A	N/A
Aircraft in Special Classes:				
Airships	[Reserved]	[Reserved]	N/A	N/A
VLA	[Reserved]	[Reserved]	N/A	N/A
Gliders	[Reserved]	[Reserved]	N/A	N/A
Powered Lift	[Reserved]	[Reserved]	N/A	N/A
TSO Articles	N/A	N/A	√	N/A
Replacement Parts for the above articles per 2.1.3(d)	[Reserved]	[Reserved]	√	[Reserved]

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.

SECTION III ESTABLISHED WORKING PROCEDURES

3.0 Design Approval Procedures

3.0.0 General.

- (a) AIT and TECRO, through their designated representatives, will normally 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 importing designated representative, a technical information exchange in the form of data, specialist meetings on technical compliance, and/or the development of issue papers, establishment of the scope of delegation to the exporting designated representative, compliance determinations, and finally, the issuance of the design approval. The design approval issued by AIT, through its designated representative, or TECRO, through its designated representative, is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance determinations made by the exporting designated representative.
- (b) Close cooperation between the importing and the exporting designated representatives is necessary to provide for effective management of the validation process and for the most cost-effective utilization of resources. Working in accordance with the principle that communications should occur between AIT, through its designated representative, and TECRO, through its designated representative, correspondence will be answered through and coordinated with the exporting designated representative. AIT and TECRO, through their designated representatives, also recognize that direct communications between the validating designated representative and the applicant are sometimes necessary. Direct communications should be limited to technical questions regarding the product (familiarization) and should be conducted with the awareness and consent of the certifying designated representative. The certifying designated representative should be informed of the outcome of these discussions.
- (c) AIT's designated representative does not normally issue a design approval for a product manufactured outside the territory of the authority represented by AIT, except for an aircraft to be registered in the territory of the authority represented by AIT, or an engine, propeller, or article to be incorporated into the design of an aircraft registered in the territory of the authority represented by AIT or a product manufactured in the territory of the authority represented by AIT. Therefore, applicants in the territory of the authority represented by TECRO for FAA design approvals should provide AIT's designated representative with evidence that the article will be imported into the territory of the authority represented by AIT, or will be installed on a product registered or manufactured in the territory of the authority represented by AIT.

- (d) TECRO's designated representative does not normally issue a Validation of Type Certificate (VTC) or a design approval for a product manufactured outside the territory of the authority represented by TECRO, except for an aircraft to be registered in the territory of the authority represented by TECRO or an engine, propeller, or article to be incorporated into the design of an aircraft or a product manufactured in the territory of the authority represented by TECRO. Therefore, applicants in the territory of the authority represented by AIT seeking a CAA design approval should provide TECRO's designated representative with evidence that the product or article will be imported into the territory of the authority represented by TECRO or installed on a product registered or manufactured in the territory of the authority represented by TECRO.

3.0.1 FAA Design Approval Procedures for Type Certificates.

[Reserved].

3.0.2 CAA Design Approval Procedures for Type Certificates.

(a) CAA Type Certificates (TC) for products may be issued under the provisions of Regulation 06-07A, Chapter 2.

(b) TECRO's designated representative does not issue TCs for products manufactured outside of the territory of the authority represented by TECRO. Imported products must be covered by a VTC.

3.0.2.0 Application for a CAA- VTC.

- (a) An application for a VTC from an applicant in the territory of the authority represented by AIT should be sent to the Aircraft Certification Office (ACO) Branch of AIT's designated representative responsible for the applicant's geographic area. Applications for a VTC may be submitted for products with an FAA Type Certificate or for products where the type certification application has been made to AIT's designated representative. AIT, through its designated representative, should ensure the application has the following information:
 - (1) The FAA TC and Type Certificate Data Sheet (TCDS), if available;
 - (2) A definition of the FAA airworthiness and environmental standards upon which AIT's designated representative's design approval was (or is to be) based;
 - (3) The amendment level of the CAA airworthiness and environmental standards which AIT's designated representative believes to be satisfied by its own standards; and
 - (4) The applicant's requested date for issuance of a TC by TECRO's designated representative.

- (b) Also, the application should contain the following, if known at the time of application:
 - (1) A description of all novel or unusual design features known to the applicant or to AIT's designated representative at the time of application that might necessitate issuance of CAA special conditions under Regulation 06-07A Article 15; and
 - (2) All known or expected exemptions or equivalent level of safety findings relative to the FAA standards for design approval that might affect compliance with the applicable CAA airworthiness and environmental standards.
- (c) AIT, through its designated representative, should forward the application to the Taipei office of TECRO's designated representative. Appendix A contains the address for TECRO's designated representative.
- (d) If the application is for a product that is of a level of complexity that has not been previously certificated by AIT's designated representative, AIT, through its designated representative, should notify TECRO, through its designated representative, as soon as AIT's designated representative receives an application so that TECRO's designated representative may plan the scope of its validation program.

3.0.2.1 Familiarization Meeting.

- (a) If TECRO, through its designated representative, determines that a familiarization meeting is necessary, AIT, through its designated representative, will arrange a familiarization meeting between TECRO's designated representative, the applicant, and AIT's designated representative to discuss the validation process, the approved or proposed domestic (FAA) certification basis, and all novel or unusual features of the product.
- (b) At this meeting TECRO, through its designated representative, will work to establish the CAA type certification basis and the means of compliance for the product under application by determining the CAA airworthiness and environmental standards that would be applied to a similar product if it were to be produced in the territory of the authority represented by TECRO. The extent to which these activities are accomplished at the meeting will depend on TECRO's designated representative's familiarity with the product and applicant, the applicant's familiarity with TECRO's designated representative's process and, in general, the overall preparedness of all parties.
- (c) For simple or less complex projects, technical familiarization may be streamlined if agreed by both TECRO, through its designated representative, and AIT, through its designated representative.

- 3.0.2.2 Establishment of Project Certification Team. An important consideration that should be addressed at the familiarization meeting is the composition of the Project Certification Team. The composition of the team should include specialist representation to cover the technology level of the certification project. TECRO, through its designated representative, will notify AIT, through its designated representative, of its Project Manager.
- 3.0.2.3 Establishment of CAA Type Certification Basis.
- (a) Validation of TCs. TECRO, through its designated representative, will develop the certification basis using:
- (1) For applicants that do not yet hold an approval from AIT's designated representative, but are currently going through FAA certification, the applicable CAA airworthiness standards in effect on the date the application is made to TECRO's designated representative; or
 - (2) For applicants that hold a type design approval from AIT's designated representative, the applicable CAA airworthiness standards in effect on the date the application was made to AIT's designated representative for an FAA TC.
- (b) Additional requirements.
- (1) In general, TECRO, through its designated representative, may require the applicant to comply with additional technical conditions in the interest of safety. These requirements may include actions deemed necessary for continued safe operation in the territory of the authority represented by TECRO as a result of service history and actions taken by AIT's designated representative to correct unsafe conditions.
 - (2) TECRO, through its designated representative, will review all novel and unusual design features for development of special conditions. TECRO, through its designated representative, will work closely with AIT, through its designated representative, in the development of special conditions and exemptions providing AIT's designated representative and the applicant an opportunity to comment on the proposal.
- (c) Environmental (Type) Certification Basis. The regulatory basis for compliance with CAA environmental requirements is the effective amendment on the date of validation by TECRO's designated representative. An applicant for a TC or Supplemental Type Certificate (STC) must show that the aircraft meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards, noise standards, and relevant requirements of the territory of the authority represented by TECRO.
- 3.0.2.4 Compliance to CAA Certification Basis. AIT, through its designated representative, should review the proposed CAA type certification basis and notify the Project Manager at TECRO's designated representative of the proposed methods of compliance.

3.0.2.5 Data Submittal & Design Review. In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, TECRO, through its designated representative, may make written requests for data to AIT, through its designated representative. AIT, through its designated representative, in responding to such requests, should verify that the data provided has been reviewed and, if required, approved by AIT's designated representative. Compliance documentation (e.g., certification test plans and reports, flight test plans and reports, system safety assessments, data substantiation reports) should be complete and detailed enough to determine whether compliance has been made to the regulations.

3.0.2.6 Technical Meetings.

- (a) In addition to the initial familiarization meeting, other technical meetings may be necessary to assure that any additional technical conditions that have been communicated to AIT's designated representative are well understood, and that any outstanding technical issues are resolved. These meetings should be held as early as possible in the certification process in order to permit timely design changes. All technical meetings will normally be arranged through AIT's designated representative and will normally have both designated representatives in attendance.
- (b) Early in the program, based on the known design and information presented in the familiarization and technical meetings, TECRO, through its designated representative, will identify the areas in which further activity by TECRO's designated representative will be required (e.g., required data, reports, tests and test witnessing, areas of concern or special emphasis). The anticipated level of activity by TECRO's designated representative will be documented in writing. This written arrangement may be revised if the initial design definition is incomplete or subsequent design changes are made.
- (c) AIT, through its designated representative, will keep TECRO, through its designated representative, informed of the progress of its domestic type certification program on a regular basis. AIT, through its designated representative, should notify TECRO's designated representative's Project Manager as soon as possible of all additional novel or unusual design features, and all other design features that might cause or have caused AIT's designated representative to develop a special condition or to make an equivalent level of safety finding.

3.0.2.7 Issue Papers.

- (a) TECRO, through its designated representative, will prepare issue papers that identify the certification basis and other items such as unique import requirements, acceptable means of compliance, equivalent level of safety findings, and special conditions. However, when the positions of both designated representatives are equivalent, AIT's designated representative's paper may be used directly by TECRO's designated representative in lieu of developing its own issue paper. Nevertheless,

TECRO, through its designated representative, must still process its own issue papers that address equivalent levels of safety or special conditions.

- (b) TECRO, through its designated representative, will coordinate all issue papers and changes to issue papers with AIT, through its designated representative. Such coordination will expedite the timely and mutually acceptable resolution of certification issues.

3.0.2.8 Environmental Testing and Approval Procedures. TECRO, through its designated representative, accepts AIT's designated representative's findings of compliance to 14 CFR parts 34 and 36.

3.0.2.9 Final Certification Meeting/Issuance of the Type Certificate. Upon issuance of its domestic TC and demonstrated compliance with TECRO's designated representative's Type Certification Basis, AIT, through its designated representative, shall forward a certifying statement to TECRO, through its designated representative, in accordance with Regulation 06-07A along with all additional requested information. TECRO, through its designated representative, upon receipt and review of the documents, will prepare the TC and TC Data Sheet and forward them to AIT's designated representative for transmittal to the applicant. A final meeting only would be necessary if there are areas of further discussion or if the sharing of information would be beneficial.

3.0.2.10 Evaluation of Operational and Maintenance Aspects. TECRO's designated representative does not have specific additional requirements for the evaluation of aircraft operations and maintenance. TECRO, through its designated representative, will accept AIT's designated representative's evaluation of maintenance aspects and Master Minimum Equipment List (MMEL).

3.0.3 Design Approval Procedures for FAA Supplemental Type Certificates.
[Reserved].

3.0.4 Design Approval Procedures for CAA Supplemental Type Certificates.

- (a) Supplemental Type Certificates (STC) may be issued by TECRO, through its designated representative, under the provisions of Regulation 06-07A, Chapter 3 and 4 for approval of major changes to the type design of an aircraft, aircraft engine, or propeller, that has been validated by TECRO's designated representative when AIT's designated representative is the organization of the State of Design for the design change, and AIT's designated representative has issued an STC.
- (b) Applicants in the territory of the authority represented by AIT shall submit STC applications to the ACO Branch of AIT's designated representative responsible for the applicant's geographic area, with a request that the application and required information be forwarded to TECRO's designated representative. Appendix A contains the addresses for TECRO's designated representative.
- (c) Each application should contain the following information:

- (1) A description of the change, together with the make and model of the product;
 - (2) A copy of the FAA STC and the certification basis;
 - (3) The applicant's requested date for issuance of the STC by TECRO's designated representative;
 - (4) A description of all novel or unusual design features that might necessitate issuance of TECRO's designated representative's special conditions; and
 - (5) All exemptions or equivalent level of safety findings granted by AIT's designated representative for the FAA STC.
- (d) The basic design approval procedures for Type Certification by TECRO's designated representative (paragraph 3.0.2 above) should be used for STCs, but both AIT and TECRO, through their designated representatives, may agree to streamline these procedures based on the magnitude and complexity of the design change.

3.0.5 Design Approval Procedures for FAA Letters of Technical Standard Order (TSO) Design Approval.

3.0.5.0 Application. AIT's designated representative 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. All applicants in the territory of the authority represented by TECRO for an FAA letter of TSO design approval shall make application through TECRO's designated representative with a request that the application and required information be forwarded to the Los Angeles ACO Branch of AIT's designated representative at the address indicated in Appendix A.

- (a) TECRO, through its designated representative, must contact AIT, through its designated representative, for the latest FAA technical policy and procedures whenever it receives an application for an FAA letter of TSO design approval.
- (b) AIT, through its designated representative, may need to conduct an additional technical evaluation of TECRO's designated representative if:
 - (1) AIT's designated representative receives an application from the territory represented by TECRO for an FAA Letter of TSO Design Approval for a TSO performance standard, and
 - (2) AIT's designated representative has not previously conducted a technical evaluation of TECRO's designated representative's ability to make determinations of compliance on behalf of AIT's designated representative to that type of TSO standard.

3.0.5.1 Issuance of an FAA Letter of TSO Design Approval. The appropriate form of TSO design approval, within the scope of these Implementation Procedures, may be issued to the applicant by AIT, through its designated representative, after:

- (a) Receipt of all the required data/documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO article;
- (b) AIT and TECRO, through their designated representatives, needed to demonstrate compliance with a TSO standard (e.g., a first-of-a-kind TSO);
- (c) Receipt and approval of all proposed deviations; and
- (d) Receipt of a certifying statement from the applicant through TECRO's designated representative with certification by TECRO's designated representative that the performance of the article complies with the applicable FAA TSO.

3.0.5.2 AIT and TECRO, through their designated representatives, will maintain a master listing of each FAA TSO Letter of Design Approval issued to a manufacturer in the territory represented by TECRO. The Los Angeles ACO Branch will maintain this listing, as well as supporting TSO file documentation, on behalf of AIT's designated representative.

3.0.5.3 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 territory of registry.

3.0.6 Design Approval Procedures for CAA Letters of TSO Design Approval.

3.0.6.0 Application: All applicants in the territory of the authority represented by AIT for a CAA Letter of TSO Design Approval shall make application through the ACO Branch of AIT's designated representative responsible for the applicant's geographic area with a request that the application and required information be forwarded to the office of TECRO's designated representative at the address indicated in Appendix A.

3.0.6.1 Installation Approval. A CAA 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 territory of registry.

3.0.7 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 that ensures conformity to the approved design of the importing designated representative 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 exporting territory. When these fabrication and/or production activities occur outside of the exporting

territory, the associated products or articles shall be considered as being manufactured in the exporting territory.

3.1.1 Surveillance of Production Approval Holders.

- 3.1.1.0 AIT and TECRO, through their designated representatives, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with the exporting designated representative'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 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 correction of all deficiencies should be verified by the exporting designated representative.
- 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 designated representative, 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 Production approval and supplier surveillance programs by AIT's designated representative are described in FAA Order 8120.2, FAA Advisory Circular (AC) 21-43, and FAA Order 8100.7.
- 3.1.1.3 TECRO's designated representative's production approval and supplier surveillance programs are described in the Airworthiness Inspector's Handbook, Book Two Procedure 5: Production Certification and Surveillance Procedures; Job Function 11: Quality Assurance System Evaluation Procedures (QASEP).

3.1.2 Extensions of Production Approvals.

- 3.1.2.0 When a production approval has been granted or extended by AIT and TECRO, through their designated representatives, to include manufacturing sites and facilities in the territory of the authority represented by the other or in another country or territory, the exporting designated representative remains fully responsible for the surveillance and oversight of these manufacturing sites and facilities.

- 3.1.2.1 AIT, through its designated representative, is responsible for surveillance and oversight of FAA production approval holders located in the territory of the authority represented by TECRO. Routine surveillance and oversight may be performed by TECRO, through its designated representative, on behalf of AIT's designated representative through the provisions of Section IV. TECRO, through its designated representative, is responsible for surveillance and oversight of CAA production approval holders located in the territory of the authority represented by AIT. Routine surveillance and oversight may be performed by AIT, through its designated representative, on behalf of TECRO's designated representative through the provisions of Section IV.
- 3.1.2.2 AIT and TECRO, through their designated representatives, may seek assistance from the civil airworthiness organization of another country or territory in the undertaking of their regulatory surveillance and oversight functions when a production approval has been granted or extended in that other country or territory. This should be done only when an arrangement for technical assistance has been formalized between the designated representatives and the civil airworthiness organization of the other country or territory.
- 3.1.3 Production Approval Based on a Licensing Agreement.
[Reserved].
- 3.1.4 Supplier Surveillance - Outside the Exporting Territory.
- 3.1.4.0 AIT and TECRO, through their designated representatives, shall include in their regulatory surveillance and oversight programs a means of surveilling production approval holders' suppliers who are located outside the exporting territory. This surveillance and oversight shall be equivalent to the program for domestic suppliers. This surveillance activity will assist the designated representatives in determining conformity to approved design and whether the parts are safe for installation on type certificated products.
- 3.1.4.1 AIT, through its designated representative, is responsible for surveillance and oversight of FAA production approval holders' suppliers located in the territory of the authority represented by TECRO. Routine surveillance and oversight may be performed by TECRO, through its designated representative, on behalf of AIT's designated representative through the provisions of Section IV. TECRO, through its designated representative, is responsible for surveillance and oversight of TECRO's designated representative production approval holders' suppliers located in the territory of the authority represented by AIT. Routine surveillance and oversight may be performed by AIT, through its designated representative, on behalf of TECRO's designated representative through the provisions of Section IV.

3.1.4.2 AIT and TECRO, through their designated representatives, may seek assistance from the civil airworthiness organization of another country or territory at the supplier's location in the undertaking of each designated representative's regulatory surveillance and oversight functions at suppliers to production approval holders of the exporting territory. This should only be done when an arrangement for technical assistance has been formalized between the designated representatives and the civil airworthiness organization of the other country or territory.

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/or articles in either the territory of the authority represented by AIT or the territory of the authority represented by TECRO. These consortia clearly define one responsible design and production approval holder, for the purposes of regulatory accountability, located in the exporting territory. There may be, however, suppliers to the approval holder(s) that are located both domestically and in other countries or territories that produce parts for use in the final product to be exported.

3.1.5.1 AIT and TECRO, through their designated representatives, shall continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder, and should emphasize surveillance and oversight of priority parts suppliers. The exporting party, through its designated representative, 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 AIT's designated representative for completed aircraft. Authorized Release Certificates (airworthiness approval tags) are issued by AIT's designated representative for aircraft engines, propellers, and articles. Authorized Release Certificates are issued by TECRO's designated representative for articles.

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

(a) AIT's designated representative's requirements and procedures for import are described in 14 CFR part 21, FAA Order 8130.2, and AC 21-23.

3.2.1.0 New Aircraft.

[Reserved].

3.2.1.1 New Aircraft Engines and Propellers

[Reserved]

3.2.1.2 New TSO Articles.

- (a) Each new article exported to the territory of the authority represented by AIT with an airworthiness approval from TECRO's designated representative will have a CAA Form 1. Except as provided in paragraph 3.2.2.6(b), AIT, through its designated representative, shall accept TECRO's designated representative's Authorized Release Certificates on new TSO articles, as identified in Section II, only when TECRO's designated representative certifies that each TSO article:
 - (1) Conforms to the design approved by AIT's designated representative as specified in the FAA Letter of TSO Design Approval;
 - (2) Complies with applicable Airworthiness Directives issued by AIT's designated representative, 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 AIT's designated representative as notified.

3.2.1.3 New Replacement Parts.

- (a) Each new replacement part exported to the territory of the authority represented by AIT with a CAA airworthiness approval issued by TECRO's designated representative will have a CAA Form 1. AIT, through its designated representative, shall accept these Authorized Release Certificates on replacement parts, for the articles identified in Section II, that have been produced by a CAA production approval holder and that are based on design data approved by AIT's designated representative. TECRO, through its designated representative, shall certify, by issuance of a CAA Form 1, that each part:
 - (1) Is eligible for installation in an article which has been granted a design approval by AIT's designated representative;
 - (2) Conforms to design data approved by AIT's designated representative 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 AIT's designated representative, as notified.
- (b) AIT, through its designated representative, must be provided evidence of direct shipment authorizations extended to approved suppliers. If a replacement part is shipped under direct ship authorization, the Authorized Release Certificates issued by TECRO's designated representative must indicate that the production approval holder has authorized direct shipment. This indication may be a supplemental "remark" entry on the Authorized Release Certificate indicating the authorization to the supplier for direct shipment of replacement parts from the supplier's location.

3.2.1.4 Used Aircraft for Which There Has Been a Design Approval Granted by AIT's Designated Representative.

[Reserved].

3.2.2 CAA Acceptance of AIT's Designated Representative's Export Certificates of Airworthiness and Authorized Release Certificates.

- (a) TECRO's designated representative's requirements and procedures for import are described in the Airworthiness Inspector's Handbook, Book Two Procedure 3: Procedure for Validating Imported Aircraft Products.
- (b) AIT's designated representative'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 3.2.2.5(a), TECRO, through its designated representative, shall accept FAA Export Certificates of Airworthiness on new aircraft as identified in Section II, only when AIT, through its designated representative, certifies that each aircraft:
 - (1) Conforms to a type design approved by TECRO's designated representative as specified in the CAA type certificate data sheet and any additional supplemental type certificates approved/accepted by TECRO's designated representative;
 - (2) Is in a condition for safe operation, including compliance with applicable CAA and FAA Airworthiness Directives, as notified; and
 - (3) Meets all additional requirements prescribed by TECRO's designated representative, as notified.
- (b) Each aircraft exported to the territory of the authority represented by TECRO with airworthiness approval from AIT's designated representative will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR part 21, subpart L.
- (c) The FAA Export Certificate of Airworthiness should contain a statement such as: "The [INSERT MODEL] covered by this certificate conforms to the type design approved under CAA Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in a condition for safe operation," and/or any other "import requirements" text as specified in the CAA TCDS.

3.2.2.1 New Aircraft Engines and Propellers

- (a) Except as provided in paragraph 3.2.2.6(a), TECRO, through its designated representative, shall accept FAA Form 8130-3, *Authorized Release Certificates* on new aircraft engines and propellers, as identified in Section II, only when AIT, through its designated representative, certifies that each aircraft engine or propeller:

- (1) Conforms to a type design approved by TECRO's designated representative as specified in the CAA type certificate data sheet and any additional supplemental type certificates approved/accepted by TECRO's designated representative;
 - (2) Is in a condition for safe operation, including compliance with applicable CAA and FAA Airworthiness Directives, as notified;
 - (3) Meets all additional requirements prescribed by TECRO's designated representative, as notified; and
 - (4) Has undergone a final operational check.
- (b) Each new engine or propeller exported to the territory of the authority represented by TECRO with airworthiness approval from AIT's designated representative 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 article exported to the territory of the authority represented by TECRO with airworthiness approval from AIT's designated representative will have an FAA Form 8130-3, *Authorized Release Certificate*. Except as provided in paragraph 3.2.2.6(a), TECRO, through its designated representative, shall accept Authorized Release Certificates issued by AIT's designated representative on new TSO articles, as identified in Section II, when the article complies with 14 CFR part 21, subpart L.

3.2.2.3 New Parts, Including Modification and/or Replacement Parts.

- (a) Each new part exported to the territory of the authority represented by TECRO with an airworthiness approval from AIT's designated representative will have an FAA Form 8130-3, *Authorized Release Certificate*. TECRO, through its designated representative, shall accept Authorized Release Certificates issued by AIT's designated representative on new parts, including modification and/or replacement parts, that have been produced by an FAA production approval holder (i.e., under an FAA TC, Production Certificate, Technical Standard Order Authorization (TSOA), or a Parts Manufacturer Approval). AIT, through its designated representative, shall certify, by issuance of FAA Form 8130-3, that each part:

- (1) Is eligible for installation in a product or article that has been granted a design approval by TECRO's designated representative;
- (2) Conforms to TECRO's designated representative's approved design data 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 TECRO's designated representative, as notified.

3.2.2.4 Used Aircraft for Which There Has Been a Design Approval Granted by TECRO's designated representative.

- (a) TECRO, through its designated representative, shall accept Export Certificates of Airworthiness on used aircraft for which the territory of the authority represented by AIT is the State of Design, as identified in Section II, for import into the territory of the authority represented by TECRO for airworthiness certification when AIT's designated representative certifies that each used aircraft:
 - (1) Conforms to TECRO's designated representative's approved type design, as specified in the CAA TCDS, and any additional supplemental type certificates approved by TECRO's designated representative, as notified;
 - (2) Is in condition for safe operation, including compliance with all applicable CAA and FAA 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 TECRO's designated representative as notified; and
 - (5) Includes the statement in paragraph 3.2.2.0(c) on the FAA Export Certificate of Airworthiness.
- (b) TECRO, through its designated representative, shall also accept the FAA Export Certificate of Airworthiness for used aircraft manufactured in another country or territory when that other country or territory has a bilateral agreement with the authority represented by AIT covering the same class of product, and the conditions of paragraph 3.2.2.4(a)(1) through (5) have been met.
- (c) TECRO, through its designated representative, may also request inspection and maintenance records which include, but are not limited to: the original or certified true copy of the Export Certificate of Airworthiness issued by AIT's designated representative; verifying records which ensure that all overhauls, major changes, and major repairs were accomplished in accordance with approved data; and maintenance records and log entries that 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 Export Certificate of Airworthiness Exceptions.

- (a) For Aircraft Imported to the Territory of the Authority Represented by TECRO. AIT, through its designated representative, shall notify TECRO, through its designated representative, prior to issuing an Export Certificate of Airworthiness in which a non-compliance to TECRO's designated representative-approved type design is to be noted under the "Exceptions" section of the Export Certificate of Airworthiness. This notification should help to resolve all issues concerning the aircraft's eligibility for a CAA airworthiness certificate. In all cases, a written acceptance from TECRO's designated representative is required before the issuance of the FAA Export Certificate of Airworthiness for such aircraft. A copy of this written acceptance shall be included with the export documentation.
- (b) For Aircraft Imported to the Territory of the Authority Represented by AIT.

[Reserved]

3.2.2.6 Authorized Release Certificate Exceptions.

- (a) For Engines, Propellers, and Articles Imported to the Territory of the Authority Represented by TECRO. AIT, through its designated representative, shall notify TECRO, through its designated representative, prior to issuing an FAA Form 8130-3, *Authorized Release Certificate*, in which a non-compliance to TECRO's designated representative-approved engine, propeller, or article is to be noted in the "Remarks" block. This notification should help to resolve all issues regarding the product or article's installation eligibility. In all cases, a written acceptance from TECRO's designated representative is required before the issuance of the FAA Form 8130-3 for such products and articles. A copy of this written acceptance shall be included with the export documentation.
- (b) For Articles Imported to the Territory of the Authority Represented by AIT. TECRO, through its designated representative, shall notify AIT, through its designated representative, prior to issuing a CAA Form 1, *Authorized Release Certificate*, in which a non-compliance to AIT's designated representative-approved engine, propeller, or article is to be noted in the "Remarks" block. This notification should help to resolve all issues regarding the article's installation eligibility. In all cases, a written acceptance from AIT's designated representative is required before the issuance of the CAA Form 1 for such products and articles. 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 that must be complied with as a condition of acceptance for products and articles imported into the territory of the authority represented by AIT or the territory of the authority represented by TECRO, or for use in aircraft registered in either territory.

3.2.3.0 FAA Requirements.

(a) Identification and Marking.

- (1) Aircraft: [Reserved].
- (2) Critical components: [Reserved].
- (3) Each article of a design 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 or trade mark. In addition, information concerning the article for which the part is eligible for installation must be furnished.

(b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections, as prescribed in 14 CFR § 21.50.

(c) Maintenance Records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance records equivalent to those specified in 14 CFR § 91.417.

3.2.3.1 CAA requirements.

(a) Identification and Marking.

Aircraft, aircraft engines, and propellers must be identified as required in the Regulation 06-07A, Article 71.

- (1) Each critical component of a product must be identified with a part number (or equivalent) and serial number (or equivalent) in accordance with Regulation 06-07A, Article 71.
- (2) Each article of a design approved by a CAA TSOA must be marked in accordance with the requirements in Regulation 06-07A, Article 64 & 71 and all additional marking requirements specified in the particular TSO.
- (3) Each part to be used as a replacement or modification part must be identified by a part number, serial number if applicable, and the manufacturer's name or trade mark. 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. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections, as prescribed in Regulation 06-07A, Article 18.

- (c) Maintenance Records. Each aircraft, including the aircraft engine, propeller, or appliance, must be accompanied by maintenance records equivalent to those specified in Regulation 06-01A, Regulation of Airworthiness and Maintenance Management for Aviation Products, Appliances and Parts

3.3 Post Design Approval Procedures

3.3.0 Continued Airworthiness

3.3.0.0 General.

- (a) The exporting party, through its designated representative, shall provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing designated representative to ensure continued operational safety of its product or article. The importing party, through its designated representative, will review and normally accept the corrective actions taken by the exporting designated representative in the issuance of its own mandatory corrective actions.
- (b) At the request of the importing party, through its designated representative, the exporting party, through its designated representative, shall assist the importing designated representative in determining what action is considered necessary by the importing designated representative 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 territory lies solely with the importing designated representative.

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

- (a) AIT and TECRO, through their designated representatives, each agree to perform the following functions for the products and articles exported to the territory of the authority represented by the other party:
 - (1) Tracking of SDR and M&D reports and accident/incidents.
 - (2) Evaluating SDR and M&D and accident/incidents.
 - (3) Investigating and resolving all suspected unsafe conditions.
 - (4) Advising the importing designated representative of all unsafe conditions and the necessary corrective actions (see paragraph 3.3.0.2 below).
 - (5) Upon request, providing the importing designated representative with the following:
 - (i) Reports of M&D and accidents/incidents;
 - (ii) Status of investigations into M&D and accidents/incidents;

- (iii) Copies of conclusions reached in its investigation into M&D; and
 - (iv) Copies of official conclusions reached in investigation into accidents/incidents.
- (6) Making a reasonable effort to resolve issues raised by the importing designated representative concerning matters of safety for products registered in the importing territory.
- (b) AIT and TECRO, through their designated representatives, agree to perform the following functions:
- (1) Advising the exporting designated representative of M&D and accidents/incidents that are believed to be potentially unsafe conditions occurring on the products and articles that are imported from the exporting designated representative's territory.
 - (2) Supporting the exporting designated representative in investigations of unsafe conditions and their occurrences on the imported aircraft.
 - (3) Advising the exporting designated representative if, as a result of investigations made by the importing designated representative into M&D and accidents/incidents, it has determined that it will make corrective actions mandatory.
- (c) Copies of FAA M&D reports are available from the FAA Mike Monroney Aeronautical Center. Copies of FAA M&D reports are also available on the Mike Monroney Aeronautical Center internet web site listed in Appendix A. Copies of CAA M&D reports are available from the Flight Standards Division of TECRO's designated representative.

3.3.0.2 Unsafe Conditions and Mandatory Continuing Airworthiness Actions.

- (a) AIT, through its designated representative (under 14 CFR part 39), and TECRO, through its designated representative (under Regulation 06-01A and Airworthiness Inspector's Handbook, Book Two Procedure 8: Issuance Procedure of Airworthiness Directives), agree to perform the following functions for the products and articles for which they represent the authorities whose territory is the State of Design (exporting designated representative):
- (1) Issuing a mandatory continuing airworthiness action (Airworthiness Directive) whenever the designated representative determines that an unsafe condition exists in a type certificated product or article, and is likely to exist or develop on a product or article of the same type design for which a type design is issued. 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 designated representative 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 designated representative finds any previously issued mandatory continuing airworthiness action was incomplete or inadequate to fully correct the unsafe condition.
- (4) Notifying the importing designated representative 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 address referenced in 3.3.0.1(c) above.

- (5) In the case of emergency airworthiness information, the exporting party, through its designated representative, should ensure special handling so that the importing designated representative is notified immediately.
 - (6) Advising and assisting the importing designated representative in defining the appropriate actions for the importing designated representative to take in the issuance of its own mandatory continuing airworthiness action.
 - (7) Providing sufficient information to the importing designated representative for its use in making determinations as to the acceptability of alternative means of compliance to mandatory continuing airworthiness actions.
 - (8) On a quarterly basis, providing the importing designated representative a summary index list of mandatory continuing airworthiness actions issued by the exporting designated representative for products and articles exported to the importing territory.
- (b) AIT and TECRO recognize that their designated representatives may disagree as to the finding of an unsafe condition. In that case, it is expected that the importing designated representative will normally consult with the designated representative of the Party representing the authorities whose territory is the State of Design (exporting designated representative) prior to issuing its own airworthiness directive.
 - (c) AIT and TECRO, through their designated representatives, agree to respond quickly to the issuance of a mandatory continuing airworthiness action by the exporting designated representative 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 designated representative.

3.3.1 Design Changes

3.3.1.0 Procedures for Changes to an FAA Type Certificate.

[Reserved].

3.3.1.1 Procedures for Changes to a CAA VTC.

- (a) Major changes (e.g., model changes, product improvements, etc.) to a type design, sought by the holder of a CAA VTC may be issued as amendments to the VTC under the provisions of Regulation 06-07A, Chapter 3 and 4, or otherwise approved by TECRO's designated representative. A certification procedure similar to that described in paragraph 3.0.2 shall be applied but adjusted as appropriate for the magnitude and complexity of the design change. TECRO, through its designated representative, retains the right to determine if the proposed change is so substantial that a new VTC is required for the changed type design. To assist TECRO's designated representative in determining its level of activity with a specific

design change, AIT, through its designated representative, should notify TECRO, through its designated representative, of each major type design change proposed by the VTC holder that would affect:

- (1) the Flight Manual;
- (2) the approved airworthiness limitations;
- (3) the TCDS;
- (4) the Master Minimum Equipment List;
- (5) a certification maintenance requirement; or
- (6) any other specific items identified by TECRO's designated representative.

Based on this information, TECRO, through its designated representative, will determine whether the changes can be considered approved by TECRO's designated representative upon approval by AIT's designated representative under its normal procedures.

- (b) Major changes to a type certificated design (aircraft, aircraft engines, and propellers) may also be approved through the issuance of a CAA STC. Procedures for the issuance of a CAA STC are found in paragraph 3.0.4.
- (c) Minor design changes made by the type certificate holder shall be considered approved by TECRO's designated representative upon approval by AIT's designated representative under its normal procedures.

3.3.1.2 Procedures for Changes to a Supplemental Type Certificate. AIT and TECRO, through their designated representatives, agree to follow the procedures in paragraphs 3.3.1.0 and 3.3.1.1 to the extent applicable. Where unique situations may occur, AIT and TECRO, through their designated representatives, will consult with each other on the specific process to be applied.

3.3.1.3 Procedures for Changes to a Flight Manual. TECRO, through its designated representative, may delegate the review and signature of revisions to flight manuals, supplements and appendices to AIT's designated representative, in order to facilitate their timely approval. Minor revisions will be reviewed by AIT, through its designated representative, on behalf of TECRO's designated representative, and AIT, through its designated representative, will ensure that the data meets TECRO's designated representative's requirements.

3.3.1.4 Procedures for Major Changes to a CAA or FAA Letter of TSO Design Approval. Major changes to a TSO design require re-substantiation of the new design and reissuance of the Letter of TSO Design Approval, and shall be done in accordance with the procedures in paragraphs 3.0.5 and 3.0.6.

3.3.1.5 Procedures for Minor Changes to a CAA or FAA Letter of TSO Design Approval. For minor changes to articles from the territory of the authority represented by AIT, AIT, through its designated representative, will forward a list of changes for TSO articles semi-annually to TECRO, through its designated representative. For minor changes to articles from the territory of the authority represented by TECRO, TECRO, through its designated representative, will forward a list of changes for TSO articles semi-annually to the issuing office of AIT's designated representative.

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 designated representative (of the Party representing the authorities whose territory is the State of Design). Design data approved by the exporting designated representative in accordance with the procedures set forth below is considered to be approved by the importing designated representative.

(a) AIT's Designated Representative as the Exporting Entity. Design data used in support of major repairs will be approved in accordance with FAA Order 8110.4, Type Certification Process. Minor repairs are made in accordance with "acceptable" data, in accordance with 14 CFR part 43.

(b) TECRO's Designated Representative as the Exporting Entity.

[Reserved].

3.3.3 Administration of Design Approvals

3.3.3.0 Transfer of an FAA Type Certificate to a Person in the Territory of the Authority Represented by TECRO.

[Reserved].

3.3.3.1 Transfer of a CAA Type Certificate to a Person in the Territory of the Authority Represented by AIT.

[Reserved].

3.3.3.2 Transfer of an FAA Supplemental Type Certificate to a Person in the Territory of the Authority Represented by TECRO.

[Reserved].

3.3.3.3 Transfer of a CAA Supplemental Type Certificate to a Person in the Territory of the Authority Represented by AIT.

[Reserved].

- 3.3.3.4 Surrender of an FAA Type Certificate or Supplemental Type Certificate. If a certificate holder elects to surrender a type certificate or supplemental type certificate issued by AIT's designated representative as the exporting designated representative, AIT, through its designated representative, shall immediately notify TECRO, through its designated representative, in writing of the action. AIT, through its designated representative, as the exporting designated representative, shall accomplish all actions necessary to ensure continued airworthiness of the product until such time as:
- (a) The type certificate or supplemental type certificate is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or
 - (b) AIT's designated representative, as the exporting designated representative, terminates the type certificate or supplemental type certificate. Prior to termination, the exporting designated representative shall notify the importing designated representative of the pending cancellation.
- 3.3.3.5 Revocation or Suspension of an FAA Type Certificate or Supplemental Type Certificate.
- (a) In the event AIT's designated representative revokes or suspends a type certificate or supplemental type certificate of a product for which the territory of the authorities represented by AIT is the state of design, AIT, through its designated representative's ACO Branch, should immediately inform the other designated representative. TECRO, through its designated representative, upon notification, will conduct an investigation to determine if action is required in the territory of the authority represented by TECRO. If the revocation or suspension was "for cause" and TECRO, through its designated representative, concurs with AIT's designated representative's certificate action, it will initiate revocation or suspension of the CAA validation type certificate or supplemental type certificate. TECRO, through its designated representative, may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet in the territory of the authority represented by TECRO. In this case AIT, through its designated representative, should obtain and provide type design data as requested to the other designated representative. Final certificate action is at the sole discretion of TECRO's designated representative. TECRO, through its designated representative, may revoke the CAA type certificate or supplemental type certificate if the continued airworthiness responsibilities would cause an undue burden.
- 3.3.3.6 Surrender or Withdrawal of Letter of TSO Design Approval.
- (a) Surrenders. If an FAA TSOA or Letter of Design Approval holder, or a CAA TSOA or Letter of Design Approval holder elects to surrender the TSO approval, AIT or TECRO, through their designated representatives, will immediately notify the other in writing of the action. The exporting party, through its designated representative, shall accomplish all actions

necessary to ensure continued airworthiness of the product, until such time as the article approval is formally withdrawn by the exporting designated representative.

- (b) Withdrawals. If a TSO approval is withdrawn, AIT or TECRO, through their designated representatives will immediately notify the other in writing of the action. The exporting party, through its designated representative, 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 party, through its designated representative, will investigate all nonconformities for corrective action and notify the importing designated representative of the corrective action. The exporting designated representative still has the responsibility for the continued airworthiness of those TSO articles manufactured under its system.

SECTION IV TECHNICAL ASSISTANCE BETWEEN DESIGNATED REPRESENTATIVES

4.0 General

Upon request and after mutual agreement, and as resources permit, AIT and TECRO, through their designated representatives, may provide technical assistance to each other when significant activities are conducted in either the territory of the authority represented by AIT or the territory of the authority represented by TECRO. These technical assistance activities will help to avoid the undue burden imposed on the exporting designated representative in the undertaking of its regulatory surveillance and oversight functions at locations outside of the exporting territory. These supporting technical assistance activities shall in no way relieve the exporting designated representative of the responsibilities for regulatory control and airworthiness certification of products and articles manufactured at facilities located outside the exporting territory. AIT, through its designated representative, and TECRO, through its designated representative, will use their own policies and procedures when providing technical assistance to the other, unless other special arrangements are agreed upon by the parties. Types of assistance may include, but are not limited to, the following:

(a) Determination of Compliance.

[Reserved].

(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;
- (5) Conducting investigations of service difficulties; and
- (6) Evaluating/surveilling of production quality systems.

4.1 Witnessing of Tests During Design Approval.

[Reserved].

4.2 Conformity Certifications During Design Approval.

- (a) The designated representative of the party representing the authority in the territory in which a design approval applicant is located may request conformity certifications from the designated representative of the party representing the authority in the territory in which the design approval applicant's supplier is located for prototype parts produced by that supplier.
- (b) Only requests between the parties, through their designated representatives, are permissible. A party, through its designated representative, will not respond to a conformity certification request sent directly from the manufacturer or supplier. Certifications will be conducted only after consultations between the two parties, through their designated

representatives, on the specific work to be performed, and agreement has been obtained from the designated representative of the party representing the authority in the territory in which the supplier is located. Requests for conformity certifications should be limited to prototype parts that are of such complexity that they are not inspectable by the manufacturer or the designated representative of AIT or TECRO 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 designated representative in receipt of such requests, conformity certifications may be delegated to authorized designees or delegated organizations.

- (c) Requests for conformity certifications from the territory of the authority represented by TECRO will be sent to the appropriate office of AIT's designated representative in the territory of the authority represented by AIT via email in Appendix A. For conformity certifications associated with a current CAA or FAA validation program, the requests should be sent to the ACO Branch of AIT's designated representative responsible for the FAA applicant. For conformity certifications associated with a TECRO's designated representative's certification program only, the requests should be sent to the Directorate Manufacturing Inspection Office of AIT's designated representative that has geographic responsibility for the U.S. state in which the conformity certification will take place. Offices of AIT's designated representative are listed in Appendix A. Requests from the territory of the authority represented by TECRO will be sent on a completed CAA Form 8120-10, *Request for Conformity*. Requests from the territory of the authority represented by AIT for conformity certifications will be sent on a completed FAA Form 8120-10, *Request for Conformity*, to the Taipei address of TECRO's designated representative, as listed in Appendix A.
- (d) Upon completion of all conformity inspections conducted on behalf of the requesting designated representative, AIT, through its designated representative, or TECRO, through its designated representative, will complete and return all documentation to the requesting designated representative, as notified. Through its designated representative, of the party representing the authority in the territory in which the supplier is located will note all deviations from the requirements identified by the design approval applicant's designated representative on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of AIT's designated representative or TECRO's designated representative for evaluation and disposition. AIT's designated representative or TECRO's designated representative should receive a report stating the disposition required on each deviation before an FAA Form 8130-3 or CAA 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, because a conformity certification does not constitute an airworthiness determination. Airworthiness determinations remain the

responsibility of the design/production approval holder and the designated representative of the territory in which the approval holder is located.

4.3 Protection of Proprietary Data and Freedom of Information Act (FOIA) Requests.

4.3.0 Protection of Proprietary Data. Both parties recognize that certain data submitted by a design approval holder may be the intellectual property of that holder, and release of that data by either designated representative may be restricted. AIT and TECRO, through their designated representatives, will not copy, release, or show proprietary data of design approval holders obtained from the other to anyone who is not an employee of either designated representative without written consent of the design approval holder or other data submitter, subject to applicable domestic law. This written consent should be obtained by the designated representative from the design approval holder through the designated representative of the party representing the authority in the territory in which the holder is located and will be provided to the other designated representative.

4.3.1 FOIA Requests. AIT's designated representative often receives requests from the public under the U. S. Freedom of Information Act (FOIA) to release information that it may have in its possession. Each record AIT's designated representative 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 AIT's designated representative receives a FOIA request related to a product or article of an FAA approval holder or applicant that is located in the territory represented by TECRO, AIT, through its designated representative, will request assistance from TECRO, through its designated representative, 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, TECRO's designated representative must provide the written consent to AIT's designated representative. If release is objected to, a statement of the reasons must be furnished by TECRO's designated representative to AIT's designated representative.

4.4 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests.

When either AIT's designated representative or TECRO's designated representative 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 designated representative. Upon receipt of the request for information, the exporting party, through its designated representative, should immediately do everything necessary to make sure the requested information is provided in a timely manner. If urgency requires that either AIT's designated representative or TECRO's designated representative request the information directly from the manufacturer because immediate contacts cannot be made with the exporting designated representative, the importing party, through its designated representative, shall inform its counterpart designated representative of this action as soon as possible.

SECTION V SPECIAL ARRANGEMENTS

5.0 Urgent or Unique Situations

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 ASA. When such a situation arises, it shall be reviewed by AIT, through its designated representative, and TECRO, through its designated representative, and a procedure shall be developed to address the situation. The procedure shall be mutually agreed upon by AIT, through its designated representative, and TECRO, through its designated representative, 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 that could lead to further repetitions, then these Implementation Procedures shall be revised accordingly. The special arrangements co-developed between the parties are listed in Appendix C.

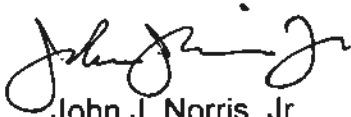
SECTION VI AUTHORITY

6.0 Signature of Authorized Representatives

AIT and TECRO agree to the provisions of these Implementation Procedures as indicated by the signature of their duly authorized representatives.

American Institute in Taiwan

Taipei Economic and Cultural Representative Office in the United States

By 
John J. Norris, Jr.

Managing Director

By 
Chern-Chyi Chen

Deputy Representative

Title _____

Title _____

Date 1/21/2020

Date 1/22/2020

Appendix A. List of Addresses

List of Addresses for

AIT's Designated Representative Locations:
Headquarters Offices,
FAA Mike Monroney Aeronautical Center,
FAA Aircraft Certification Service Divisions, FAA Manufacturing Inspection Office (MIO)
Branches, FAA Aircraft Certification Office (ACO) Branches,
and
TECRO's Designated Representative's Office

Key FAA ACO Branches for these Implementation Procedures

Contact Point for Airworthiness Directives

Mailing Address	Office Address
<u>Continued Operational Safety Policy Section</u> AIR-6D1 P.O. Box 22082 Oklahoma City, OK 73125 Tel: 1-405-954-4103 Fax: 1-405-954-2209 E-mail: 9-amc-faa-mcai@faa.gov	<u>Continued Operational Safety Section</u> AIR-6D1 ARB, Room 304 6500 MacArthur Boulevard Oklahoma City, OK, 73125

Contact Point for Letter of TSO Design Approval Applications

Los Angeles ACO Branch
AIR-790
3960 Paramount Boulevard, Suite 100
Lakewood, CA 90712-4137
Tel: 1-562-627-5200
Fax: 1-562-627-5210

Policy & Innovation Division

Certification Procedures Branch
AIR-6C0
950 L'Enfant Plaza North, SW
Washington, DC 20024
Tel: 1-202-385-6348
Fax: 1-202-385-6475
E-mail: 9-AWA-AVS-AIR100-Coord@faa.gov

Engine and Propeller Standards Branch
AIR-6A0
12 New England Executive Park

Burlington, MA 01803
Tel: 1-781-238-7100
Fax: 1-781-238-7199

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

Rotorcraft Standards Branch

AIR-680
10101 Hillwood Parkway
Fort Worth, TX 76177
Tel: 1-817-222-5100
Fax: 1-817-222-5959

Regulatory and policy responsibility for powered lift, normal and transport category rotorcraft.

Small Airplane Standards Branch

AIR-690
DOT Building
901 Locust Avenue
Room 301
Kansas City, MO 64106
Tel: 1-816-329-4100
Fax: 1-816-329-4106

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.*

Transport Airplane Standards Branch

AIR-670
1601 Lind Avenue, SW
Renton, WA 98055-4056
Tel: 1-425-227-2100

Regulatory and policy responsibility for all transport category airplanes.

System Oversight Division

New England MIO Branch

For the States of: Connecticut, Delaware, Maine, Maryland, Massachusetts, New

Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

New England MIO Branch

AIR-8A0

1200 District Avenue

Burlington, MA 01803

Tel: 1-781-238-7180

Fax: 1-781-238-7898

Requests to FAA for Conformity Inspections 9-ANE-180-FRFC@faa.gov

Southwest MIO Branch

For the States of: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

Southwest MIO Branch

AIR-880

2601 Meacham Boulevard

Fort Worth, TX 76137-4298

Tel: 1-817-222-5180

Fax: 1-817-222-5136

Central MIO Branch

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.

Central MIO Branch

AIR-890

DOT Building

901 Locust Avenue, Room 301

Kansas City, MO 64106

Tel: 1-816-329-4180

Fax: 1-816-329-4157

Northwest MIO Branch

For the States of: Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming.

Northwest MIO Branch

AIR-870

2200 S. 216th St

Des Moines, WA 98198

Tel: 1-206-231-3662

Requests to FAA for Conformity Inspections

Central MIO Branch	9-ACE-180-FRFC@faa.gov
Southwest MIO Branch	9-ASW-180-FRFC@faa.gov
New England MIO Branch	9-ANE-180-FRFC@faa.gov
Northwest Mountain MIO Branch	9-ANM-108-FRFC@faa.gov

Environmental Policy and Regulations

Office of Environment and Energy

AEE-1
800 Independence Avenue, SW
Washington, DC 20591
Tel: 1-202-267-3576
Fax: 1-202-267-5594

FM&D/SDR Reports

Copies of U.S. FM&D/SDR reports are available from the FAA Mike Monroney Aeronautical Center, Aviation Data Systems Branch, AFS-620.

FAA ACO Branches and BASOO

Anchorage ACO Branch

AIR-770
222 West 7th Avenue, Unit 14, Room 128
Anchorage, AK 99513
Tel: 1-907-271-2669
Fax: 1-907-271-6365

Atlanta ACO Branch

AIR-7A0
107 Charles W. Grant Parkway,
Suite 201
Hapeville, GA 30354
Tel: 1-404-474-5500
Fax: 1-404-474-5606

Boston ACO Branch

AIR-7B0
12 New England Executive Park
Burlington, MA 01803
Tel: 1-781-238-7150
Fax: 1-781-238-7170

Chicago ACO Branch

AIR-7C0
2300 East Devon Avenue, Room
107
Des Plaines, IL 60018
Tel: 1-847-294-7357
Fax: 1-847-294-7834

Denver ACO Branch

AIR-7D0
Technical Operations Center (TOC)
26805 E. 68th Avenue, Room 214
Denver, CO 80249
Tel: 1-303-342-1080
Fax: 1-303-342-1088
E-mail: 9-ANM-TAD-DACO@faa.gov

DSCO Branch

AIR-7J0
10101 Hillwood Parkway
Fort Worth, TX 76177
Tel: 1-817-222-5190
Fax: 1-817-222-4960

New York ACO Branch

AIR-7H0
1600 Stewart Avenue, Suite 410
Westbury, NY 11590
Tel: 1-516-228-7300
Fax: 1-516-794-5531
E-mail: 7-AVS-NYO-ACO@faa.gov

Wichita ACO Branch

AIR-7K0
1801 Airport Road
Room 100, Mid-Continent Airport
Wichita, KS 67209
Tel: 1-316-946-4100
Fax: 1-316-946-4107

BASOO Branch

AIR-860
2200 S. 216th St.
Des Moines, WA 98198
Tel: 1-206-231-3649

Engine Certification Office Branch

AIR-7E0
12 New England Executive Park
Burlington, MA 01803
Tel: 1-781-238-7140
Fax: 1-781-238-7199

Fort Worth ACO Branch

AIR-7F0
10101 Hillwood Parkway
Ft. Worth, TX 76177
Tel: 1-817-222-5170
Fax: 1-817-222-2146

Los Angeles ACO Branch

AIR-790
3960 Paramount Boulevard, Suite
100
Lakewood, CA 90712-4137
Tel: 1-562-627-5200
Fax: 1-562-627-5210

Seattle ACO Branch

AIR-780
2200 S. 216th St.
Des Moines, WA 98198
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TECRO's Designated Representative's Office:

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1-(202) 363-6294/5

Appendix B. List of Referenced Documents

FAA Referenced Documents

1. Code of Federal Regulations, Title 14, parts 21-35, part 36, part 45 and part 91.
2. FAA Advisory Circular 21-23
3. FAA Advisory Circular 21-43
4. FAA Order 8100.7
5. FAA Order 8110.4
6. FAA Order 8130.2
7. FAA Order 8130.21
8. FAA Advisory Circular 21-2
9. Certification Specifications (CS)-22 and (CS)-VLA

TECRO's Designated Representative's Referenced Documents

1. Taiwan Civil Aviation Law 1953
2. Regulations issued by the Ministry of Transportation and Communications
3. Civil Aviation Regulations
4. Operating Guidelines (The Airworthiness Inspector's Handbook, Book Two)
5. Advisory Circulars

Appendix C. List of Special Arrangements

1. Name of Special Arrangement:

Date of Issue:

2. Name of Special Arrangement:

Date of Issue:

3. Name of Special Arrangement:

Date of Issue: