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# *IMPLEMENTATION PROCEDURES*

FOR

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

Under the Agreement between  
The Government of the United States of America  
and  
The Government of the Republic of Singapore  
For Promotion of Aviation Safety

February 24, 2004

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# TABLE OF CONTENTS

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	<u>Page</u>
<b><u>SECTION I</u>      <u>GENERAL</u></b>	
1.0	Authorization ..... 1
1.1	Purpose ..... 1
1.2	Principles..... 1
1.3	Changes in Authority Aircraft Certification Systems ..... 2
1.4	Authority Meetings..... 2
1.5	Applicable National Requirements, Procedures, and Guidance Material ... 3
1.6	Interpretations..... 3
1.7	Amendments and Points of Contact ..... 3
1.8	Entry Into Force and Termination ..... 4
1.9	Definitions..... 4
 <b><u>SECTION II</u>      <u>SCOPE OF THESE IMPLEMENTATION PROCEDURES</u></b>	
2.0	General..... 8
2.1	Products, Parts and Appliances Manufactured in the State of the Exporting Authority Accepted for Import under these BASA Implementation Procedures..... 8
2.1.0	CAAS Acceptance of FAA Export Certificates of Airworthiness..... 8
2.1.1	CAAS Acceptance of FAA Airworthiness Approval Tags.....8
2.1.2	FAA Acceptance of CAAS Export Certificates of Airworthiness [Reserved]..... 8
2.1.3	FAA Acceptance of CAAS Airworthiness Approval Tags ..... 9
2.1.4	Acceptance of Standard Parts ..... 9
2.1.5	Airworthiness Certification.....9
2.2	Acceptance of Used Aircraft Manufactured in Third States.....9
2.3	Provisions for Design Change Approvals .....9
2.3.0	CAAS Acceptance of FAA-Approved Design Changes.....9
2.3.1	FAA Acceptance of CAAS-Approved Design Changes..... 10
2.4	Provisions for Environmental Testing and Approvals ..... 10
2.4.0	CAAS Acceptance of FAA Findings for Environmental Requirements..... 10

## TABLE OF CONTENTS

---

	<u>Page</u>
2.4.1 FAA Acceptance of CAAS Findings for Environmental Requirements [Reserved] .....	10
2.5 Provisions for Technical Assistance .....	10
2.6 Provisions for Special Arrangements.....	10
2.7 Summary Tables .....	11

### SECTION III      ESTABLISHED WORKING PROCEDURES

3.0 Design Approval Procedures.....	14
3.0.0 General .....	14
3.0.1 FAA Design Approval Procedures.....	15
3.0.1.0. For U.S. Type Certificates [Reserved].....	15
3.0.1.1. For U.S. Supplemental Type Certificates [Reserved].....	15
3.0.1.2. For FAA Letters of Technical Standard Order (TSO) Design Approval.....	15
3.0.2 CAAS Design Acceptance Procedures .....	16
3.0.2.0. General .....	16
3.0.2.1. CAAS Type Acceptance Procedures .....	16
3.0.2.2. Procedures for CAAS Acceptance of FAA Amended and Supplemental Type Certificates .....	17
3.0.2.3. Design Approval Procedures for a CAAS TSO Certificate of Approval.....	17
3.1 Production and Surveillance Activities.....	17
3.1.0 Production Quality System .....	17
3.1.1 Surveillance of Production Approval Holders .....	17
3.1.2 Extensions of Production Approvals.....	18
3.1.3 Production Approval Based on a Licensing Agreement [Reserved].....	18
3.1.4 Supplier Surveillance - Outside the Exporting State.....	19
3.1.5 Multi-National Consortia.....	19
3.2 Export Airworthiness Approval Procedures .....	20
3.2.0 General .....	20
3.2.1 FAA Acceptance of CAAS Export Certificates of Airworthiness and Airworthiness Approval Tags.....	20

# TABLE OF CONTENTS

---

	<u>Page</u>
3.2.2 CAAS Acceptance of FAA Export Certificates of Airworthiness and Airworthiness Approval Tags .....	21
3.2.3 Additional Requirements for Imported Products, Parts, and Appliances .....	24
3.3 Post Design Approval Procedures.....	25
3.3.0 Continued Airworthiness .....	25
3.3.1 Design Changes.....	28
3.3.2 Approval of Design Data Used in Support of Repairs .....	29
3.3.3 Administration of Design Approvals .....	29
 <b><u>SECTION IV TECHNICAL ASSISTANCE BETWEEN AUTHORITIES</u></b>	
4.0 General .....	32
4.1 Types of Assistance .....	32
4.2 Witnessing of Tests During Design Approval .....	32
4.3 Conformity Certifications During Design Approval.....	33
4.4 Airworthiness Certificates .....	34
4.5 Protection of Proprietary Data and Freedom of Information Act (FOIA) Requests .....	34
4.5.0 Protection of Proprietary Data.....	34
4.5.1 FOIA Requests.....	35
4.6 Accident or Incident and Suspected Unapproved Parts Investigation Information Requests .....	35
 <b><u>SECTION V SPECIAL ARRANGEMENTS</u>.....</b>	
36	
 <b><u>SECTION VI AUTHORITY</u>.....</b>	
37	
<b>APPENDIX A</b>	List of Addresses for FAA Headquarters Offices, FAA Mike Monroney Aeronautical Center, FAA Aircraft Certification Service Directorates, FAA Manufacturing Inspection Offices, FAA Aircraft Certification Offices, and CAAS Offices.....A-1

## TABLE OF CONTENTS

---

	<u>Page</u>
APPENDIX B List of Referenced Documents.....	B-1
APPENDIX C List of Special Arrangements.....	C-1

## IMPLEMENTATION PROCEDURES

for

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

### SECTION I      GENERAL

- 1.0 Authorization. These Implementation Procedures are authorized by Article III of the Agreement between the Government of the United States of America and the Government of the Republic of Singapore for the Promotion of Aviation Safety, dated February 24, 2004, also known as the Bilateral Aviation Safety Agreement, or “BASA executive agreement.” In accordance with Article III, the Federal Aviation Administration (FAA) and the Civil Aviation Authority of Singapore (CAAS) have determined that the aircraft certification systems of each authority for the design approval, production approval, airworthiness certification, and continuing airworthiness of civil aeronautical products, parts, and appliances are sufficiently similar in structure and performance to support these Implementation Procedures.
- 1.1 Purpose. The purpose of this document is to define the civil aeronautical products, parts, and appliances eligible for import into the United States and Singapore (See *Section II - Scope*), and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products, parts, and appliances.
- 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 FAA’s and CAAS’ technical competence and regulatory capabilities to perform these tasks within the scope of these Implementation Procedures. The FAA and CAAS, as importing civil aviation authorities, shall give the same validity to the certification made by the other, as the exporting civil aviation authority, as if the certification had been made by the FAA or CAAS in accordance with its own applicable laws, regulations, and requirements. Also, when a finding is made by one authority in accordance with the laws and regulations of the other authority and with these Implementation Procedures, that finding is given the same validity as if it were made by the other authority. Therefore, the fundamental principle of these Implementation Procedures is to maximize the use of the exporting civil aviation authority’s aircraft certification system to ensure that the airworthiness standards of the importing civil aviation authority are satisfied.
- 1.2.0 The FAA and CAAS agree that all information, including technical documentation, exchanged under these Implementation Procedures will be in the English language.

1.2.1 The FAA and CAAS mutually recognize each other's delegation and designee systems as part of their overall aircraft certification systems. Findings made pursuant to these Implementation Procedures through these systems are given the same validity as those made directly by the FAA or CAAS, as the case may be. The FAA and CAAS understand that there may be occasional situations where, upon prior notification to the other authority, either authority may interact directly with an individual designee of the other's state. In advance of designees or representatives of delegated organizations traveling to the United States or Singapore to witness tests, perform conformity inspections, and/or to make determinations of compliance, the FAA or CAAS will coordinate designee activities with the other's authority.

### 1.3 Changes in Authority Aircraft Certification Systems.

1.3.0 These Implementation Procedures are based upon sufficiently similar aircraft certification systems being in place at the time of signing. Therefore, the FAA and CAAS shall keep each other informed of significant changes within those systems, such as:

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

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

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

1.5 Applicable National Requirements, Procedures, and Guidance Material.

1.5.0 The FAA's standards for aircraft airworthiness and environmental certification are contained in the Code of Federal Regulations (CFR), Title 14, Parts 21, 23, 25, 27, 29, 31, 33, 34, 35, and 36. The FAA also uses 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 CAAS' standards for aircraft airworthiness are contained in the Singapore Airworthiness Requirements (SAR), including Sections 1, 2, 3, 4, 5, 6, and 8 and related airworthiness notices. The SAR also contains provisions applicable to the production of TSO articles and components and the acceptance of foreign type certificates. Guidance material, policies and procedures, are contained in CAAS' internal procedures and Advisory Circulars.

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

1.7 Amendments and Points of Contact.

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

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

***For the FAA:***

Aircraft Certification Service  
International Airworthiness Programs  
Staff (AIR-40)  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591  
USA  
Telephone: 1-202-267-7008  
Fax: 1-202-493-5144

***For CAAS:***

Airworthiness/Flight Operations Division  
Civil Aviation Authority of Singapore  
Room 046-025, 4<sup>th</sup> Storey Terminal 2  
Singapore Changi Airport  
Singapore 819643  
Telephone: (65)-65412479 or  
(65)-65412488  
Fax: (65)-65456519

Correspondence address:  
Airworthiness/Flight Operations Division  
Civil Aviation Authority of Singapore  
Singapore Changi Airport  
P.O. Box 1  
Singapore 918141  
Room 046-025 – for courier deliveries

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

***For the FAA:***

Office of International Aviation (AIA-1)  
Federal Aviation Administration  
800 Independence Ave., SW  
Washington, DC 20591  
USA

Telephone: 1-202-267-3213  
Fax: 1-202-267-5032

***For CAAS:***

Airworthiness/Flight Operations Division  
Civil Aviation Authority of Singapore  
Room 046-025, 4<sup>th</sup> Storey Terminal 2  
Singapore Changi Airport  
Singapore 819643

Correspondence address:-  
Airworthiness/Flight Operations Division  
Civil Aviation Authority of Singapore  
Singapore Changi Airport  
P.O. Box 1  
Singapore 918141

Telephone: (65)-65412479 or  
(65)-65412488  
Fax: (65)-65456519

1.8 Entry Into Force and Termination. These Implementation Procedures shall enter into force upon signature and shall remain in force until terminated by either party. Either the FAA or CAAS may terminate these Implementation Procedures upon receipt of sixty days written notice by the other party. Termination will take effect at the expiry of the sixty days and will not affect the validity of activity conducted under these Implementation Procedures prior to termination.

1.9 Definitions. For the purpose of these Implementation Procedures, the following definitions and the definitions found in Article II of the BASA executive agreement shall both apply. If there is any inconsistency between the definitions in these Implementation Procedures and those of Article II of the BASA executive agreement, the definitions in these Implementation Procedures shall prevail.

(a) "Additional Technical Condition" means a requirement of the importing state that is in addition to the applicable airworthiness requirements of the State of Design or that may be prescribed to provide a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing state.

- (b) “Airworthiness Standards” means regulations governing the design and performance of civil aeronautical products, parts, and appliances.
- (c) “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.
- (d) “Civil Aeronautical Product” (herein also referred to as “product”) means each civil aircraft, aircraft engine, or propeller.
- (e) “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.
- (f) “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.
- (g) “Environmental Standards” means regulations governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and appliances.
- (h) “Environmental Testing” means a process by which a civil aeronautical product or appliance is determined to comply with environmental standards.
- (i) “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.
- (j) “Exemption” means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by the FAA or CAAS, and found to have a level of safety at least equal to the regulation for which the relief is granted.
- (k) “Exporting Civil Aviation Authority” means the national organization within the exporting State, charged by the laws of the exporting State, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, parts, and appliances. The exporting civil aviation authority will be referred to herein as the exporting authority.
- (l) “Familiarization” means the process whereby the importing authority obtains information and experience on an aeronautical product designed in the exporting State in order to prescribe additional technical conditions for that product; implement corrective airworthiness action in the event that the product experiences service difficulties during its operation in the importing State; and to ensure the development of appropriate maintenance, operating, and pilot type rating information, if applicable, for the product.

- (m) “Finding” means a determination of compliance or non-compliance as the result of a civil aviation authority’s review, investigation, inspection, test, and/or analysis.
- (n) “Importing Civil Aviation Authority” means the national organization within the importing State, charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, parts, and appliances. The importing civil aviation authority will be referred to herein as the importing authority.
- (o) “Issue Paper” means a document representing an item that requires resolution prior to the issuance of CAAS or FAA type or supplemental type certificate.
- (p) “Maintenance” means the performance of inspection, overhaul, repair, preservation, and the replacement of parts or appliances of a product, but excludes preventive maintenance.
- (q) “Manufacturer” means the person who, by FAA or CAAS regulation, is responsible for determining that all products or parts thereof produced within the quality control system conform to an FAA or CAAS-approved design or established government or industry standard and are in a condition for safe operation.
- (r) “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.
- (s) “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.
- (t) “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- (u) “Priority Part” means each part or assembly in an FAA or CAAS approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.
- (v) “Product” see (d) Civil Aeronautical Product.
- (w) “Production Quality System” means a systematic process which meets the requirements of the exporting authority and ensures that products, parts, and appliances will conform to the approved design and will be in a condition for safe operation.
- (x) “Special Condition” means an additional airworthiness standard(s) prescribed by the FAA or CAAS 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 CAAS finds necessary to establish a level of safety equivalent to that established in the applicable regulations.

(y) “Supplier” means a person at any tier who contracts to provide a part, appliance, special process, or service to a product manufacturer to be incorporated into the manufacture of a product, part, or appliance.

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

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

## SECTION II      SCOPE OF THESE IMPLEMENTATION PROCEDURES

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

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

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

- (a) New and used aircraft,
- (b) New aircraft engines, and
- (c) New propellers.

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

2.1.1 CAAS Acceptance of FAA Airworthiness Approval Tags for the Following Appliances and Parts:

- (a) New TSO appliances,
- (b) New parts that conform to CAAS approved design data and that are eligible for installation in a product or appliance which has been granted a CAAS design approval. These include:
  - (1) replacement parts for all products and appliances, regardless of the State of Design; and
  - (2) modification parts for all products and appliances, regardless of the State of Design.

See Summary Table 1, at the end of this Section, for listing of the classes and categories of U.S. appliances and parts (and associated approvals) eligible for import into Singapore.

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

[Reserved].

2.1.3 FAA Acceptance of CAAS Airworthiness Approval Tags for the Following Appliances and Parts:

(a) New TSO appliances that meet the performance standards of a U.S. Technical Standard Order (TSO) under an FAA Letter of TSO Design Approval, and

(b) Replacement parts for the appliances specified in paragraph 2.1.3.(a).

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

2.1.4 Acceptance of Standard Parts.

(a) CAAS Acceptance of Standard Parts. CAAS shall accept Standard Parts for all products, parts, and appliances covered under these Implementation Procedures when they conform to established U.S. industry or U.S. government specifications, or to an FAA parts TSO (e.g., TSO C148, C149, or C150).

(b) FAA Acceptance of Standard Parts. [Reserved].

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

2.2 Acceptance of Used Aircraft Manufactured in Third States. These Implementation Procedures also apply to the acceptance of Export Certificates of Airworthiness for used aircraft, for which a third state is the State of Design, that are subsequently exported from the United States to Singapore.

2.3 Provisions for Design Change Approvals.

2.3.0 CAAS Acceptance of the Following FAA-approved Design Changes:

(a) Amended type certificates for products for which the United States is the State of Design;

(b) Supplemental type certificates for all products, regardless of the State of Design;

(c) Other FAA-approved design changes, as identified in Section III, paragraph 3.3.1.) for products, parts, and appliances for which the United States is the State of Design; and

(d) FAA-approved design data used in support of repairs, as identified in Section III, paragraph 3.3.2.0(a), for products, parts, and appliances for which the United States is the State of Design.

2.3.1 FAA Acceptance of the Following CAAS-approved Design Changes:

(a) Approved design changes (as identified in Section III, paragraph 3.3.1.0) for appliances for which Singapore is the State of Design; and

(b) Design data approved by CAAS used in support of repairs (as identified in Section III, paragraph 3.3.2) for appliances for which Singapore is the State of Design.

2.4 Provisions for Environmental Testing and Approvals.

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

(a) Noise certification requirements for subsonic transport category large airplanes and subsonic turbojet powered airplanes;

(b) Noise certification requirements for propeller-driven small airplanes and propeller-driven commuter category airplanes;

(c) Noise certification requirements for helicopters; and

(d) Fuel venting and exhaust emissions certification requirements for turbine powered airplanes.

2.4.1 FAA Acceptance of CAAS Findings for the Following Environmental Requirements:

[Reserved.]

2.5 Provisions for Technical Assistance. The scope of all technical assistance activities between the FAA and CAAS are specified in Section IV.

2.6 Provisions for Special Arrangements. These Implementation Procedures provide for designated officials within the FAA and CAAS to make special arrangements -- with respect to design approval, production activities, export airworthiness approval, post design approval, or technical assistance -- in unique situations which have not been specifically addressed in these Implementation Procedures, but which are anticipated by the BASA executive agreement. All special arrangements between the authorities are listed in Appendix C.

2.7 Summary Tables. The following tables summarize the new products, appliances, and parts manufactured in the United States or Singapore that are eligible for import under these Implementation Procedures. (These tables do not show third state products eligible for import.)

**Table 1**

Summary of

U.S. (State of Design) Products, Appliances, and Parts and Associated FAA Approvals Eligible for Import into Singapore.

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

Note 1: Aircraft certified in the primary, provisional, and restricted categories will be dealt with on a case-by-case basis through the special arrangement provision in Section V.

**Table 2**  
**Summary of**  
**Singapore (State of Design) Products, Appliances, and Parts and Associated CAAS**  
**Approvals Eligible for Import into the United States.**

<u>Products</u>	Type Certificate, and Amendments	Supplemental Type Certificate	Aeronautical Product Approval	Parts Manufacturer Approval
Airplanes in the following categories:				
Normal	N/A	N/A	N/A	N/A
Utility	N/A	N/A	N/A	N/A
Acrobatic	N/A	N/A	N/A	N/A
Commuter	N/A	N/A	N/A	N/A
Transport	N/A	N/A	N/A	N/A
Rotorcraft in the following categories:				
Normal	N/A	N/A	N/A	N/A
Transport	N/A	N/A	N/A	N/A
Manned Free Balloons	N/A	N/A	N/A	N/A
Engines	N/A	N/A	N/A	N/A
Propellers	N/A	N/A	N/A	N/A
Aircraft in Special Classes:				
Airships	N/A	N/A	N/A	N/A
VLA	N/A	N/A	N/A	N/A
Gliders	N/A	N/A	N/A	N/A
Powered Lift	N/A	N/A	N/A	N/A
TSO Appliances			✓	N/A
Replacement and Modification Parts for the above TSO articles/appliances	N/A	N/A	✓	N/A

*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) The FAA 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 FAA, 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 authority, compliance determinations, and finally, the issuance of the design approval. The design approval issued by the FAA is based to the maximum extent practicable on the technical evaluations, tests, inspections, and compliance certifications made by the exporting authority.

(b) CAAS, as the importing authority, will conduct an acceptance process on aircraft to determine if the product meets the Singapore Air Navigation Order (ANO), SAR and any additional requirements identified by CAAS during the investigation. This process is contained in SAR Chapter 2.2, and prescribes additional data, reports, etc. that are to be furnished in support of this investigation. These data requirements differ for new, first-of-type, and used aircraft.

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

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

(e) The FAA does not normally issue a design approval for an appliance manufactured outside the United States, except if the appliance will be incorporated into the design of a U.S.-registered aircraft or U.S.-manufactured product. Therefore, Singapore applicants for an FAA Letter of TSO Design Approval should provide the FAA with evidence that the appliance will be imported into the United States, or will be installed on a U.S.-registered or U.S.-manufactured product.

(f) CAAS only performs type acceptance on aircraft, engines, or propellers that are to be registered in Singapore or are to be incorporated into the design of a Singapore-registered aircraft. Therefore, U.S. applicants for CAAS type acceptance should provide CAAS with evidence that the product will be imported into Singapore, or will be installed on a Singapore-registered product. CAAS accepts new FAA-approved parts and appliances without further showing.

### 3.0.1 FAA Design Approval Procedures.

#### 3.0.1.0 Design Approval Procedures for U.S. Type Certificates.

[Reserved].

#### 3.0.1.1 Design Approval Procedures for U.S. Supplemental Type Certificates.

[Reserved].

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

(a) Application. The FAA only issues a Letter of TSO Design Approval for appliances of a kind for which a minimum performance standard has been published in an FAA Technical Standard Order (TSO). All Singapore applicants for an FAA Letter of TSO Design Approval shall make application through CAAS with a request that the application and required information be forwarded to the Los Angeles Aircraft Certification Office at the address indicated in Appendix A. Whenever CAAS receives an application for a FAA Letter of TSO Design Approval to a TSO performance standard to which CAAS has not previously made compliance findings, CAAS should contact the FAA for the latest FAA technical policy and procedures related to the TSO performance standard.

(b) Issuance of a 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 the FAA after:

- (1) Receipt of all the required data or documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO appliance;
- (2) Receipt of other specific technical data, as jointly agreed between the CAAS and the FAA, needed to demonstrate compliance with a TSO standard (e.g., a first-of-a-kind TSO);
- (3) Receipt and approval of all proposed deviations; and
- (4) Receipt of a certifying statement from the applicant through CAAS, with certification by CAAS, that the performance of the appliance complies with the applicable FAA TSO or other accepted standards of the FAA which provide an equivalent level of safety.

(d) Installation Approval. An FAA Letter of TSO Design Approval does not constitute an installation approval for the TSO appliance on an aircraft. The installer must obtain installation approval from their civil aviation authority for use on an aircraft registered under that authority.

### 3.0.2 CAAS Design Acceptance Procedures.

#### 3.0.2.0 General.

(a) CAAS does not issue design approvals for aircraft, engines, or propellers.

(b) For aircraft to be registered in Singapore, CAAS will issue a Certificate of Airworthiness that serves the dual purpose of indicating CAAS acceptance of the type design and indicating that the aircraft is in a condition for safe operation.

#### 3.0.2.1 CAAS Type Acceptance Procedures.

##### (a) Establishment of CAAS Type Acceptance Basis.

(1) New type certificates. Certification by the FAA, the Joint Aviation Authorities, Transport Canada and the United Kingdom CAA in accordance with their respective airworthiness codes is acceptable as a basis for certification in Singapore.

(2) Additional requirements. CAAS may impose additional requirements for a Singapore Certificate of Airworthiness.

(3) Environmental (Type) Certification Basis. CAAS will accept the FAA's findings of compliance to 14 CFR Parts 34 and 36.

(b) Compliance to CAAS Type Acceptance Basis. The type acceptance basis will be Title 14 of the Code of Federal Regulations, plus any additional requirements indicated by CAAS.

(c) Data Submittal & Design Review. CAAS will conduct an investigation to determine if the product meets the ANO, SAR and any additional requirements identified by CAAS during the investigation. The SAR prescribes additional data, reports, etc. that are to be furnished in support of the investigation. These requirements differ for new, first-of-type, and used aircraft.

(d) Environmental Testing and Approval Procedures. CAAS accepts FAA's findings of compliance with 14 CFR Parts 34 and 36.

(e) Evaluation of Operational and Maintenance Aspects. The flight test carried out by the FAA may be sufficient for the type acceptance. CAAS will accept FAA evaluation of maintenance aspects and the Master Minimum Equipment List (MMEL).

#### 3.0.2.2. Procedures for CAAS Acceptance of FAA Amended and Supplemental Type Certificates.

(a) CAAS does not issue amended Type Certificates or Supplemental Type Certificates (STCs). CAAS accepts post-certification design changes in a manner similar to its accepting of U.S. Type Certificates. CAAS' review consists of an examination of the proposed design change by reviewing the STC that was approved by the exporting authority and the accompanying data package.

(b) The design change must have been a previously-approved STC (preferably from the aircraft's state of design) to be eligible for installation.

#### 3.0.2.3. Design Approval Procedures for a CAAS TSO Certificate of Approval.

(a) Application. CAAS design approval for TSO appliances is characterized by the issuance of a TSO Certificate of Approval. CAAS does not issue TSO Certificates of Approval for organizations outside of Singapore. CAAS accepts properly documented U.S. TSO appliances without a separate design or production approval.

(b) Installation Approval. A CAAS TSO Certificate of Approval does not constitute an installation approval for the TSO appliance on an aircraft. The installer must obtain installation approval from their civil aviation authority for use on an aircraft registered under that authority.

### 3.1 PRODUCTION AND SURVEILLANCE ACTIVITIES

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

#### 3.1.1 Surveillance of Production Approval Holders.

3.1.1.0 The FAA and CAAS, as exporting authorities, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with the exporting authority's specific policies, practices, and/or procedures.

Both ongoing and scheduled evaluations should be conducted to verify that the production approval holder is in continual compliance with their approved production quality system, manufacturing products, appliances, and parts which fully conform to the approved design, and are in a condition for safe operation. The correction of all deficiencies should be verified by the exporting authority.

3.1.1.1 Production surveillance includes the surveillance of manufacturers and their suppliers who may be fabricating prototype or pre-production parts for products that are still undergoing type certification. These parts must be produced by the manufacturer, or its approved supplier, with the concurrence of the exporting authority, using an existing approved production quality system for similar type certificated products. The approved production quality system must ensure the prototype or pre-produced parts are properly controlled so that a final determination of airworthiness can be undertaken prior to their export.

3.1.1.2 FAA production approval and supplier surveillance programs are described in FAA Order 8120.2, *Production Approval and Surveillance Procedures*, Advisory Circular 21-20, *Supplier Surveillance Procedures*, and FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program*.

3.1.1.3 CAAS production approval and supplier surveillance programs are described in the SAR Section 6 (Chapters 6.1 & 6.9) and Section 8 (Chapters 8.1, 8.2 & 8.3). Additional procedures are contained in the Airworthiness/Flight Operations Procedures (AFOP), Section 2, Chapters 3, 9 and 11.

### 3.1.2 Extensions of Production Approvals.

3.1.2.0 When a production approval has been granted or extended by the FAA to include manufacturing sites and facilities in Singapore or in a third state, the FAA remains fully responsible for the surveillance and oversight of these manufacturing sites and facilities.

3.1.2.1 The FAA is responsible for surveillance and oversight of U.S. production approval holders located in Singapore. Routine surveillance and oversight may be performed by CAAS on behalf of the FAA through the provisions of Section IV.

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

### 3.1.3 Production Approval Based on a Licensing Agreement.

[Reserved].

### 3.1.4 Supplier Surveillance - Outside the Exporting State.

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

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

3.1.4.2 The FAA or CAAS may seek assistance from a third state civil aviation authority at the supplier's location in the undertaking of FAA or CAAS regulatory surveillance and oversight functions at suppliers to production approval holders of the exporting state. This should only be done when an arrangement for technical assistance has been formalized between the FAA or CAAS and the civil aviation authority of the third state.

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

### 3.1.5 Multi-National Consortia.

[Reserved].

## 3.2 EXPORT AIRWORTHINESS APPROVAL PROCEDURES

3.2.0 General. Export Certificates of Airworthiness are issued by the FAA, as the exporting authority, for completed aircraft, aircraft engines, and propellers. Airworthiness approval tags are issued by the FAA and CAAS for appliances and parts.

### 3.2.1 FAA Acceptance of CAAS Export Certificates of Airworthiness and Airworthiness Approval Tags.

(a) The FAA's requirements and procedures for import are described in 14 CFR Part 21, FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products*, and Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States*.

(b) CAAS' process for issuing export certificates is described in *SAR Chapters 2.4 Export Certificate of Airworthiness* and *6.1 (Appendix 3) Authorized Release Certificate- Airworthiness Approval Tag, Form CAAS(AW)95*, and *AFOP Section 4, Chapter 23, Issue of Export Certificate of Airworthiness*.

#### 3.2.1.0 New Aircraft, Engines and Propellers.

[Reserved].

#### 3.2.1.1 New TSO Appliances.

(a) Each new appliance exported to the United States with a CAAS airworthiness approval will have a CAAS Authorized Release Certificate [Form CAAS(AW)95]. The FAA shall accept CAAS Authorized Release Certificates on new TSO appliances, as identified in Section II, only when CAAS certifies that each TSO appliance:

- (1) Conforms to the design approved by the FAA, as specified in the FAA Letter of TSO Design Approval;
- (2) Complies with applicable FAA Airworthiness Directives, as notified;
- (3) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
- (3) Meets all additional requirements prescribed by the FAA, as notified by FAA.

#### 3.2.1.2 New Replacement Parts for TSO Appliances.

(a) Each new replacement part exported to the United States with a CAAS airworthiness approval will have a Form CAAS(AW)95. The FAA shall accept CAAS airworthiness approval tags on replacement parts produced by a Singapore production approval holder and based on FAA approved design data. CAAS shall certify, by issuance of Form CAAS(AW)95 that each part:

- (1) Is eligible for installation in an appliance which has been granted an FAA design approval;
- (2) Conforms to FAA-approved design data and is safe for installation;
- (3) Is marked in accordance with paragraph 3.2.3.0(a) of these Implementation Procedures; and
- (4) Meets all additional requirements prescribed by the FAA, as notified by FAA.

(b) The FAA must be provided with evidence of direct shipment authorizations extended to approved suppliers. If a replacement part is shipped under direct ship authorization, CAAS airworthiness approval tags must indicate that the production approval holder has authorized direct shipment. This indication may be a supplemental “remark” entry on the airworthiness approval tag indicating the authorization to the supplier for direct shipment of replacement parts from the supplier’s location.

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

[Reserved].

#### 3.2.2 CAAS Acceptance of FAA Export Certificates of Airworthiness and Airworthiness Approval Tags.

(a) CAAS’ requirements and procedures for import are described in SAR Section 2: Aircraft Airworthiness.

(b) The FAA’s process for issuing export certificates is described in 14 CFR Part 21 and FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Parts*, FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag*, and FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*.

#### 3.2.2.0 New Aircraft, Aircraft Engines, and Propellers.

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

- (1) Conforms to a U.S. type design and any additional supplemental type certificates approved or accepted by CAAS;

(2) Is in a condition for safe operation, including compliance with applicable U.S. and Singapore Airworthiness Directives, as notified by CAAS;

(3) Meets all additional requirements prescribed by CAAS, as notified by CAAS; and

(4) Has undergone a final operational check (only for aircraft engines and propellers).

(b) Each aircraft, aircraft engine, and propeller exported to Singapore with FAA airworthiness approval will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.

#### 3.2.2.1 New TSO Appliances.

(a) Each new appliance exported to Singapore with FAA airworthiness approval will have an Authorized Release Certificate FAA Form 8130-3, *Airworthiness Approval Tag*. CAAS shall accept FAA airworthiness approval tags on new TSO appliances, as identified in Section II, when the appliance complies with 14 CFR Part 21, Subpart L.

#### 3.2.2.2 New Parts, Including Modification and/or Replacement Parts.

(a) Each new part exported to Singapore with an FAA airworthiness approval will have an FAA Form 8130-3, *Airworthiness Approval Tag*. CAAS shall accept FAA airworthiness approval tags on new parts, including modification and/or replacement parts, that have been produced by a U.S. production approval holder (i.e., under U.S. Type Certificate, Production Certificate, Technical Standard Order Authorization, or a Parts Manufacturer Approval). The FAA shall certify, by issuance of FAA Form 8130-3, that each part:

(1) Is eligible for installation in a product or appliance which has been accepted by CAAS;

(2) Conforms to FAA-approved design data accepted by CAAS 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 CAAS, as notified by CAAS.

### 3.2.2.3 Used Aircraft of a Type Design That Has Been Accepted by CAAS.

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

- (1) Conforms to a type design acceptable to CAAS, as indicated by the previous issuance of a Singapore Certificate of Airworthiness for the same aircraft type, and any additional supplemental type certificates approved by CAAS, as notified by CAAS;
- (2) Is in condition for safe operation, including compliance with all applicable U.S. and Singapore 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 CAAS, as notified by CAAS.

(b) CAAS shall also accept the FAA Export Certificate of Airworthiness for used aircraft manufactured in a third state when that third state has a bilateral agreement with the FAA covering the same class of product, and the conditions of paragraph 3.2.2.3(a)(1) through (4) have been met.

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

- (1) The original or certified true copy of the Export Certificate of Airworthiness issued by the FAA;
- (2) Verifying records which ensure that all overhauls, major changes, and major repairs were accomplished in accordance with approved data; and
- (3) Maintenance records and log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

3.2.2.4 Export Certificate of Airworthiness Exceptions. The FAA shall notify CAAS prior to issuing an Export Certificate of Airworthiness in which a non-compliance to the CAAS requirements is to be noted under the "Exceptions" section of the Export Certificate of Airworthiness. This notification is to help resolve all issues concerning the aircraft's eligibility for a CAAS certificate of airworthiness. A written acceptance from CAAS is required before the issuance of the FAA Export Certificate of Airworthiness.

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

3.2.3.0 U.S. Requirements.

(a) Identification and Marking.

- (1) Aircraft: [Reserved].
- (2) Critical components: [Reserved].
- (3) Each appliance of a design approved by an FAA Letter of TSO Design Approval must be marked in accordance with the requirements in 14 CFR Part 21, Subpart O, 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 trademark. In addition, information concerning the appliance for which the part is eligible must be furnished.

(b) Instructions for Continued Airworthiness. Each TSO appliance exported to the United States must be accompanied by instructions for continuing airworthiness as prescribed in 14 CFR § 21.50. In the event that the TSO appliance does not require any specific instructions for continuing airworthiness, CAAS will obtain a written statement from the applicant that specifies that no instructions for continuing airworthiness are required.

(c) Maintenance Records. Each appliance must be accompanied by maintenance records equivalent to those specified in 14 CFR § 91.417.

3.2.3.1 Singapore Requirements.

(a) Identification and Marking.

- (1) Aircraft must be identified as required in the Air Navigation Order (ANO) paragraph 5. Aircraft engines, and propellers identified in accordance with 14 CFR 45.11 is acceptable.
- (2) Each critical component of a product must be identified with a part number (or equivalent) and serial number (or equivalent).

- (3) Each appliance of a design approved by a TSO Certificate of Approval must be marked in accordance with the requirements stipulated in SAR Chapter 8.1, and all additional marking requirements specified in the particular TSO.
- (4) Each part to be used as a replacement or modification part must be marked with a part number, serial number if applicable, and the manufacturer's name or trademark. In addition, information concerning the appliance for which the part is eligible must be furnished.

(b) Instructions for Continued Airworthiness. CAAS has deemed FAA-approved instructions for continuing airworthiness acceptable for all aircraft, aircraft engines, propellers, parts and appliances exported from the United States to Singapore.

(c) Maintenance Records. Each aircraft, including the aircraft engine, propeller, or appliances must be accompanied by maintenance records required by the Air Navigation Order (ANO).

### 3.3 POST DESIGN APPROVAL PROCEDURES

#### 3.3.0 CONTINUED AIRWORTHINESS

##### 3.3.0.0 General.

(a) The exporting authority is responsible as the State of Design (under International Civil Aviation Organization (ICAO) Annex 8) for resolving in-service safety issues related to design or production. The exporting authority shall provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing authority to ensure continued operational safety of the product, part, or appliance. The importing authority will review and normally accept the corrective actions taken by the exporting authority in the issuance of its own mandatory corrective actions.

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

### 3.3.0.1 Malfunctions, Failures, and Defects (MF&D) Reports.

(a) The FAA and CAAS agree to perform the following functions for the products, parts, and appliances exported to the other state:

- (1) Tracking of MF&D reports and accidents or incidents.
- (2) Evaluating MF&D and accidents or incidents.
- (3) Investigating and resolving all suspected unsafe conditions.
- (4) Advising the importing authority of all unsafe conditions and the necessary corrective actions (see paragraph 3.3.0.2 below).
- (5) Upon request, providing the importing authority with the following:
  - (i) Reports of MF&D and accidents or incidents;
  - (ii) Status of investigations into MF&D and accidents or incidents;
  - (iii) Copies of conclusions reached in its investigation into MF&D; and
  - (iv) Copies of conclusions reached in investigation into accidents or incidents in accordance with ICAO Annex 13.
- (6) Making a reasonable effort to resolve issues raised by the importing authority concerning matters of safety for products registered in the importing state.

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

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

(c) Copies of U.S. MF&D reports are available from the FAA Mike Monroney Aeronautical Center, Delegation and Airworthiness Support Branch, AIR-140. Copies of U.S. MF&D reports are also available on the Mike Monroney Aeronautical Center internet web site at <http://av-info.faa.gov/isdr>. Copies of Singapore MF&D reports are available from the Airworthiness/Flight Operations Division, CAAS.

### 3.3.0.2 Unsafe Condition and Mandatory Continuing Airworthiness Actions.

(a) The FAA (under 14 CFR Part 39) and CAAS (under SAR 39) agree to perform the following functions for the products, appliances, and parts for which it is the State of Design (exporting authority):

- (1) Issuing a mandatory continuing airworthiness action (Airworthiness Directive) whenever the authority determines that an unsafe condition exists in a type certificated product or appliance, and is likely to exist or develop on a type certificated product or appliance of the same type design. This may include a product or appliance that has another product, part, or appliance 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, appliances, and parts;
  - (ii) Description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;
  - (iii) Description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality control, unapproved part);
  - (iv) The means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences; and
  - (v) Corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date.
- (2) Ensuring that the following information is provided to the other authority as part of the mandatory continuing airworthiness action or directly from the approval holder:
  - (i) The number of aircraft world-wide needing corrective action;
  - (ii) A statement on the availability of parts; and

- (iii) An estimate of the number of labor hours and the cost of parts required for the corrective actions.
  - (3) Issuing a revised or superseding mandatory continuing airworthiness action whenever the exporting authority finds any previously issued mandatory continuing airworthiness action was incomplete or inadequate to fully correct the unsafe condition.
  - (4) Notifying the importing authority of the unsafe condition and the necessary corrective actions by submitting a copy of the mandatory continuing airworthiness action at the time of publication to the address referenced in 3.3.0.1(c) above.
  - (5) In the case of emergency airworthiness information, the exporting authority should ensure special handling so that the importing authority is notified immediately.
  - (6) Advising and assisting the importing authority in defining the appropriate actions for the importing authority to take in the issuance of its own mandatory continuing airworthiness action.
  - (7) Providing sufficient information to the importing authority for its use in making determinations as to the acceptability of alternative means of compliance to mandatory continuing airworthiness actions.
  - (8) On a quarterly basis, providing the importing authority a summary index list of mandatory continuing airworthiness actions issued by the exporting authority for products and appliances exported to the state of import.
- (b) The FAA and CAAS recognize that they may disagree as to the finding of an unsafe condition. In that case, it is expected that the importing authority will normally consult with the authority of the State of Design (exporting authority) prior to issuing its own airworthiness directive.
- (c) The FAA and CAAS, as importing authorities, agree to respond quickly to the issuance of a mandatory continuing airworthiness action by the exporting authority in making its own determination of the need for issuing its own similar mandatory continuing airworthiness action that addresses all unsafe conditions on affected products or appliances certified, approved or otherwise accepted by the importing authority.

### 3.3.1 DESIGN CHANGES

3.3.1.0 Procedures for Changes to a FAA Letter of Design Approval for a Singapore Manufacturer. Major changes to a TSO design require resubstantiation of the new design and reissuance of the Letter of TSO Design Approval, and shall be done in accordance with the procedures in paragraph 3.0.1.2. For minor changes, FAA will not require prior notification and will rely upon CAAS determination of compliance.

3.3.1.1 Procedures for Changes to a CAAS Type Acceptance. CAAS will usually accept post-certification design changes to type accepted products without the need for further showing provided the design changes are supported by relevant test reports, as identified by CAAS, and by an FAA approved amendment to the Type Certificate.

3.3.1.2 Procedures for Changes to a CAAS-Accepted FAA Supplemental Type Certificate. The FAA and CAAS agree to follow the procedures in paragraph 3.3.1.1 to the extent applicable. Where unique situations occur, the FAA and CAAS will consult with each other on the specific process to be applied.

3.3.1.3 Procedures for Changes to a Flight Manual. CAAS may delegate the review and signature of revisions to flight manuals, supplements and appendices to the FAA in order to facilitate their timely approval. Minor revisions will be reviewed by the FAA, and the FAA will ensure that the data meets CAAS' requirements.

3.3.1.4 Procedures for Changes to a U.S. TSO Appliance Accepted by CAAS. CAAS will accept major changes to an FAA TSO design in accordance with the procedures in paragraph 3.0.2.3. For minor changes, CAAS will not require prior notification and will rely upon FAA determination of compliance.

### 3.3.2 APPROVAL OF DESIGN DATA USED IN SUPPORT OF REPAIRS

3.3.2.0 General Design data used in support of repairs must be approved or accepted, as appropriate, by the exporting authority (State of Design). Design data approved by the exporting authority in accordance with the procedures set forth below is considered to be approved by the importing authority.

(a) FAA as Exporting Authority 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) CAAS as Exporting Authority For Singapore appliances, design data used in support of major repairs will be approved in accordance with SAR Chapter 8.1.

### 3.3.3 ADMINISTRATION OF DESIGN APPROVALS

#### 3.3.3.0 Transfer of U.S. Type Certificate to a Person in Singapore

[Reserved].

#### 3.3.3.1 Transfer of Singapore Type Certificate to a Person in the U.S.

[Reserved].

#### 3.3.3.2 Transfer of a U.S. Supplemental Type Certificate to a Person in Singapore

[Reserved].

#### 3.3.3.3 Transfer of CAAS Supplemental Type Certificate to a Person in the United States

[Reserved].

#### 3.3.3.4 Surrender of a U.S. Type Certificate or Supplemental Type Certificate.

If a certificate holder elects to surrender a type certificate or supplemental type certificate issued by the FAA as the exporting authority, the FAA shall immediately notify CAAS in writing of the action. The FAA, as the exporting authority, 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) The FAA, as the exporting authority, terminates the type certificate or supplemental type certificate. Prior to termination, the FAA as the exporting authority shall notify the importing authority of the pending termination.

#### 3.3.3.5 Revocation or Suspension of a U.S. Type Certificate or Supplemental Type Certificate.

(a) In the event the FAA revokes or suspends a type certificate or supplemental type certificate of a product for which the FAA is the authority of the State of Design, the FAA product-responsible Directorate should immediately inform CAAS.

(b) Since CAAS does not issue a type certificate for imported aircraft, the CAAS may, upon notification, suspend or revoke the Singapore Certificate of Airworthiness for those affected aircraft. The Certificate of Airworthiness may be reinstated or reissued upon reissuance of the FAA type certificate or STC.

### 3.3.3.6 Surrender or Withdrawal of Letter of TSO Design Approval/Certificate of Approval.

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

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

## SECTION IV     TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

4.0 General. Upon request and after mutual agreement, and as resources permit, the FAA and CAAS may provide technical assistance to each other when significant activities are conducted in either the United States or Singapore. These technical assistance activities will help to avoid the undue burden imposed on the exporting authority in the undertaking of its regulatory surveillance and oversight functions at locations outside of the state of export. These supporting technical assistance activities shall in no way relieve the exporting authority of the responsibilities for regulatory control and airworthiness certification of products, appliances, and parts manufactured at facilities located outside the exporting state. Each authority will use its own policies and procedures when providing technical assistance to the other authority, unless other special arrangements are agreed upon.

4.1 Types of assistance: The types of assistance provided by the FAA or CAAS may include, but are not limited to, the following list.

(a) Determination of Compliance.

- (1) Witnessing tests;
- (2) Performing compliance and conformity inspections;
- (3) Reviewing reports; and
- (4) Obtaining data.

(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 or conducting surveillance of production quality systems.

4.2 Witnessing of Tests During Design Approval.

(a) The civil aviation authority of the state in which a design approval applicant is located may request assistance in the witnessing of tests from the civil aviation authority of the state in which a design approval applicant's supplier is located.

(b) Only authority-to-authority requests are permissible and authorities will not respond to a test witnessing request from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations between the two civil aviation authorities on the specific work to be performed and agreement has been obtained from the civil aviation authority in the state in which the supplier is located. The civil aviation authority of the state in which the design approval applicant is located makes the written request for witnessing of tests.

(c) Approval of the design approval applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of the civil aviation authority of the state in which the design approval applicant is located. Establishing the conformity of each test article prior to the conduct of the test is the responsibility of the design approval applicant.

(d) Requests for witnessing of tests must be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan must be provided by the requesting authority at least two weeks prior to each scheduled test.

(e) CAAS' requests for witnessing of tests will be sent to the FAA Aircraft Certification Office which has geographic responsibility for the State in which the tests will take place. FAA Aircraft Certification Offices are listed in Appendix A. The FAA requests for witnessing of tests will be sent by letter to the appropriate CAAS address, as listed in Appendix A.

(f) Upon completion of test witnessing on behalf of the requesting authority, the FAA or CAAS will send a report stating that the test was conducted in accordance with approved test plans and confirming the test results, as well as any other documentation as notified by the requesting authority.

#### 4.3 Conformity Certifications During Design Approval.

(a) The civil aviation authority of the state in which a design approval applicant is located may request conformity certifications from the civil aviation authority in the state in which the design approval applicant's supplier is located for prototype parts produced by that supplier.

(b) Only authority-to-authority requests are permissible and authorities will not respond to a conformity certification request from the manufacturer or supplier. Certifications will be conducted only after consultations between the two civil aviation authorities on the specific work to be performed, and agreement has been obtained from the civil aviation authority in the state in which the supplier is located. Requests for conformity certifications should be limited to prototype parts that are of such complexity that they cannot be inspected by the manufacturer or its civil aviation

authority prior to installation in the final product. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications. At the discretion of the authority in receipt of such requests, conformity certifications may be delegated to authorized designees or delegated organizations.

(c) CAAS' requests for conformity certifications will be sent to the FAA Directorate Manufacturing Inspection Office which has geographic responsibility for the State in which the conformity certification will take place. FAA Offices are listed in Appendix A. CAAS' requests will be sent on a completed CAAS Form CAAS(AW)204, Request for Conformity. FAA requests for conformity certifications will be sent on a completed FAA Form 8120-10, *Request for Conformity*, to the CAAS address, as listed in Appendix A.

(d) Upon completion of all conformity inspections conducted on behalf of the requesting authority, the FAA or CAAS will complete and return all documentation to the requesting authority, as notified. The civil aviation authority of the state in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's civil aviation authority on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of the FAA or CAAS for evaluation and disposition. The FAA or CAAS should receive a report stating the disposition required on each deviation before an FAA Form 8130-3 or CAAS(AW)95 Form is issued.

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

4.4 Airworthiness Certificates. There may be certain programs and conditions that warrant technical assistance from each authority for the issuance of standard airworthiness certificates so that aircraft may be placed directly into operation from the site of manufacture. The importing authority may seek assistance from the exporting authority in the final processing and delivery of an airworthiness certificate when the aircraft has completed its manufacturing cycle, and has subsequently been granted an Export Certificate of Airworthiness by the exporting authority. This will require the development of a special procedure between the exporting and importing authorities to mitigate all undue regulatory burdens.

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

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

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

4.5.1 FOIA Requests. The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) to release information which the FAA may have in its possession. Each record the FAA has in its possession must be disclosed under the FOIA unless a FOIA exemption applies to that record. One exemption is for trade secrets, and financial or commercial information that is confidential or privileged. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person. When the FAA receives a FOIA request related to a product, part, or appliance of an FAA approval holder or applicant who is located in Singapore, the FAA will request CAAS assistance in contacting the FAA approval holder or applicant to help determine what portions of that information may qualify for exemption under the criteria above and to ask them to provide factual information justifying use of the exemption. If the approval holder or applicant consents to the release of information, CAAS must provide the written consent to the FAA. If release is objected to, a statement of the reasons must be furnished by CAAS to the FAA.

4.6 Accident or Incident and Suspected Unapproved Parts Investigation Information Requests. When either the FAA or CAAS needs information for the investigation of service incidents, accidents, or suspected unapproved parts involving a product, part, or appliance imported under these Implementation Procedures, the request for the information should be directed to the appropriate office of the exporting authority. In turn, upon receipt of the request for information, the exporting authority should immediately do everything necessary to make sure the requested information is provided in a timely manner. If urgency requires that either the FAA or CAAS requests the information directly from the manufacturer because immediate contacts cannot be made with the exporting authority, the importing authority shall inform its counterpart authority of this action as soon as possible.

## SECTION V    SPECIAL ARRANGEMENTS

5.0 It is anticipated that urgent or unique situations will develop which have not been specifically addressed in these Implementation Procedures, but which are within the scope of the BASA. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and CAAS Director of Airworthiness/Flight Operations Division, and a procedure shall be developed to address the situation. The procedure shall be mutually agreed upon by the FAA and CAAS in a separate working procedure. If it is apparent that the situation is unique, with little possibility of repetition, then the working procedure shall be of limited duration. However, if the situation has anticipated new technology or management developments which could lead to further repetitions, then these Implementation Procedures shall be revised accordingly by the FAA and CAAS.

5.1 It should be noted that, when the unique or urgent situation falls within the responsibility of an FAA Aircraft Certification Service Directorate Manager, that Manager will be responsible for developing the necessary procedures with CAAS. The special arrangements co-developed between the authorities are listed in Appendix C.

## SECTION VI    AUTHORITY

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

FEDERAL AVIATION ADMINISTRATION  
DEPARTMENT OF TRANSPORTATION  
UNITED STATES OF AMERICA

CIVIL AVIATION AUTHORITY OF SINGAPORE  
REPUBLIC OF SINGAPORE

By    Original Signed by Douglas Lavin

By    Original Signed by Wong Woon Liong

Title    Assistant Administrator for  
International Aviation

Title    Director-General of  
Civil Aviation

Date    24 February 2004

Date    24 February 2004

# APPENDIX A

## List of Addresses for

FAA Headquarters Offices, FAA Mike Monroney Aeronautical Center,  
FAA Aircraft Certification Service Directorates, FAA Manufacturing Inspection Offices,  
FAA Aircraft Certification Offices,  
and  
CAAS Offices

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### **FAA Headquarters - Aircraft Certification Service**

#### International Airworthiness Programs Staff

AIR-40  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202- 267-7008  
Fax: 1-202-493-5144

#### Aircraft Engineering Division

AIR-100  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-9580  
Fax: 1-202-267-5340

#### Production & Airworthiness Division

AIR-200  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-8361  
Fax: 1-202-267-5580

#### Brussels Aircraft Certification Staff

AEU-100  
15 Rue de la Loi (1<sup>st</sup> Floor)  
B-1040 Brussels  
Belgium

Telephone: 32-2-508-2710  
Fax: 32-2-230-6899

Brussels staff includes representatives from the Aircraft Engineering Division (AIR-100), Transport Airplane Directorate (ANM-100), Small Airplane Directorate (ACE-100), Engine & Propeller Directorate (ANE-100) and Rotorcraft Directorate (ASW-100).

**FAA Headquarters - Environmental Policy and Regulations**

Office of Environment and Energy

AEE-1

800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-3576

Fax: 1-202-267-5594

**FAA Headquarters – Administrative Coordination**

Office of International Aviation

AIA-1

800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-3213

Fax: 1-202-267-5032

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

*Mailing Address*

Delegation and Airworthiness  
Programs Branch  
AIR-140  
P.O. Box 26460  
Oklahoma City, OK 73125

Telephone: 1-405-954-4103

Fax: 1-405-954-4104

*Office Address*

Delegation and Airworthiness  
Programs Branch  
AIR-140  
ARB, Room 304  
6500 S. MacArthur Blvd.  
Oklahoma City, OK 73169

**FAA Aircraft Certification Service Directorates**

Engine and Propeller Directorate

ANE-100

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

12 New England Executive Park  
Burlington, MA 01803

Telephone: 1-781-238-7100

Fax: 1-781-238-7199

Rotorcraft Directorate  
ASW-100

Regulatory and policy responsibility for normal and transport category rotorcraft.

2601 Meacham Blvd.  
Fort Worth, TX 76137-4298  
Telephone: 1-817-222-5100  
Fax: 1-817-222-5959

Small Airplane Directorate  
ACE-100

Regulatory and policy responsibility for:

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

901 Locust  
Room 301  
Kansas City, MO 64106-2641  
Telephone: 1-816-329-4100  
Fax: 1-816-329-4106

Transport Airplane Directorate  
ANM-100

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, SW  
Renton, WA 98055-4056  
Telephone: 1-425-227-2104  
Fax: 1-425-227-1100

## **FAA Manufacturing Inspection Offices**

### **Engine and Propeller Directorate Manufacturing Inspection Office**

For the States of: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

ANE-180  
12 New England Executive Park  
Burlington, MA 01803

Telephone: 1-781-238-7180  
Fax: 1-781-238-7199

### **Rotorcraft Directorate Manufacturing Inspection Office**

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

ASW-180  
2601 Meacham Blvd.  
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5180  
Fax: 1-817-222-5136

### **Small Airplane Directorate Manufacturing Inspection Office**

For the States of: Alabama, Alaska, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, Ohio, South Carolina, South Dakota, Tennessee, and Wisconsin.

ACE-180  
Room 301  
Kansas City, MO 64106-2641

Telephone: 1-816-329-4180  
Fax: 1-816-329-4157

### **Transport Airplane Directorate Manufacturing Inspection Office**

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

ANM-108  
1601 Lind Avenue, SW  
Renton, WA 98055-4056

Telephone: 1-425-227-2108  
Fax: 1-425-227-1320

## **FAA Aircraft Certification Offices**

### **Boston Aircraft Certification Office**

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

Telephone: 1-781-238-7150  
Fax: 1-781-238-7199

### **Boston Engine Certification Office**

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

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

### **New York Aircraft Certification Office**

ANE-170  
1600 Stewart Avenue  
Suite 410  
Westbury, NY 11590

Telephone: 1-516-228-7300  
Fax: 1-516-794-5531

### **Atlanta Aircraft Certification Office**

ACE-115A  
One Crown Center  
1895 Phoenix Boulevard, Suite 450  
Atlanta, GA 30349

Telephone: 1-770-703-6035  
Fax: 1-770-703-6097

### **Chicago Aircraft Certification Office**

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

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

### **Wichita Aircraft Certification Office**

ACE-115W  
1801 Airport Road  
Room 100, Mid-Continent Airport  
Wichita, KS 67209

Telephone: 1-316-946-4106  
Fax: 1-316-946-4107

### **Anchorage Aircraft Certification Office**

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

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

### **Seattle Aircraft Certification Office**

ANM-100S  
1801 Lind Avenue, SW  
Renton, WA 98055-4056

Telephone: 1-425-917-6400  
Fax: 1-425-917-6590

### **Denver Aircraft Certification Office**

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

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

### **Los Angeles Aircraft Certification Office**

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

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

Fort Worth Airplane Certification Office

ASW-150  
2601 Meacham Blvd.  
Fort Worth, TX 76137-4298  
Telephone: 1-817-222-5150  
Fax: 1-817-222-5960

Fort Worth Rotorcraft Certification Office

ASW-170  
2601 Meacham Blvd.  
Fort Worth, TX 76137-4298  
Telephone: 1-817-222-5170  
Fax: 1-817-222-5960

Fort Worth Special Certification Office

ASW-190  
2601 Meacham Blvd.  
Fort Worth, TX 76137-4298  
Telephone: 1-817-222-5189  
Fax: 1-817-222-5136

**CAAS Offices**

Airworthiness/Flight Operations Division  
Civil Aviation Authority of Singapore  
Room 046-025, 4<sup>th</sup> Storey Terminal 2  
Singapore Changi Airport  
Singapore 819643

Correspondence address:  
Airworthiness/Flight Operations Division  
Civil Aviation Authority of Singapore  
Singapore Changi Airport  
P.O. Box 1  
Singapore 918141  
Telephone: (65)-65412479 or (65)-65412488  
Fax: (65)-65456519

## APPENDIX B

### List of Referenced Documents

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#### ***FAA Referenced Documents***

1. Code of Federal Regulations, Title 14, Parts 21-36, 39, 43, 45, 91, and 183
2. FAA Advisory Circular 21-23, *Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States*
3. FAA Order 8110.4, *Type Certification Process*
4. FAA Order 8130.2, *Airworthiness Certification of Aircraft and Related Products*
5. FAA Order 8130.21, *Procedures for Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag*
6. FAA Advisory Circular 21-2, *Export Airworthiness Approval Procedures*
7. ICAO Annex 8, *Airworthiness of Aircraft*
8. FAA Order 8120.2, *Production Approval and Surveillance Procedures*
9. FAA Order 8100.7, *Aircraft Certification Systems Evaluation Program*
10. FAA Advisory Circular 21-20, *Supplier Surveillance Procedures*

## APPENDIX B

### List of Referenced Documents

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#### ***CAAS Referenced Documents***

1. Singapore Air Navigation Order (ANO)
2. Singapore Airworthiness Requirements (SAR)
  - Section 1: General (Definitions and Registration of Aircraft)
  - Section 2: Aircraft Airworthiness
  - Section 3: Component and Equipment Airworthiness
  - Section 4: Engineering and Maintenance Administration
  - Section 5: Aircraft Performance
  - Section 6: Approval of Persons and Organizations
  - Section 7: Licensing of Aircraft Maintenance Engineers
  - Section 8: Manufacture of TSO Articles and Components Under the Singapore/U.S. Bilateral Agreement
3. Singapore Airworthiness Requirements 39 (SAR 39), Airworthiness Directives
4. ICAO Annex 8, *Airworthiness of Aircraft*

## APPENDIX C

### List of Special Arrangements

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1. Name of Special Arrangement: Guidelines for Conducting Certification Conformity Inspection and Test Witnessing on Behalf of the FAA  
  
Date of Issue:          June 15, 2001          Amended:          July 2, 2003
  
2. Name of Special Arrangement: Arrangement with FAA (Wichita MIDO) for Production Surveillance of Hawker 800 and 1000 landing gear under CAAS Component Manufacture Certificate of Approval.  
  
Date of Issue:          May 31, 1997          Amended:          July 2, 2003
  
3. Name of Special Arrangement:  
  
Date of Issue: