

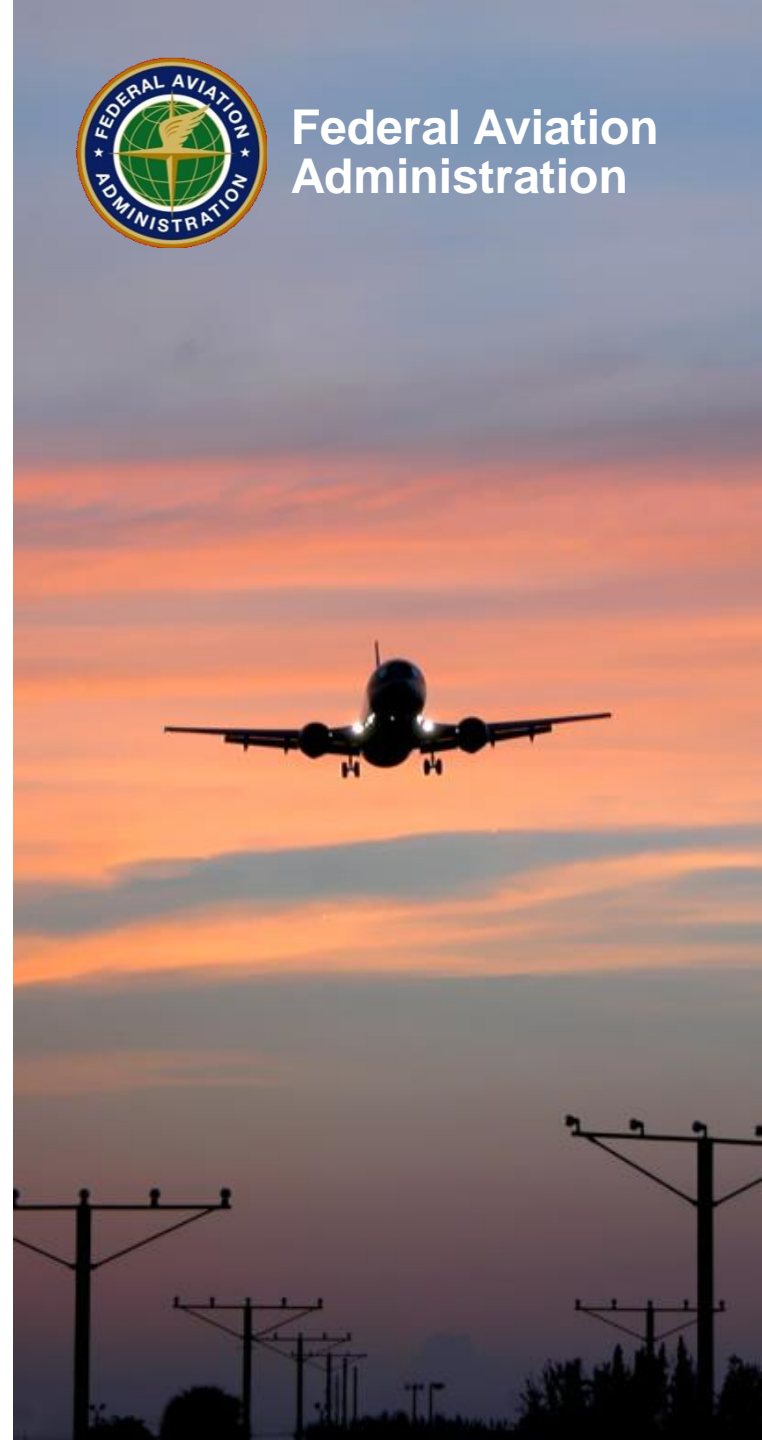
AIR's International Office - Briefing to MARPA, ASA, AFRA Members

Presenter: Robert Sprayberry, AIR-041
International Office
Aircraft Certification Service, FAA

Date: April 23, 2020



Federal Aviation
Administration



Overview

- **2020 FAA Conferences**
- **AIR's Structure**
- **International Relationships**
- **BASA Structure**
- **Country Updates**
- **Questions?**

2020 FAA Conferences



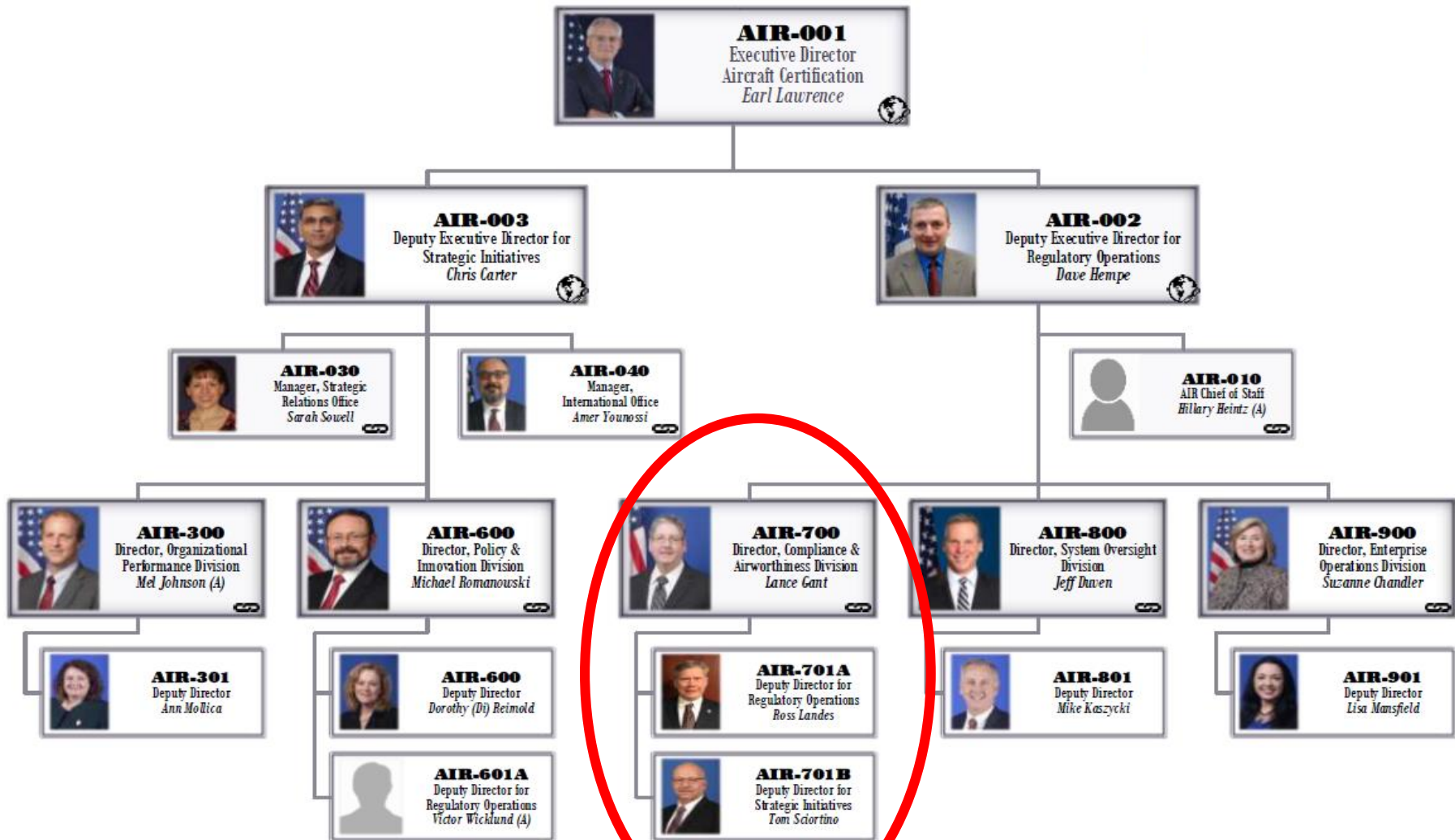
APAC

- **Asia-Pacific Bilateral Partners Dialogue Meeting**
 - Co-hosted by FAA and the Civil Aviation Authority of Singapore (CAAS)
 - Agenda and other information still in development
 - Conference postponed until later this year due to COVID-19 concerns

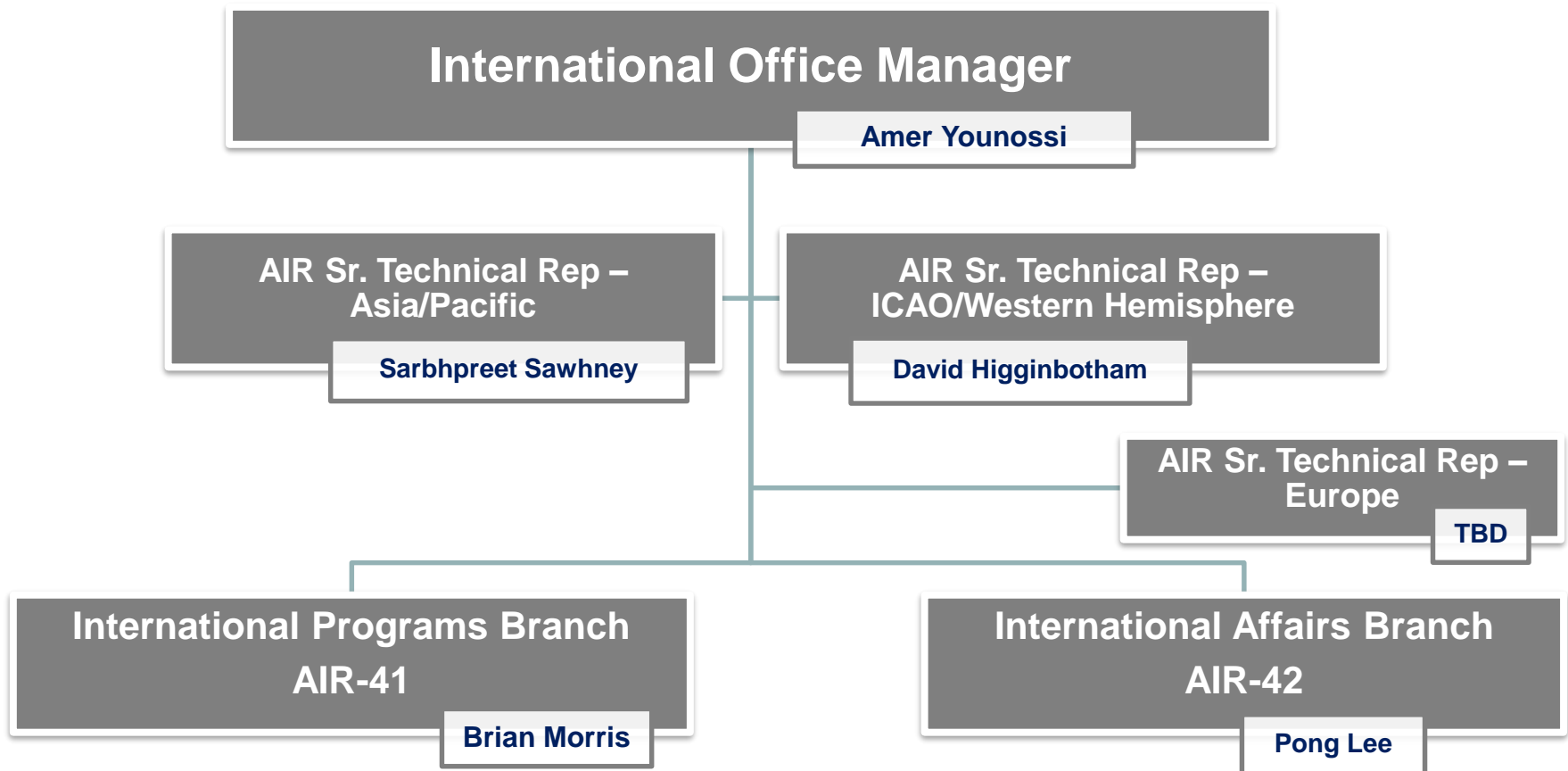
FAA/EASA Safety Conference

- **2020 FAA/EASA International Aviation Safety Conference**
 - Annual 3-day event for regulators, aerospace industry representatives, and other aviation stakeholders to discuss global aviation safety issues
 - Conference postponed until 2021 due to COVID-19 concerns

FAA Aircraft Certification Service



AIR International Office (AIR-40)



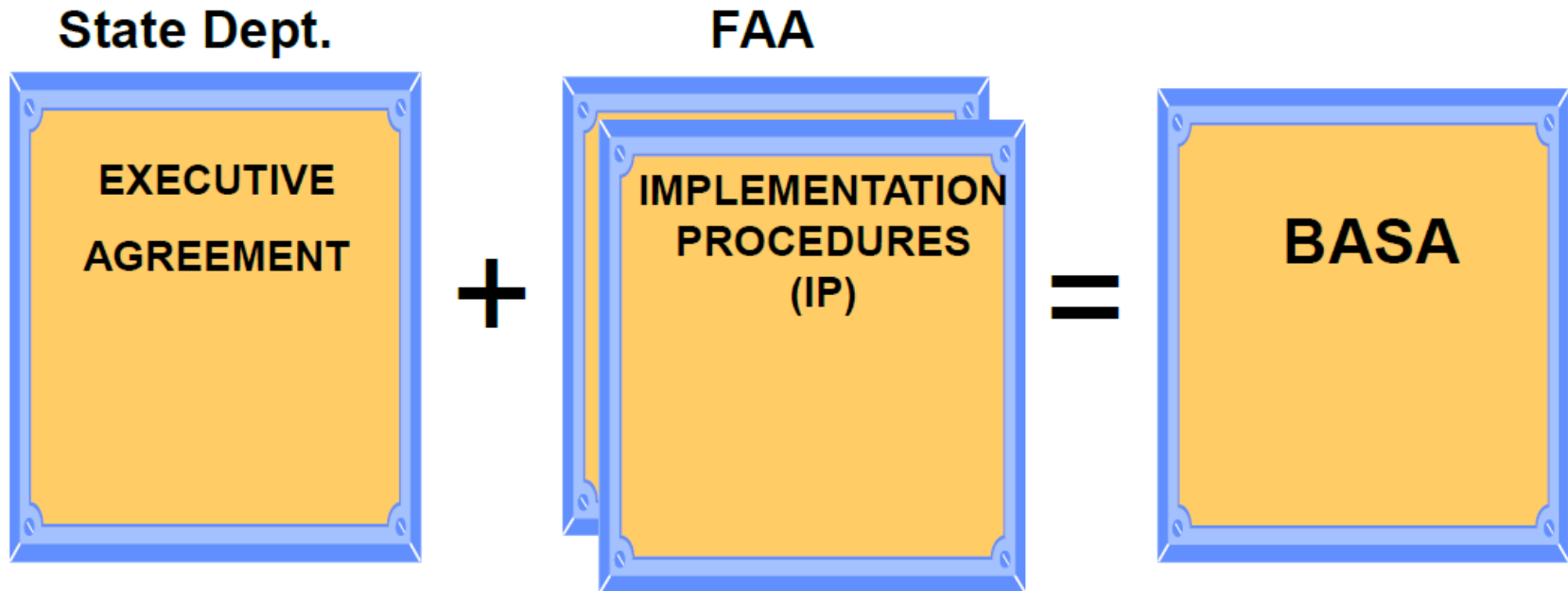
International Relationships

AIR's International Office supports U.S. design approval holders in obtaining approvals from other authorities and validating foreign import products.

- **Bilateral Agreements with 47 countries (28 in European Union)**
- **Legacy Agreements with 15 EU member States**
- **Working Procedures with 4 countries (CIS, UAE, Ukraine, and Hong Kong)**
- **Further streamlining validation and/or promoting acceptance of one another's products and articles**



BASA Structure



- Aircraft Certification (IPA)
- Repair Station Certification (MIP)
- Simulator Certification (SIP)

BASA Structure

- **Executive Agreement**
 - Signed by State Department and the relevant Ministry of Foreign Affairs
 - Outlines the general scope of activities between regulatory authorities
 - Not intended to provide technical guidance
- **Implementation Procedures for Airworthiness**
 - Describe FAA and CAA documents
 - Provide detailed procedures and technical level working arrangements
 - Define exchange of services to be expected

Other AIR Documents

- **Special Arrangement**
 - Addresses unusual circumstances where more detail is required (e.g., restricted category aircraft)
 - Cannot expand the scope of an IPA
- **Management Plan**
 - Provide details to carry out the Special Arrangement
- **Working Procedure**
 - Is a unilateral document
 - Describes what a foreign CAA can expect from FAA

International Partners Update



Federal Aviation
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United Kingdom (CAA)

- **United Kingdom officially departed from the European Union on January 31, 2020**
 - The UK will continue to be covered under the US-EU TIP and MIP through the transition period that ends on December 31, 2020
- **FAA's BREXIT page provides full details on our response and planning to date**
 - FAQs updated in February 2020

EASA

- **TIP 7 update**

- Changes for TIP 7 will refine, clarify, correct areas identified by FAA, EASA, and industry for revision, and will include:
 - Language clarification
 - FAA AMOCS
 - Certification basis for environmental validation
 - Changes to Non-Basic criteria
 - Clarification on productions approvals outside the European Union
 - Language on acceptance of OSD/operational requirements clarification

Canada (TCCA)

- **The United States and Canada share world's largest bilateral passenger civil aviation market**
- **TCCA/FAA partnership highlights**
 - Airbus-Bombardier Final Assembly Line (FAL) in Mobile, AL.
 - Bombardier C Series renamed A200 to conform to Airbus naming practice
 - Implementation Procedures for Airworthiness (IPA) Rev 3 anticipated for signature by end of 2020
 - New IPA will reflect an evolution in processes rather than major changes
 - Should have minimal to no impact on FAA PMA exports or the aviation parts market in general

BRAZIL (ANAC)

- **Implementation Procedures for Airworthiness (IPA) rev. 2 signed September 2018, effective July 2019**
- **Amendment 1 to IPA Rev 2 signed September 2019, Rev 2 expands the scope to include:**
 - Part 23,
 - 3 Methods of Validation,
 - Maintenance of confidence concepts,
 - Safety Emphasis Items (SEI) list
 - Established the Bilateral Management Team (BMT)
- **Validation Improvement Roadmap (VIR)**
 - Stretch goal roadmap with 2019-2022 span – objectives lead to greater harmonization and reduction in certification/validation

Argentina (ANAC)

- **U.S./Argentina Bilateral Airworthiness Agreement (BAA), June 1989**
 - FAA/ANAC Schedule of Implementation Procedures (SIP), June 1991
- **U.S./Argentina Bilateral Aviation Safety Agreement (BASA), November 2018**
 - FAA and ANAC staff are working to define the baseline System Assessment
 - Once the baseline is defined, an in-country System Assessment will be conducted in Argentina

Mexico (AFAC)

- **The U.S./Mexico BASA was signed in 2007 and the IPA in 2009**
- **FAA/AFAC cooperation has grown considerably in the last few years**
- **Mexico's DGAC transformed to become the Federal Civil Aviation Agency (AFAC) in October 2019**
 - It is modeled directly on the FAA and is a separate agency under the Mexican DOT, as opposed to a Directorate
 - The aircraft certification personnel remain the same

United Arab Emirates (GCAA)

- **New Working Procedures signed in November 2019**
 - Paragraph 6, *GCAA Acceptance of Articles*, now provides for the GCAA to accept non-critical U.S. PMA articles, subject to the GCAA regulations found in CAR 145 and CAR M
 - GCAA intends to include critical PMA parts in future revisions of its regulations
 - FAA will continue to work with them toward this goal
 - In addition to PMA parts, paragraph 6 also includes provisions for the sharing of repair data
 - Discussions are underway for a U.S./UAE BASA

Russia (FATA)

- **FAA is working with Russia's Federal Air Transport Agency (FATA) to establish an IPA to facilitate trade in aeronautical products and articles**
 - New FAA/FATA IPA will update the Russian Govt. agency, replacing the Interstate Aviation Committee (IAC)
 - Trade between the United States and Russia is still allowed on a limited basis
 - The Commonwealth of Independent States (CIS) IPA is still active and applicable for the other countries it represents

Israel (CAAI)

- **FAA is working with Israel's Civil Aviation Authority (CAAI) to revise the existing IPA to facilitate trade in aeronautical products and articles**
 - A new FAA-CAAI IPA is necessary to update the existing IPA from 2003
 - AIR-40 conducted the initial system familiarization visit to Tel Aviv in early March
 - FAA and CAAI are determining the dates for a subsequent System Assessment visit and technical evaluation

China (CAAC)

- **CAAC IPA was signed in October 2017. No amendments or revisions are planned at this time**
 - CAAC project turn-time performance has seen marked improvement
 - AIR-40 is supporting several ACOs with TSO validation submittals to CAAC and the resulting issues around the TSO statement of compliance and revision levels

Chinese Taipei

- **Revised IPA signed in January 2020**
 - Established between the Taipei Economic and Cultural Representative Office (TECRO) and the American Institute in Taiwan (AIT)
 - Agreement is unique in nature

Japan (JCAB)

- **New IPA signed in November 2019**
 - Original implementation date was January 31, 2020, however, FAA and JCAB agreed to start implementation on March 30, 2020
 - IPA Rev 1 is online and active for new projects
 - IPA format follows the China IPA with an open concept and application process

Korea (KOCA)

- **BASA name change: now KOCA**
 - IPA is under revision to reflect the name change
- **Anticipated topics for APAC Bilateral Meeting include:**
 - IPA expansion (anticipated to include part 29 STC, 62 design modifications to EC-155B1 (Airbus) helicopters)
 - IPA Rev 2
 - KOCA's plans to host APAC 2021

Helpful Links

https://www.faa.gov/aircraft/air_cert/international/

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International Aircraft Certification

- Bilateral Agreements
- Working Procedures
- European Aviation Safety Agency Information
- Reciprocal Acceptance FAQ (PDF)
- Overflight Fees
- AIR International Aircraft Certification FAQ (PDF)
- 2019 Asia-Pacific Bilateral Partners Dialogue Meeting
- 2019 EASA-FAA International Aviation Safety Conference

Export

- Approvals
- Cancel U.S. Registration
- Special Requirements of Importing Countries (Appendix 2 of AC 21-2)

Import

- Approvals
- Aircraft Registration

Find

- Designees & Delegations

Aircraft Certification

- Aircraft Registration
- Airworthiness Certification
- Continued Operational Safety
- Design Approvals
- International**
- Locate an Office
- Production Approvals

Aircraft Safety

- General Aviation & Recreational Aircraft
- Repair Stations

Top Tasks

- Get Form 337, Major Repair and Alteration
- Register an aircraft
- Look up an N-number
- Review preliminary accident data
- Find aircraft safety alerts
- Search for SAIBs

FAA CONTINUED OPERATIONAL SAFETY

Continued operational safety ensures the integrity of a product throughout its service life, and includes mandatory requirements for modification, maintenance, inspection and corrective actions.

CONTINUED OPERATIONAL SAFETY

- DESIGN CHANGES
- MAINTENANCE
- PROBLEMS

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