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# IMPLEMENTATION PROCEDURES

for

## AIRWORTHINESS

covering

DESIGN APPROVAL, PRODUCTION AND SURVEILLANCE  
ACTIVITIES,

EXPORT AIRWORTHINESS APPROVAL,  
POST DESIGN APPROVAL ACTIVITIES, AND  
TECHNICAL SUPPORT

Under the Agreement between  
The Government of the United States of America  
and  
The Government of the United Kingdom of Great Britain and  
Northern Ireland  
For the Promotion of Aviation Safety

Revision 1  
Effective: January 1, 2021

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# IMPLEMENTATION PROCEDURES for AIRWORTHINESS

covering

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

## SECTION I   GENERAL

### 1.1   Authorization

- 1.1.1   These Implementation Procedures for Airworthiness (referred hereafter as Implementation Procedures or (IPA) are authorized by Article III of the Agreement between the Government of the United States of America (U.S.) and the Government of the United Kingdom of Great Britain and Northern Ireland (UK) for the Promotion of Aviation Safety, dated December 20, 1995, also known as the Bilateral Aviation Safety Agreement (BASA), or “BASA Executive Agreement.” The Federal Aviation Administration (FAA) and the Civil Aviation Authority (CAA) have determined that the aircraft certification systems of each Authority for the design approval, production approval, airworthiness approval, and continuing airworthiness of the civil aeronautical products and articles identified in this document are sufficiently equivalent or compatible in structure and performance to support these Implementation Procedures.
- 1.1.2.   The Government of the UK has participated in the European Aviation Safety Agency (EASA) (now named the European Union Aviation Safety Agency) since 2003, when the European Union (EU) established EASA pursuant to Regulation (EC) 1592/2002. This regulation has since been repealed and replaced by Regulation (EU) 2018/1139 (Basic Regulation), which came into force on 11 September 2018 and is applicable in UK law through the European Union (Withdrawal) Act 2018, together with all applicable and in force regulations as of December 31, 2020. The Basic Regulation and all other in force and applicable implementing regulations have been amended by the UK’s Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 to address failures of retained EU law to operate in the UK (as opposed to throughout the EU) effectively and remedy any other deficiency arising from the withdrawal of the UK from the EU.

### 1.2   Purpose

The purpose of these Implementation Procedures is to define the civil aeronautical products and articles eligible for import into the U.S. and the UK as importing States, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import.

### 1.3 Principles

- 1.3.1 These Implementation Procedures are based on mutual confidence and trust between the FAA and the CAA on their technical competence, regulatory capabilities, and the compatibility of each other's certification and approval systems. When a finding is made by one Authority in accordance with the laws and regulations of the other Authority and these Implementation Procedures, that finding is given the same validity as if it were made by the other Authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the Certifying Authority's (CA's) aircraft certification system to ensure that the airworthiness and environmental requirements of the Validating Authority (VA) are satisfied.
- 1.3.2 The FAA and the CAA are committed to the elimination of duplication of work and exclusive retention of findings of compliance when acting as the VA or Authority for the importing State.
- 1.3.3 The FAA and the CAA recognize and accept each other's delegation systems as part of their overall aircraft certification systems. To the maximum extent permitted by these Implementation Procedures and each Authority's regulations, the findings, compliance determinations and approvals made through this system are given the same validity as those made directly by either the FAA or the CAA.
- 1.3.4 The FAA and the CAA will not routinely notify the other of their designees', delegates' or delegated organizations' activities in advance of any of those persons traveling to the U.S. or the UK to witness tests, to perform conformity inspections, and/or to make determinations of compliance. However, there may be situations where one Authority may communicate directly with an individual designee or delegate of the other Authority. In this case, prior notification to the other Authority is required.
- 1.3.5 The FAA and the CAA agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.

### 1.4 Changes in the Authority Certification Systems

- 1.4.1 These Implementation Procedures are based upon sufficiently equivalent or compatible in structure and performance authority certification systems being in place at the time of signing. Therefore, the FAA and the CAA shall keep each other informed of significant changes within those systems, such as:
- 1.4.1.1 Statutory responsibilities;
  - 1.4.1.2 Organizational structure (e.g., key personnel, management structure, technical training, office location);
  - 1.4.1.3 Revisions to airworthiness, certification, and environmental standards and procedures;
  - 1.4.1.4 Production quality system oversight, including oversight of out-of-country production of products and articles; or

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

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

## 1.5 Governance

The FAA and the CAA agree to meet, through management meetings, as necessary, to review these Implementation Procedures and ensure their continued validity. The frequency of these meetings will be mutually agreed upon by both Authorities, via the contact points identified in Appendix A, and will depend on the number and significance of the issues to be discussed between the Authorities. Every effort should be made to alternate the location of these meetings between the U.S. and the UK.

## 1.6 Continued Maintenance of Confidence

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

1.6.2 In order to ensure the continuing ability by the FAA and the CAA to rely on each other under these Implementation Procedures, the two Authorities shall establish a routine activity that is intended to promote continued understanding and compatibility in each other's systems. Both Authorities shall agree on the procedures and processes constituting such activity, and require the conduct of such activity on a regular basis. For this purpose, the FAA and the CAA shall assign contact points who will be responsible for monitoring the activity and reporting findings arising from the conduct of such activities to the Authorities. This oversight model will cover at least the following elements:

1.6.2.1 Desktop sampling audit process to verify approvals and findings post-validation. The process should include provisions for optional sampling visits based on the trend of results of the desktop exercise;

1.6.2.2 Sharing of relevant information on standardization and quality management activities;

- 1.6.2.3 Tracking of metrics related to the milestones outlined in paragraph 3.5.2 as well as the time from application to VA approval of all approval types covered under the scope of these Implementation Procedures. Periodic review of these metrics will take place at a frequency consistent with that established under paragraph 1.6.2;
- 1.6.2.4 Establishment of a sampling system of production systems in accordance with paragraph 1.6.2; and
- 1.6.2.5 Findings resulting from the sampling system audits performed by one Authority will be shared with the other. Resolution and follow-up of these findings will be agreed upon between the FAA and the CAA and will be presented and discussed during regular bilateral meetings.

## 1.7 Applicable National Requirements, Procedures, and Guidance Material

- 1.7.1 The FAA's standards for airworthiness and environmental certification include, but are not limited to: Title 14 of the Code of Federal Regulations (14 CFR), parts 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, 39, 43, and 45. The FAA also uses EASA Certification Specifications (CS)-22, CS-VLA (Very Light Aeroplanes), Joint Aviation Requirements (JAR)-22, and JAR-VLA for some special class aircraft. Additional requirements are included in Airworthiness Directives (ADs). Guidance material, policy, and procedures are contained in FAA Advisory Circulars (ACs), Orders, Notices, and Policy Memoranda.
- 1.7.2 The CAA's standards for aircraft airworthiness and environmental certification are contained in the relevant regulations (Air Navigation Order- ANO and British Civil Aviation Requirements- BCAR). Guidance material and policy are contained in the CAA Civil Aviation Publications (CAP) and management system and procedures. The CAA standards incorporate, via the legal mechanism contained within the European Union (Withdrawal) Act 2018, EASA requirements for aircraft airworthiness and environmental certification. These include, but are not limited to, European Commission regulations, directives and EASA CS in effect as of December 31, 2020. Acceptable Means of Compliance (AMC) and Guidance Material are published by the CAA and should be read in conjunction with the aforementioned regulations and directives.
- 1.7.3 The FAA and the CAA shall comply with their respective, applicable domestic laws in applying these Implementation Procedures.

## 1.8 Interpretations and Resolution of Conflicts

- 1.8.1 In the case of conflicting interpretations between the FAA and the CAA regarding the laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the Authority whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted will prevail.
- 1.8.2 The FAA and the CAA agree to the timely resolution of issues through consultation or any other mutually agreed-upon means. Every effort should be

made to resolve issues at the working staff level before elevating issues through the responsible management hierarchy. To resolve conflicts, the FAA and the CAA shall use the following process.

- 1.8.2.1 When the Project Certification Manager and Project Validation Manager cannot agree, the first certification decision point is between the FAA local office manager and the CAA Manager responsible for Aircraft Certification.
- 1.8.2.2 If resolution cannot be reached, the issue will be expeditiously escalated to the FAA Aircraft Certification Service (AIR) Division Director, and the CAA Head of Airworthiness.
- 1.8.2.3 If resolution cannot be reached, the FAA Aircraft Certification Service Executive Director and the CAA Group Director for Safety and Airspace (SARG) shall resolve the matter.

## 1.9 Technical Consultations

- 1.9.1 The FAA and the CAA may notify each other of relevant draft policy and guidance material and will consult on new or proposed changes to standards, including but not limited to airworthiness, environmental, and Article performance standards.
- 1.9.2 The FAA and the CAA may invite each other to participate in aviation rulemaking committees to promote collaborative rulemaking activity.
- 1.9.3 The FAA and the CAA agree to consult as necessary to provide input when requested on technical issues and resolve technical disagreements. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.
- 1.9.4 The FAA and the CAA agree to open communication at the Authority level and to assist each other in resolving complex technical issues outside of specific projects.

## 1.10 Cooperation on Investigation or Enforcement Action

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

## 1.11 Revisions, Amendments, and Points of Contact

- 1.11.1 The designated contact points for these Implementation Procedures are:

- 1.11.1.1 For the FAA: Aircraft Certification Service, International Office (AIR-40); and

- 1.11.1.2 For the CAA: Safety and Airspace Regulation Group (SARG).

**Note:** Contact information for the identified offices is listed in Appendix A.

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

## 1.12 Definitions

For the purpose of these Implementation Procedures, the following definitions are provided in addition to the definitions found in Article II of the BASA Executive Agreement.

- 1.12.1 “Acceptance” means the certifying authority (CA) has granted an approval, issued a certificate, or made a finding of compliance and the validating authority (VA) will accept that approval, certificate, or finding as satisfactory evidence that a product and/or design complies with the VA’s applicable standards and will not issue its own equivalent approval.
- 1.12.2 “Acoustical Change” means any voluntary change, as defined in 14 CFR section 21.93(b), in the type design of an aircraft or aircraft engine that may result in an increase in the noise levels of that aircraft.
- 1.12.3 “Additional Technical Condition” (For FAA, see Order 8110.52B) means a requirement of the importing State that is in addition to the applicable airworthiness and environmental requirements of the State of Design or that may be prescribed:
- 1.12.3.1 For airworthiness requirements, that provides a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing State.
  - 1.12.3.2 For environmental requirements, that provides noise, fuel venting, and exhaust emission levels no greater than those provided by the applicable environmental requirements of the importing State.
- 1.12.4 “Aircraft Flight Manual (AFM)” means an authoritative document prepared for each aircraft type by the Type Certificate (TC) holder and approved by the CA. Its required content is specified in the appropriate airworthiness standards.
- 1.12.5 “Airworthiness Directives (AD)” means legally enforceable rules issued by the FAA in accordance with 14 CFR part 39 or legally enforceable rules issued by the CAA in accordance with (UK) Part 21.A.3B and the Air Navigation Order (ANO).
- 1.12.6 “Airworthiness Standards” means regulations, requirements, airworthiness codes or other certification specifications governing the design and performance of civil aeronautical products and articles.
- 1.12.7 “Amended Type Certificate (ATC)” means a design change made by the TC holder that requires an amendment to the TC and to the Type Certification Data Sheet (TCDS).
- 1.12.8 “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.

- 1.12.9 “Approved Manuals” means manuals, or sections of manuals, requiring approval by the FAA or the CAA as part of a certification program. These include the approved sections of the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICA), the engine and propeller installation and operating instructions manuals, and the certification maintenance requirements where applicable.
- 1.12.10 “Article” is defined differently in the U.S. and in the UK.
- 1.12.10.1 For the FAA, an article means a material, part, component, process, or appliance.
- 1.12.10.2 For the CAA, an article means a component, part or appliance. The terms are used interchangeably.
- 1.12.11 “Authority” means either the FAA or the CAA for the purposes of these Implementation Procedures.
- 1.12.12 “Certificating Authority (CA)” means the FAA or the CAA, as charged by their laws to fulfill the ICAO responsibilities as a State of Design to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles originated in their State.
- 1.12.13 “Certification Basis” consists of the applicable airworthiness and environmental requirements established by a certificating or validating authority as the basis by which the type design for a civil aeronautical Product, or a change to that type design was approved or accepted. The certification basis may also include special conditions, equivalent level of safety findings, and exemptions or deviations when determined to apply to the TC. For the CAA, the certification basis includes Operational Suitability Data (OSD) requirements.
- 1.12.14 “Civil Aeronautical Product” or “Product” refer to Article II of the BASA Executive Agreement for definition.
- 1.12.15 “Certification Review Item (CRI)” means a document describing an item that requires disposition prior to the issuance of a TC, change to TC approval or Supplemental Type Certificate (STC) by the CAA.
- 1.12.16 “Compliance Determination” means the determination, by either the certificating authority’s (CA’s) system or the validating authority’s (VA’s) system, that the applicant has demonstrated compliance with identified, individual airworthiness and environmental standards.
- 1.12.17 “Concurrent Certification” means a process whereby the certification applicant requests validation of the product at the same time as certification is conducted by the CA.
- 1.12.18 “Critical Component” means a part identified as critical by the design approval holder (DAH) during the product certification process or otherwise by the Authority for the State of Design (SoD). Typically, such components include parts for which a replacement time, inspection interval, or related procedure is

specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or ICA.

- 1.12.19 "Design Approval" means a TC, STC, including amendments thereto, approved data in support of repairs, the approved design under a Parts Manufacturer Approval (PMA) and Technical Standard Order Authorization (TSOA), TSO Letter of Design Approval (LODA), and any other design approval document.
- 1.12.20 "Deviation" when used with respect to 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.
- 1.12.21 "Emissions Change" means any voluntary change in the type design of an aircraft or aircraft engine which may increase fuel venting or exhaust emissions.
- 1.12.22 "Environmental Standards" means regulations or certification specifications governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.
- 1.12.23 "Environmental Compliance Demonstration" means a process by which a civil aeronautical product is evaluated for compliance with those standards, using procedures agreed upon between the Authorities.
- 1.12.24 "Equivalent Level of Safety Finding (ELOS)" 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.
- 1.12.25 "Exemption" means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by the FAA or the CAA.
- 1.12.26 "Export" means the process by which a product or article is released from the FAA's or the CAA's regulatory system for subsequent use in the other's regulatory system.
- 1.12.27 "Exporting Authority (EA)" means the organization within the exporting State charged by the laws of the exporting State, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, parts, and articles.
- 1.12.27.1 For the U.S., the EA is the FAA; and
- 1.12.27.2 For the UK, the EA is the CAA.
- 1.12.28 "Familiarization" means the process whereby the VA obtains information and experience on an aeronautical product designed in the exporting State in order to: prescribe additional technical conditions for that product; mandate corrective airworthiness action in the event that the product experiences service difficulties during its operation in the importing State; and ensure the development of appropriate maintenance, operating, and pilot type rating information (if applicable) for the product.

- 1.12.29 “Finding” means a determination of compliance or non-compliance with airworthiness and environmental standards as the result of the FAA’s or the CAA’s review, investigation, inspection, test, and/or analysis.
- 1.12.30 “Import” means the process by which a product or article is accepted into the FAA’s or the CAA’s regulatory system for subsequent use in that regulatory system.
- 1.12.31 “Importing Authority (IA)” means the organization within the importing State charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, and articles.
- 1.12.31.1 For the U.S., the IA is the FAA.
- 1.12.31.2 For the UK, the IA is the CAA.
- 1.12.32 “Instructions for Continued Airworthiness” (ICA) means the maintenance data produced by the design approval holder to assure the continued airworthiness of that product or article.
- 1.12.33 “Issue Paper” (IP) means a document describing an item that requires closure prior to the issuance of a design approval.
- 1.12.34 “Letter of Design Approval (LODA)” means a Letter of Design Approval issued by the FAA for an article manufactured outside the United States that meets a specific TSO.
- 1.12.35 “Licensing Agreement” means a commercial agreement between a design approval holder and a production approval holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or article.
- 1.12.36 “Major Design Change” means a change other than a minor design change.
- 1.12.37 “Manufacturer” means the person who, by FAA or CAA regulation, is responsible for determining that all products or articles produced within the quality system conform to an FAA or CAA-approved design or established government or industry standard and are in a condition for safe operation.
- 1.12.38 “Minor Design Change” means a change that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.
- 1.12.39 “Multi-National Consortium” means a group of manufacturers from multiple countries who have agreed to form a single company for the design and/or production of a particular product.
- 1.12.40 “New Aircraft” means an aircraft that is still owned by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or timesharing arrangement, and the aircraft has not been used in any pilot school and/or other commercial operation.

- 1.12.41 “Non-TSO Function” means a function that is not covered by a TSO-approved minimum performance standard, does not support or affect the hosting article’s TSO function(s), and could technically be implemented outside of the TSO article.
- 1.12.42 “Operational Check” means a task to determine that an item is fulfilling its intended purpose. Does not require quantitative evaluation of tolerances. This is a failure finding task.
- 1.12.43 “Operational Suitability Data (OSD)” means the suite of data required to be established by aircraft manufacturers under (UK) Part 21 that is considered important for the safe operation of aircraft type. OSD is approved by the CAA under the TC to be used by operators and training organizations.
- The data consists of 5 elements:
- 1.12.43.1 Minimum syllabus of pilot type rating training;
  - 1.12.43.2 Aircraft reference data to support the qualification of simulators;
  - 1.12.43.3 Minimum syllabus of maintenance certifying staff type rating training;
  - 1.12.43.4 Type-specific data for cabin crew training; and
  - 1.12.43.5 Master Minimum Equipment List (MMEL).
- OSD are applicable to aircraft operated in the UK. OSD does not exist in the FAA system, only the MMEL element has an FAA equivalent for validation.
- 1.12.44 “Overhauled Engine or Propeller” means an engine or propeller that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with approved or acceptable standards and technical data.
- 1.12.45 “Parts Manufacturer Approval (PMA)” means a combined design and production approval issued for modification or replacement articles. It allows a manufacturer to produce and sell these articles for installation on type certificated/validated products.
- 1.12.46 “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or government entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- 1.12.47 “Production Approval” means a document issued by the FAA or the CAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take a form of a Production Certificate (PC), a PMA, or a TSOA.
- 1.12.48 “Production Certificate (PC)” means an approval granted by the FAA to an organization to manufacture a product or article.
- 1.12.49 “Production Certificate (PC) Extension” means an extension by the FAA of a Production Certificate to a facility located in another country or jurisdiction.

- 1.12.50 “Production Quality System” means a systematic process that meets the requirements of the Authority for the State of Manufacture (SoM) and ensures that the products and articles produced under this production quality system will conform to the approved design and will be in a condition for safe operation.
- 1.12.51 “Rebuilt Engine or Propeller” means an engine or propeller that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item by the production approval holder in accordance with 14 CFR part 43.
- 1.12.52 “Repair” can be classified as major or minor. A major repair is a repair that, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness or that is not done according to accepted practices or cannot be done by elementary operations. A minor repair is any repair other than a major repair.
- 1.12.53 “Restricted Category Aircraft” means an aircraft intended for special purpose operations that shows compliance with applicable noise and emissions requirements and shows no feature or characteristic that makes it unsafe when it is operated under the limitations prescribed for its intended use, and that the aircraft meets the airworthiness requirements of an aircraft category, except those requirements that are determined to be inappropriate for the special purpose for which the aircraft is to be used. For the FAA this may also be of a type that has been manufactured in accordance with the requirements of, and accepted for use by, an Armed Force of the United States and has been later modified for a special purpose.
- 1.12.54 “Revocation” means when a certificate is no longer valid, and the holder may not exercise any of its privileges. A certificate that has been revoked cannot be reinstated.
- 1.12.55 “Safety Elements” mean areas used by the CA and VA to classify validation projects and to manage the VA level of review of those projects (see paragraph 3.5.3).
- 1.12.56 “Sequential Validation” means a process whereby the CA has completed its certification, or is well advanced in the certification process, before a validation application is submitted.
- 1.12.57 “Special Conditions” means additional safety standard(s) prescribed by the FAA or the CAA when the airworthiness standards for the category of product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special Conditions contain such safety standards as the FAA or the CAA finds necessary to establish a level of safety equivalent to that established in the applicable regulations.
- 1.12.58 “Standard Airworthiness Certificate” means an airworthiness certificate that meets the requirements for its issuance under 14 CFR section 21.175a or (UK) Part 21.A.

- 1.12.59 “Standard Part” means a part that may be acceptable for use on aircraft and is manufactured in conformance with an established government or industry-accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any person or organization may manufacture the part.
- 1.12.60 “State of Design (SoD)” means the State or territory having regulatory authority over the organization responsible for the type design and continued airworthiness of the product or article.
- 1.12.61 “State of Manufacture (SoM)” means the State or territory having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.
- 1.12.62 “State of Registry (SoR)” means the State or territory on whose register an aircraft is entered.
- 1.12.63 “Supplemental Type Certificate (STC)” means a certificate issued by the CAA/VA for the approval of a major change to the TC (Design) of a product. Typically an STC is issued to a design approval holder other than the TC holder.
- 1.12.64 “Supplier” means a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article.
- 1.12.65 “Surrender” means when a certificate holder voluntarily relinquishes a certificate and the associated privileges. This surrender does not immediately affect the aircraft previously manufactured.
- 1.12.66 “Suspension” means a lapse in of the effectiveness of a certificate, approval, or authorization as ordered by the airworthiness authority.
- 1.12.67 “Type Certificate/Production Certificate (TC/PC) Split” means a product for which the State or territory having jurisdiction over the Authority having regulatory responsibility for the type design and continued airworthiness of the product or article is different from the State or territory having jurisdiction over the Authority having regulatory responsibility for the production and airworthiness of a civil aeronautical product or article.
- 1.12.68 “Technical Standard Order (TSO)” means a minimum performance standard for specified articles. Each TSO covers a certain type of article.
- 1.12.69 “Technical Standard Order Authorization (TSOA)” means a design and production approval issued to the manufacturer of an article that has been found to meet a specific TSO. A TSOA is not an approval to install and use the article in the aircraft. It means that the Article meets the specific TSO and the applicant is authorized to manufacture it.
- 1.12.70 “Type Certificate (TC)” means a certificate issued by the CAA/VA for the approval of the type design of a product.

- 1.12.71 “Type Design” means the drawings and specification necessary to define the product shown to comply with the airworthiness standards, information on dimensions, materials, and processes necessary to define the structural strength of the product and the Airworthiness Limitations section of the ICA.
- 1.12.72 “Used Aircraft” means an aircraft that is not a new aircraft as defined in paragraph 1.12.40.
- 1.12.73 “Validating Authority (VA)” means the FAA or the CAA, who are charged by their laws to fulfill the ICAO responsibilities of a State of Registry (SoR) to regulate the design, production and airworthiness approval and environmental certification of civil aeronautical products and articles imported from the other.
- 1.12.74 “Validation” means the FAA’s or the CAA’s process for issuing an approval of a design originally approved by the other.
- 1.12.75 “Work Plan” means the scope of the VA’s technical review developed using risk-based principles. The Work Plan identifies specific design features, systems, or characteristics of an aeronautical product where the VA will focus its technical review as part of its validation process. It is endorsed by the VA management and shared with the applicant and the CA.

## SECTION II     SCOPE OF THESE IMPLEMENTATION PROCEDURES

### 2.1     General

- 2.1.1     These Implementation Procedures apply to such aircraft type designs to be type certificated by the FAA and the CAA for standard category airworthiness certification.
- 2.1.2     The FAA and the CAA do not normally validate design approvals for products or articles issued by the other unless there is a demonstrated market interest in issuing the approval.
- 2.1.3     The FAA and the CAA issue standard airworthiness certificates 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.
- 2.1.4     Aircraft for which a special airworthiness certificate is issued by the FAA or the CAA will be dealt with on a case-by-case basis through the Special Arrangements provision in Section IX of these Implementation Procedures.

### 2.2     Design Approvals and Airworthiness Certifications

These Implementation Procedures cover the products and articles identified below, their approvals, and the provisions set forth in subsequent sections.

#### 2.2.1     Design Approvals

- 2.2.1.1     Type Certificates (TCs) and amended TCs (ATCs) for products listed in Table 1 for which the U.S. is the SoD, and TCs and ATCs listed in Table 2 for which the UK is the SoD;
- 2.2.1.2     Supplemental Type Certificates (STCs) and amended STCs for Products listed in Table 1, and STCs and amended STCs for products listed in Table 2 that have been issued both an FAA and a CAA type design approval, regardless of SoD;
- 2.2.1.3     CA approved design data used in the support of repairs, as identified in paragraph 3.3.5, for products and articles for which both the FAA and the CAA have issued a type design approval for the product;
- 2.2.1.4     TSO and PMA approvals as listed in Table 1 and Table 2 (see paragraph 2.2.3.4); and
- 2.2.1.5     Any other design change approved under the CA's system.

#### 2.2.2     Export Certificates of Airworthiness

Export Certificates of Airworthiness issued by the FAA or the CAA for aircraft that conform to a type design approved by the IA, provided that the conditions detailed in paragraph 7.2 (as applicable) are satisfied, including:

- 2.2.2.1     New and used aircraft for which the U.S. or the UK is the SoD and also the SoM;

2.2.2.2 New and used aircraft for which the U.S. or the UK is the SoD and the other is the SoM, provided that:

- (a) A Management Plan has been established, defining the FAA's and the CAA's roles and responsibilities relating to continued airworthiness. The Management Plan will:
  - (1) Be developed and approved by the FAA and the CAA for each TC/PC split project and provide all relevant detailed information on the design approval holder, production approval holder, and the product concerned;
  - (2) Provide procedural guidance in regulatory responsibilities; and
  - (3) Establish a communication methodology addressing the exchange of information between the FAA and the CAA.
- (b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and
- (c) The TCDS issued by the SoD lists all production approvals.

2.2.2.3 New and used aircraft for which a third State is the SoD and also the SoM.

2.2.2.4 New and used aircraft with different SoD and SoM for which a third State is the SoD and the U.S. or the UK is the SoM, provided that:

- (a) An agreement/arrangement has been entered between the SoD and the SoM defining each Authority's roles and responsibilities for continued airworthiness and is available to the IA;
- (b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and
- (c) The TCDS issued by the SoD lists all production approvals.

2.2.2.5 New and used aircraft with different SoD and SoM for which the U.S., the UK, or a third State is the SoD and a State other than the U.S. or the UK is the SoM will require:

- (a) Either development of a Special Arrangement under Section IX of these Implementation Procedures or IA review and acceptance of an existing arrangement established between the SoD and the SoM;
- (b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and

- (c) The TCDS issued by the SoD lists all production approvals.

#### 2.2.3 Authorized Release Certificates / Airworthiness Approval Tag (or equivalent)

New, used, overhauled, and rebuilt aircraft engines and new propellers that conform to a type design approved by the IA, provided that the conditions detailed in paragraph 7.3 (as applicable) are satisfied, including:

- 2.2.3.1 New, used, overhauled, and rebuilt aircraft engines and new propellers for which the U.S. or the UK is the SoD and also the SoM;
- 2.2.3.2 New, used, overhauled, and rebuilt aircraft engines and new propellers for which the U.S. or the UK is the SoD and the other is the SoM, provided that:
  - (a) A Management Plan has been entered into defining the FAA's and the CAA's roles and responsibilities relating to continued airworthiness;
  - (b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and
  - (c) The TCDS issued by the SoD lists all production approvals.
- 2.2.3.3 New, used, overhauled, and rebuilt aircraft engines and new propellers for which a third State is the SoD and the U.S. or the UK is the SoM, provided that:
  - (a) The IA reviews and accepts an existing arrangement established between the SoD and the SoM;
  - (b) A licensing agreement exists between the design approval holder and the manufacturer, ensuring the continued airworthiness of the design; and
  - (c) The TCDS issued by the SoD lists all production approvals.
- 2.2.3.4 Articles that Conform to an IA Design Approval
  - (a) New TSO articles;
  - (b) New replacement and modification parts that conform to IA approved design data and that are eligible for installation in a product or article which has been granted an IA design approval, as follows:
    - (1) Replacement parts manufactured by the original production approval holder for all products and articles, regardless of the SoD;
    - (2) Modification parts manufactured by the original production approval holder for all products and articles, regardless of the SoD; and

- (3) FAA PMA approvals for modification and/or replacement articles to be installed on products regardless of the SoD.

## 2.3 Standard Parts

Standard Parts (not to be confused with FAA commercial parts or general parts identified as commercial off the shelf (COTS)) conforming to established government or industry accepted specifications are generally delivered by the manufacturer with a Certificate of Conformity and are accepted by both the FAA and the CAA providing they do conform to established government or industry accepted specifications, and are identified by the approved design data of the products or articles in which they are installed.

## 2.4 Continued Airworthiness

The scope of these Implementation Procedures includes continued airworthiness, as detailed in Section IV.

## 2.5 Production and Surveillance

The scope of these Implementation Procedures includes production and surveillance, as detailed in Section VI.

## 2.6 Provisions for Technical Support

The types of technical support activities within the scope of these Implementation Procedures are specified in Section VIII.

## 2.7 Provisions for Special Arrangements

These Implementation Procedures provide for designated officials within the FAA and the CAA to make special arrangements with respect to design approval, production activities, export airworthiness approval, post design approval, or technical support in unique situations which have not been specifically addressed in these Implementation Procedures, but which are within the scope of these Implementation Procedures.

## 2.8 Summary Table

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

**Table 1**

Summary of U.S. State of Design Products, Articles, and their Associated FAA Approvals  
Eligible for Approval by the CAA.

| PRODUCT                                                                                                                                                          | FAA Type<br>Certificates &<br>Amendments<br>(see Note 3) | FAA Supplemental<br>Type Certificates &<br>Amendments<br>(see Note 3) | FAA Technical<br>Standard Order<br>Authorizations<br>(see Note 2) | Parts<br>Manufacturer<br>Approvals |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------|
| Airplanes in the following<br>categories:                                                                                                                        |                                                          |                                                                       |                                                                   |                                    |
| Normal                                                                                                                                                           | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Utility                                                                                                                                                          | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Acrobatic                                                                                                                                                        | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Commuter                                                                                                                                                         | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Transport                                                                                                                                                        | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Rotorcraft in the following<br>categories:                                                                                                                       |                                                          |                                                                       |                                                                   |                                    |
| Normal                                                                                                                                                           | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Transport                                                                                                                                                        | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Manned Free Balloons                                                                                                                                             | ✓                                                        | ✓                                                                     | N/A                                                               | N/A                                |
| Aircraft 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                                |
| Aircraft type certificated in the<br>restricted category                                                                                                         | (see Note 1)                                             | (see Note 1)                                                          | N/A                                                               | N/A                                |
| TSO Articles                                                                                                                                                     | N/A                                                      | N/A                                                                   | ✓                                                                 | N/A                                |
| <b>PARTS:</b>                                                                                                                                                    |                                                          |                                                                       |                                                                   |                                    |
| Replacement or Modification<br>Parts for the above airplanes,<br>rotorcraft, balloons, aircraft<br>engines, propellers, special class<br>aircraft, and Articles. | ✓                                                        | ✓                                                                     | ✓                                                                 | ✓                                  |

**Note 1:** Aircraft certified in the restricted category for purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control, aerial advertising, aerial dispensing of liquids, and other special purpose operations, on a case by case basis, as determined by the Authorities.

**Note 2:** A TSO article approval originally granted by FAA shall be automatically accepted by the CAA as being equivalent to having granted and issued its own approval.

**Note 3:** Including other FAA approved changes to the TC and STC such as minor modifications, repairs and changes to the approved manuals.

**Table 2**

Summary of UK State of Design Products, Articles, and their Associated CAA Approvals  
Eligible for Approval by the FAA.

| PRODUCT                                                                                                                                              | CAA Type<br>Certificates &<br>Amendments<br>(see Note 3) | CAA Supplemental<br>Type Certificates &<br>Amendments<br>(see Note 3) | UK Technical<br>Standard Order<br>Authorizations<br>(see Note 2) | Parts<br>Manufacturer<br>Approvals |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------|------------------------------------|
| Airplanes in the following categories:                                                                                                               |                                                          |                                                                       |                                                                  |                                    |
| Normal                                                                                                                                               | ✓                                                        | ✓                                                                     | N/A                                                              | N/A                                |
| Utility                                                                                                                                              | ✓                                                        | ✓                                                                     | N/A                                                              | N/A                                |
| Aerobatic                                                                                                                                            | ✓                                                        | ✓                                                                     | 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                                |
| Aircraft 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                                |
| Aircraft type certificated in the restricted category                                                                                                | (see Note 1)                                             | (see Note 1)                                                          | N/A                                                              | N/A                                |
| TSO Articles                                                                                                                                         | N/A                                                      | N/A                                                                   | ✓                                                                | N/A                                |
| <b>PARTS:</b>                                                                                                                                        |                                                          |                                                                       |                                                                  |                                    |
| Replacement or Modification Parts for the above airplanes, rotorcraft, balloons, aircraft engines, propellers, special class aircraft, and articles. | ✓                                                        | ✓                                                                     | ✓                                                                | N/A                                |

**Note 1:** Aircraft certified in the restricted category for purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control, aerial advertising, aerial dispensing of liquids, and other special purpose operations, on a case by case basis, as determined by the Authorities.

**Note 2:** A TSO article approval originally granted by EASA prior to the date of the UK's exit from the EU shall be automatically accepted by the FAA as being equivalent to having granted and issued its own approval.

**Note 3:** Including other CAA approved changes to the TC and STC such as minor modifications, repairs and changes to the approved manuals.

## SECTION III     VALIDATION PROCEDURES

### 3.1     General

- 3.1.1     The principles and procedures in this Section apply to the acceptance or validation of the initial design approval of each other's civil aeronautical products and articles, of subsequent design changes to those products and articles, and approval of design data used in support of repairs and alterations.
- 3.1.2     Applications for FAA or CAA approval are intended for civil aeronautical products and articles. Products and articles which are intended only for public/state use are not eligible for FAA or CAA validation under this agreement unless the Authority for the SoD has accepted to certify the product or article and there is a civilian and/or public aircraft (State Aircraft – CAP 562 Leaflet B-60) application within the jurisdiction of the importing State. In these cases, the FAA and the CAA shall consult to determine whether validation is within the scope of the agreement and if it requires a Special Arrangement under Section IX of these Implementation Procedures.
- 3.1.3     The purpose of validation is to determine that the design approval or certificate issued by the CA is in compliance with the VA's environmental and airworthiness requirements for aeronautical products and articles, provided that a level of safety equivalent is retained.
- 3.1.4     Close cooperation between the VA and the CA is necessary to provide for effective management of the validation process and for the most cost-effective utilization of resources. Working under the principle that communication should occur between Authorities, correspondence will be answered through and coordinated with the CA. The FAA and the CAA also recognize that direct communication between the VA and the applicant are sometimes necessary. Direct communication should be limited to technical questions regarding the product (familiarization) and should be conducted with the awareness and consent of the CA. The CA should be informed of the outcome of these discussions.
- 3.1.5     Applicants are encouraged to seek concurrent certification and validation approvals. Both Authorities may agree to undertake concurrent design approval projects covered by the scope of these Implementation Procedures. A type design that satisfies both the VA and the CA requirements is the desired outcome of a concurrent approval process.
- 3.1.6     The resolution process in paragraph 1.8 will be used to address any disagreements on the validation process.
- 3.1.7     Submission of Electronic Data
- When a U.S. or UK applicant submits electronic data as described in FAA Order 8000.79 or the CAA's electronic data policy, as applicable, the applicant is considered to have an arrangement acceptable to both the FAA and the CAA for the submission and storage of electronic data, as long as the data is in a format that is compatible with the VA's information system. The

applicant is responsible for the transmission of the electronic data they consider proprietary to the VA under the guidance of the CA.

3.1.8 Certificates and design approvals are accepted or validated by the VA using one of the following three procedures:

3.1.8.1 Acceptance

- (a) Acceptance of the CA approval by the VA without issuance of its own approval document.
- (b) No application for validation is required.

3.1.8.2 Streamlined Validation (SV)

- (a) An approval by the VA with little to no technical review preceding the issuance of a VA approved document.
- (b) Design change approvals that are not impacted by the Safety Elements in paragraph 3.5.3 are eligible for Streamlined Validation.

3.1.8.3 Technical Validation

- (a) All design approvals not eligible for Acceptance or Streamlined Validation will undergo a Technical Validation.
- (b) For Technical Validation, the VA will issue an approval document.
- (c) Technical Validation includes one of two processes:
  - (1) Full Technical Validation (FTV)
    - (i) Technical validation of the certificate or change will be performed by the VA.
    - (ii) The objectives of FTV are for the VA to evaluate compliance with applicable standards, and thereby, identify areas for further technical confidence building. These areas can then be applied to future projects under the Limited Technical Validation process.

**Note:** The ideal scenario for this process is a concurrent validation program to facilitate VA technical assessment.

- (2) Limited Technical Validation (LTV)
  - (i) Technical Validation of the certificate or change will be performed by the VA using one or more Safety Elements (paragraph 3.5.3) to define its level of involvement.
  - (ii) This process can properly function under either the concurrent or sequential validation process.

3.1.9 To determine whether the CA approval will be subject to Acceptance or to one of the three Validation processes, the CA will apply the following decision process. Does the CA approval qualify for Acceptance, as defined in paragraph 3.2?

3.1.9.1 If yes, the VA will follow the Acceptance Procedures in paragraph 3.3.

3.1.9.2 If no, continue to paragraph 3.4 to determine the type of validation procedure to follow.

### 3.2 Acceptance

The FAA and CAA conclude that certain approvals can benefit from reciprocal acceptance. There are specific CA approvals (further described in paragraph 3.3) that will be accepted by the VA without issuance of its own approval, and therefore no application for validation is required for:

3.2.1 Any design change by the TC or STC holder is eligible for the SV process in accordance with classification procedures in paragraph 3.4.1 that also does not require the CA to physically issue a new or revised TC, TCDS, Type Certificate Data Sheet for Noise (TCDSN) or STC;

3.2.2 All design changes classified as minor in accordance with 14 CFR section 21.93 or (UK) Part 21.A.91;

3.2.3 Any TSO/UKTSO Article (see paragraph 3.3.3);

3.2.4 PMA articles under the conditions of paragraph 3.3.4;

3.2.5 Design data for a repair (approved in accordance with paragraph 3.3.5); and

3.2.6 Design data for an alteration except for critical components (see paragraph 3.3.6).

### 3.3 Acceptance Procedures

3.3.1 Design Changes by the TC or STC Holder eligible for the SV Process that do not require the CA to issue a New or Revised TC, TCDS, TCDSN, or STC.

There is no need for application and the design change will be accepted by the VA without any technical review. In these cases, the CA shall approve these design changes in accordance with its own procedures against the certification bases of either the CA or the VA or both as applicable. These design changes are considered approved by the VA, and are included in the DAH type design data provided to the VA on a regular basis per agreement between the CA and VA.

3.3.2 Minor Design Changes

When a DAH introduces a design change that would be classified as minor in accordance with either 14 CFR part 21 or (UK) Part 21.A.9, it shall be accepted by the VA without further review. In these cases, the CA shall determine and approve these design changes in accordance with its own procedures against the certification basis of either the CA or the VA or both

as applicable. These design changes are considered approved by the VA, and are included in the DAH type design data. Minor design changes are not provided to the VA on a regular basis unless specifically required per agreement between the CA and VA.

### 3.3.3 TSO/UKTSO Articles

- 3.3.3.1 Acceptance requires that the IA shall accept the EA's TSOA or UKTSOA, as applicable, and shall not issue its own design approval.
- (a) Acceptance will be applicable to all current and future TSOAs and UKTSOAs issued by the FAA or the CAA, except for UKTSOAs for Auxiliary Power Units (APU). This acceptance is also applicable to ETSO Article authorizations issued by EASA under the provisions of the FAA-EASA Technical Implementation Procedures (TIP), paragraph 3.3.3, before December 31, 2020.
  - (b) The TSOA or UKTSOA is an approved article within the respective FAA or CAA system, but does not imply installation approval.
  - (c) When the EA does not have a corresponding TSO or UKTSO to that of the IA, an applicant may obtain an approval from the EA using the provisions of 14 CFR section 21.8(d) or (UK) Part 21.A.305. If the EA's approval is based on assessment of the TSO or UKTSO of the IA, and the production system and marking requirements are assured by the EA's approval, then the EA's approval is eligible for Acceptance.
  - (d) Acceptance of such articles under these Implementation Procedures will be based on the following conditions:
    - (1) The article meets the TSOs or UKTSOs, as evidenced by a statement or declaration of conformity by the TSOA or UKTSOA; and
    - (2) If applicable, deviations or exemptions from the TSO or UKTSO or other standard accepted by the FAA and the CAA are substantiated and have been approved by the EA.
  - (e) All accepted TSOAs and UKTSOAs and validations issued by the IA prior to the acceptance of TSOAs and UKTSOAs remain valid unless the approval holder surrenders or the responsible Authority suspends or revokes the respective approval.