

**Implementation Procedures for**

**The Working Arrangement concluded between**

**the Civil Aeronautics Administration of Taiwan**

**and the**

**Civil Aviation Authority of the United Kingdom of Great Britain**  
**and Northern Ireland**

**On Airworthiness and Environmental Certification**

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## SECTION I — GENERAL

### 1 Purpose

The purpose of these Implementation Procedures is to define the interface requirements and activities between The Civil Aeronautics Administration of Taiwan (CAAT) and the Civil Aviation Authority (CAA) of the United Kingdom of Great Britain and Northern Ireland (United Kingdom), herein after referred to as the “Participants”, for the import, export, and continued support of Civil Aeronautical Products. The CAAT and the CAA will conduct their certification and/or validation activities consistent with the *Working Arrangement between The Civil Aeronautics Administration of Taiwan and The Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland for the Promotion of Aviation Safety* (WA), signed at Taipei, Taiwan and London, England.

*Note: Appendix D lists all acronyms used in this document.*

### 1.1 Roles

#### 1.1.1 BASIS OF AUTHORITY FOR IMPLEMENTATION PROCEDURES

These Implementation Procedures are established in accordance with the WA. The WA recognises the Participants are authorised to perform the functions of either the Importing Authority or Exporting Authority, as applicable, for purposes of these Implementation Procedures.

#### 1.1.2 GOVERNANCE

- (1) The governance of these Implementation Procedures will be carried out jointly by the following designated officers:
  - (a) For CAAT: Director of Flight Standards Division (FSD), and
  - (b) For the CAA: Group Director Safety and Airspace Regulation Group
- (2) The designated officers will oversee the effective functioning, implementation, and continued validity of these Implementation Procedures, including revisions and amendments thereto.

#### 1.1.3 MAINTENANCE OF CONFIDENCE

The Participants understand that:

- (1) they need to remain capable of carrying out their roles under these Implementation Procedures; and
- (2) the designated officers will define the activities required to promote continued understanding and compatibility of each Participant’s systems and to ensure the maintenance of confidence

between the Participant's technical competence and ability to perform regulatory functions within the scope of these Implementation Procedures.

## **1.2 Communications**

### **1.2.1 CHANGES IN CERTIFICATION OR APPROVAL SYSTEMS**

- (1) These Implementation Procedures are based upon similar certification and approval systems for Civil Aeronautical Products being in place at the time of signing. The Participants will keep each other informed of significant changes within those systems.
- (2) Revision by either Participant of its certification or approval system may affect the basis and the scope of these Implementation Procedures. Accordingly, upon notice of such changes, the other Participant may request a meeting to review the need to amend these Implementation Procedures.

### **1.2.2 LANGUAGE OF COMMUNICATIONS**

The Participants will ensure that the data and documents exchanged under these Implementation Procedures are in the English language.

### **1.2.3 TECHNICAL CONSULTATIONS**

- (1) The Participants are expected, within the framework of their regular meetings, to discuss draft advisory and guidance materials and consult on new or proposed changes to the certification standards or specifications for Civil Aeronautical Products.
- (2) The Participants will consult as necessary to provide input when requested on technical issues and to resolve technical differences. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.

### **1.2.4 COMMUNICATIONS REGARDING DELEGATES OR APPROVED ORGANISATIONS**

The Participants understand that there may be occasional situations where either may interact directly with a delegate or an approved organisation of the other. In such cases, the Participant initiating the contact will notify the other as soon as possible. Any such direct communication will be limited to information exchange. The Participants are expected to consult one another on significant validation program decisions.

## **1.3 Interpretations and Differences in Interpretation and Implementation**

- (1) In the case of conflicting interpretations by the Participants of the national laws, airworthiness or environmental regulations, standards, specifications, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the Importing Authority whose national laws, airworthiness or environmental regulations, standards, specifications, requirements, or acceptable means of compliance are being interpreted will prevail.
- (2) The Participants will:

- (a) resolve differences in the interpretation and implementation of these Implementation Procedures through consultation or any other jointly accepted means. The Participants are expected to make every effort to resolve differences at the lowest possible level;
- (b) expeditiously raise differences that cannot be satisfactorily resolved at the working level to their respective managements, on a progressive level, until resolution is reached; and
- (c) raise differences that cannot be satisfactorily resolved between them to the designated officers identified in section 1.1.2.

#### **1.4 Applicable Requirements, Procedures, and Guidance Material**

The Participants understand that their respective national regulations, certification standards or specifications, policies, procedures, and guidance materials for airworthiness and environmental certification will guide these Implementation Procedures.

#### **1.5 Definitions**

For the purpose of these Implementation Procedures:

- (1) “Acoustical Change” means a change in the type design of an aircraft or aircraft engine that results in an increase in the noise emission levels of that aircraft.
- (2) “Airworthiness Requirements” means regulations, airworthiness standards or other certification specifications governing the design and performance of Civil Aeronautical Products.
- (3) “Appliance” means any instrument, equipment, mechanism, article, part, apparatus, appurtenance or accessory, including communications equipment that is used, or intended to be used, in operating or controlling an aircraft in flight and is installed in or attached to the aircraft.
- (4) “Approved Manuals” means manuals, or sections of manuals, requiring approval by CAAT or the CAA. These include the approved sections of the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICA), the structural repair manual, the engine and propeller installation and operating manuals, and the certification maintenance requirements, where applicable.
- (5) “Authorised Release Certificate” means, for the UK and Taiwan, a CAA Form 1
- (6) “Certification Basis” consists of the applicable airworthiness and environmental requirements established by a Participant as the basis by which the type design of a Civil Aeronautical Product, or a change to that type design was approved or accepted. The certification basis may also include Special Conditions, Findings of Equivalent Level of Safety, and Exemptions or Deviations when determined by a Participant to apply to the type design approval. For the CAA, the certification basis may also include Operational Suitability Data (OSD) requirements.

- (7) “Compliance Determination” means the determination, by either CAAT’s system or the CAA’s system, that the applicant has demonstrated compliance with identified requirements.
- (8) “Critical Part” means a part identified as critical by the design approval holder or the Exporting Authority during the type validation process for the Civil Aeronautical Product. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the airworthiness limitations section or certification maintenance requirements of the Instructions for Continued Airworthiness. Specific definitions for critical parts are found within the applicable airworthiness requirements.
- (9) “Deviation” is a grant of relief from the requirements of a certification specification when processed through the appropriate regulatory procedure by the CAA and CAAT. When used with respect to TSO articles means a difference from any performance standard of a TSO and requires factors or design features providing an equivalent level of safety to compensate for the standards from which a deviation is requested.
- (10) “Emissions Change” in respect of an aircraft means a change in the type design of an aircraft or aircraft engine that results in an increase in fuel venting or exhaust emissions of a turbine engine.
- (11) “Environmental Requirements” mean regulations, environmental standards, or certification specifications governing the certification of designs with regard to noise characteristics, exhaust emissions, and fuel venting of Civil Aeronautical Products.
- (12) “Exemption” means a grant of relief from requirements of a regulation when processed through the appropriate regulatory procedure by CAAT or the CAA.
- (13) “Export” means the process by which a Civil Aeronautical Product is released from one regulatory system for subsequent use in another regulatory system.
- (14) “Exporting Authority” means CAAT or the CAA as charged by the laws of the exporting State or territory, to regulate the airworthiness and environmental certification, approval, or acceptance of Civil Aeronautical Products, parts, and appliances.
- (15) “Finding of Equivalent Level of Safety” means a finding by a Participant that alternative action taken provides a level of safety equal to that provided by the airworthiness requirements for which equivalency is being sought.
- (16) “Import” means the process by which an exported Civil Aeronautical Product is accepted by CAAT or the CAA for use and is subsequently placed under that authority’s regulatory system.
- (17) “Importing Authority” means CAAT or the CAA as charged by the laws of the importing State or territory with regulating the airworthiness and environmental certification, approval, or acceptance of Civil Aeronautical Products.
- (18) “Licensing Agreement” means a commercial contract between a Type Certificate (TC) or Supplemental Type Certificate (STC) holder and a production organisation approval holder (or applicant) formalising the rights and duties of both contractual parties to use the design data for the purpose of manufacturing the Civil Aeronautical Product.



- (19) “Life-limited Part” means a part that, as a condition of the type certificate, may not exceed a specified time, or number of operating cycles, in service.
- (20) “Manufacturer” means a person who, under Taiwanese or United Kingdom regulations, is responsible for determining that all products, parts, or appliances produced within its production quality system conform to a CAAT or CAA approved design or established government or industry standard and are in a condition for safe operation. For the United Kingdom this includes a production organisation.
- (21) "Operational Suitability Data (OSD)" means the suite of data required to be established by aircraft manufacturers under Part 21 that is considered important for the safe operation of the aircraft type; OSD is approved by the CAA under the type certificate to be used by operators and training organisations. The data consists of 5 elements:
- (a) Minimum Syllabus of pilot type rating training;
  - (b) Aircraft Reference data to support the qualification of simulators;
  - (c) Minimum Syllabus of maintenance certifying staff type rating training;
  - (d) Type-Specific data for cabin crew training; and
  - (e) Master Minimum Equipment List (MMEL).
- (22) “Participant” means either the Civil Aeronautics Administration of Taiwan, or the Civil Aviation Authority for the United Kingdom, depending on context.
- (23) “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.
- (24) “Special Condition” means:
- (a) For CAAT: an additional airworthiness requirement prescribed by CAAT when the airworthiness standard for the category of Civil Aeronautical Product does not contain adequate or appropriate safety standards due to novel or unusual design features of the Product design. Special Conditions contain such safety requirements as CAAT finds necessary to establish a level of safety equivalent to that intended by the applicable airworthiness standards.
  - (b) For the CAA: an additional detailed technical specification prescribed by the CAA when the airworthiness code for the category of Civil Aeronautical Product does not contain adequate or appropriate safety standards due to novel or unusual design features, unconventional use of the Product, or experience in service with similar products showing that unsafe conditions may develop. Special Conditions contain such safety standards as the CAA finds necessary to establish a level of safety equivalent to that intended in the applicable airworthiness code.
- (25) “Standard Part” means a part that is manufactured in accordance with an established government or industry-accepted specification, which includes design, manufacturing, and uniform identification requirements. The specification must include all information

necessary to produce and conform the part and must be published so that any person or organisation may manufacture it.

- (26) “Territory of Design” means the State or territory having regulatory authority over the organisation responsible for the type design and continued airworthiness of the Product or article.
- (27) “Territory of Manufacture” means the State or territory having regulatory authority over the organisation responsible for the production and airworthiness of a Civil Aeronautical Product or article.
- (28) “Territory of Registry” means the State or territory on whose register an aircraft is entered.
- (29) “Validation” means the Importing Authority’s own process for compliance determination of a design, or a design change, as approved or certified by Exporting Authority.

## SECTION II — DESIGN APPROVAL

### 2 General

- (1) The Participants understand that the procedures in this Section will apply to the initial design approval of each other's Civil Aeronautical Products, the approval of subsequent design changes, and approval of design data used in support of repairs.
- (2) Type certificates, supplemental type certificates, approvals for changes and repairs, as well as technical standard order authorisations and changes thereto issued by the European Union Aviation Safety Agency (EASA) to CAAT applicants, or by an approved design organisation located in Taiwan, on the basis of European Union law and valid on 31 December 2020 are deemed to have been issued by the CAA as certifying authority or by an approved organisation under the laws and regulations of the United Kingdom and to have been accepted by the CAAT as validating authority in accordance with paragraph 2.2.
- (3) Type certificates, supplemental type certificates, approvals for changes and repairs, as well as technical standard order authorisations and changes thereto issued by the CAA to CAA applicants, or by a design organisation located in the UK, on the basis of UK law and valid on 31 December 2020 are deemed to have been accepted by the CAAT as validating authority in accordance with paragraph 2.2.
- (4) The Participants understand that:
  - (a) When validating each other's products, they will follow the validation process described in Appendix C.
  - (b) These procedures are based on the satisfactory degree of mutual confidence and trust between them on their technical competence, regulatory capabilities and similarities of each other's certification and approval systems. These procedures establish the process for implementing the reciprocal acceptance of each other's compliance determinations and approvals on Civil Aeronautical Products.
  - (c) The procedures in this Section are not intended to diminish their roles or their authority to type design information.
  - (d) The Participants recognise each other's systems of individual or organisational delegation and authorisation as part of their overall certification and approval systems. Compliance determinations and approvals made pursuant to these Implementation Procedures through these systems are given the same validity as those made directly by them.

#### 2.1 Limitations of Design or Design Change Approvals

The Participants understand that an applicant under the authority of a Participant who submits an application directly to the other Participant will not be eligible for certification, approval or validation under these Implementation Procedures. An applicant will submit an application through its Participant to the other Participant.

## **2.2 General Procedures for Validation of a Design or a Design Change**

### **2.2.1 SUBMISSION OF AN APPLICATION**

The Participants understand that when specified by these Implementation Procedures, an application for approval of a design or a design change will:

- (1) be made using the forms required by the CAAT or the CAA, duly completed by the applicant. The forms are available from the following websites:

For the CAA:

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design--approvals/validation-of-design-approvals/>

For CAAT:

<https://www.caa.gov.tw/article.aspx?a=203&lang=2>

*Note: It may be necessary for the applicant to complete a declaration or acknowledge its commitment to the appropriate financial requirements before the application can be processed.*

- (2) be accompanied by the applicable technical data package necessary for the Importing Authority to conduct preliminary administrative and technical assessments of the application;
- (3) be forwarded by the Exporting Authority to the Importing Authority along with a cover letter stating that the application is within the scope of these Implementation Procedures; and
- (4) be acknowledged formally by the Importing Authority and give notice to the Exporting Authority of the contact points for purpose of further communication on the application.

### **2.2.2 PROJECTS INVOLVING A SEPARATE TERRITORY OF DESIGN AND TERRITORY OF MANUFACTURE**

The Participants understand that some of their aviation industries' projects may involve products designed under one Participant's authority and manufactured under the other Participant's authority. In such cases, the Participants will work together to develop and document a working arrangement in accordance with Section VIII of these Implementation Procedures. The working arrangement will define their respective roles to ensure that the substance of the relevant functions that would normally be assigned to the State of Design and the State of Manufacture under Annex 8 of the Convention on International Civil Aviation, done at Chicago on 7 December 1944 (Chicago Convention) are carried out and that the interactions between the Participants are defined.

### **2.2.3 COMMUNICATIONS DURING A CERTIFICATION, APPROVAL OR VALIDATION PROJECT**

The Participants will establish a communications protocol at a level considered appropriate for the scope of the certification, approval or validation activity under this section.

#### **2.2.4 THE PARTICIPANTS' VALIDATION PROCESS**

- (1) The Participants understand that their acceptance of compliance determinations and/or approvals on products under the WA will be respected on their validation projects.
- (2) The Participants will conduct validation activities using the validation procedures contained in Appendix C. The expectation is that the Exporting Authority's certification activities will allow the Importing Authority to make a compliance determination that the type design of a Product complies with its requirements.
- (3) The Participants understand that this Section is intended to reduce the number of compliance determinations retained by the Importing Authority as much as practicable while respecting regulatory requirements. The validation process is intended to allow:
  - (a) the Importing Authority to issue its design approval based on the Exporting Authority's design approval and declaration that the type design has been examined and found to comply with the Importing Authority's certification basis; and
  - (b) the Importing Authority to review selected aspects of a type design presented for design approval, due to the origin and nature of the Civil Aeronautical Product and the validation criteria defined in Appendix C.

#### **2.2.5 COMPLETION OF VALIDATION**

The Participants understand that:

- (1) except when these Implementation Procedures provide for the automatic acceptance of an approval issued by the Exporting Authority, the completion of the validation process by the Importing Authority, which includes the resolution of all issues raised during the validation activity, will result in the issuance of a corresponding approval, or an indication of its acceptance of the Exporting Authority's approval as equivalent to its own; and
- (2) in the case where the Importing Authority issues an approval, the approval will be forwarded directly to the holder, and at the same time, a copy provided to the Exporting Authority.

### **2.3 Type Certificate (TC)**

The Participants understand that the Importing Authority will use the following procedures for its validation and approval of an aircraft, aircraft engine or propeller.

#### **2.3.1 ESTABLISHING THE CERTIFICATION BASIS FOR THE TYPE CERTIFICATE**

For the purpose of validation by the CAAT, the certification basis will be developed using:

- (1) the applicable airworthiness requirements of the CAAT in effect on the date of application for a TC to the CAA;
- (2) the applicable environmental requirements of the CAAT in effect on the date of application for a TC

to the Exporting Authority; and

- (3) the OSD requirements of Part 21 and the related Certification Specifications in effect on the date of application for an aircraft TC.

### **2.3.2 TYPE CERTIFICATE VALIDATION**

The Importing Authority will conduct its validation of a TC for an aircraft, aircraft engine or propeller in accordance with the applicable procedures of Appendix C.

### **2.3.3 ISSUANCE OF A TYPE VALIDATION CERTIFICATE OR TYPE CERTIFICATE**

The CAAT will issue a Type Validation Certificate when:

- (1) the applicant has demonstrated and declared compliance to the CAAT's certification basis;
- (2) the CAA has issued a statement of compliance to the CAAT's certification basis;
- (3) the CAA has issued its own TC for the aircraft, aircraft engine or propeller; and
- (4) the CAAT has completed its validation procedures for a TC.

## **2.4 Supplemental Type Certificate (STC)**

The Participants understand that the Importing Authority will use the following procedures for its validation of a design change to a Civil Aeronautical Product that is type certified in both Taiwan and the United Kingdom.

### **2.4.1 ESTABLISHING THE CERTIFICATION BASIS FOR THE SUPPLEMENTAL TYPE CERTIFICATE BY THE CAAT**

For the validation by the CAAT of a supplemental type certificate, the certification basis will be developed:

- (1) using the CAAT's procedures and its applicable requirements as determined in a manner that is consistent with the criteria that is used to establish the certification basis for a domestic STC of similar design and service history. These requirements are defined in Article 23 of CAAT Regulation 06-07A (also known as CAR-21);
- (2) using the date of application to the CAA for the STC as the date that is to be used for the purpose of determining the CAAT's certification basis;
- (3) using in the case of a design change involving an acoustical or emissions change, the applicable environmental requirements of the CAAT in effect on the date of application to the CAA for the STC; and
- (4) using the OSD requirements of Part 21 and the related Certification Specifications in effect on the date of application for this STC to the CAA of an aircraft STC when the application for a change includes changes to the OSD.

### **2.4.2 SUPPLEMENTAL TYPE CERTIFICATE VALIDATION**

The Importing Authority will conduct its validation of an STC for a Civil Aeronautical Product in accordance with the applicable procedures of Appendix C.

### **2.4.3 APPROVAL OF THE SUPPLEMENTAL TYPE CERTIFICATE**

The CAAT will issue an STC validation approval letter for a Civil Aeronautical Product when:

- (1) the applicant has demonstrated and declared compliance to the CAAT's certification basis;
- (2) the Exporting Authority has issued a statement of compliance to the CAAT's certification basis;
- (3) the CAA has issued its own STC for the Product; and
- (4) the CAAT has completed its validation procedures for an STC.

## **2.5 CAAT Technical Standard Order Authorization (CAAT TSOA) and United Kingdom Technical Standard Order Authorisation (UKTSOA)**

*Notes:*

- (i) *CAAT TSO-C148 fasteners, CAAT TSO-C149 bearings, and CAAT TSO-C150 seals are not eligible for approval through an UKTSOA. The CAA considers such parts to be standard parts and as such they do not require approval under an UKTSOA.*

### **2.5.1 TECHNICAL STANDARD ORDERS**

The Participants have established that their respective Technical Standard Orders (TSO) have sufficient technical equivalencies to enable validation under these Implementation Procedures.

### **2.5.2 ACCEPTANCE OF NON-TSO FUNCTIONS**

- (1) The Participants understand that the Importing Authority will accept, without further validation, data related to non-TSO functions that are integrated into an appliance approved to a TSO when:
  - (a) the non-TSO functions included in the appliance do not interfere with the functionality of the appliance and/or its ability to comply with the TSO;
  - (b) the data provided with the appliance relative to non-TSO functions is valid data as processed by the Exporting Authority; and
  - (c) the non-TSO functions are covered under the TSO design approval holder's quality system.
- (2) The Participants understand that the acceptance of this additional data does not constitute installation approval.

### **2.5.3 VALIDATION**

- (1) When either Participant grants its UKTSOA or CAAT TSOA, the other Participant will validate that approval. The process of application and validation is outlined in Appendix C.
- (2) The Participants understand a UKTSOA or a CAAT TSOA validated under these Implementation Procedures will be based on the following provisions:
  - (a) the appliance meets the Exporting Authority's TSO, as evidenced by a statement or declaration of conformity by the UKTSOA or the CAAT TSOA holder;
  - (b) if applicable, deviations or exemptions from a TSO are substantiated and have been approved by the Exporting Authority in conformity with the requirements of its regulatory system;
  - (c) the Exporting Authority has determined compliance and as a result issued its own UKTSOA or CAAT TSOA, in accordance with its regulations; and
  - (d) the Exporting Authority issuing the UKTSOA or CAAT TSOA, exercises continued safety oversight functions for those TSO products.
- (3) As part of the validation process the Importing Authority may decide to undertake an inspection of the UKTSOA or CAAT TSOA production facility(ies) and will liaise with the Exporting Authority to arrange such an inspection.

### **2.6 Repair Design**

- (1) When one Participant issues its approval for a repair design, the other Participant will validate such an approval. A repair design validated under these Implementation Procedures is based on the following underlying provisions:
  - (a) One of the Participants is the Exporting Authority for the repair design;
  - (b) the repair data applies to a Civil Aeronautical Product that has been certified or validated by both Participants, regardless of the Territory of Design of the Product;
  - (c) the repair design has been approved in accordance with the approval procedures of the Exporting Authority for the repair;
  - (d) the Participant that granted or issued the approval exercises continued safety oversight functions for that repair design; and
  - (e) any additional provisions defined in Appendix C5.0 are adhered to.
- (2) The process of application and validation is outlined in Appendix C.
- (3) The Participants will notify each other of changes to their repair design approval processes or procedures that affect the validity of a repair design accepted under these Implementation Procedures.



## **2.7 Changes to the Approved Design**

The Participants understand that the Importing Authority will use the following procedures for its approval of a design change to a Civil Aeronautical Product that is type certified or validated in both Taiwan and the United Kingdom.

### **2.7.1 CHANGES TO THE TYPE DESIGN BY THE TC OR STCHOLDER**

- (1) The Exporting Authority will define the proposed design changes relative to the Importing Authority's current definition of the approved type design.
- (2) The procedure for validating design changes is outlined in Appendix C.
- (3) For purposes of validation, the CAAT's certification basis will be developed:
  - (a) using the applicable airworthiness requirements of the CAAT, in accordance with Article 23 of the Regulation 06-07A (also known as CAR-21).
  - (b) using the date of application to the CAA for the design change, as the date that is to be used for the purpose of determining the CAAT's certification basis, which is consistent with that for a similar domestic design change;
  - (c) in the case of a design change involving an acoustical or emissions change; the applicable environmental requirements of the CAAT in effect on the date of application to the CAA for the design change; and
  - (d) using the OSD requirements of Part 21 and the related Certification Specifications in effect on the date of application for a change to the CAA when this change includes changes to the OSD.

The Participants will address relevant changes to the ICAs during their design change approval. If changes to the ICA are required, these changes must be communicated to the Importing Authority.

- (4) For minor changes to a type design by the TC or STC Holder, such changes will be accepted or approved in accordance the respective procedures. Once a minor change is approved under the system of either participant it is considered to be approved by the other.

### **2.7.2 DESIGN CHANGES BY A PERSON OTHER THAN THE TC OR STC HOLDER**

- (1) For major changes to a type design by a person other than the TC or STC Holder, the Participants will follow the design change approval procedures in paragraph 2.4 above.
- (2) For minor changes to a type design by a person other than the TC or STC Holder, such changes will be accepted or approved after review by the CAAT.

### **2.7.3 CHANGES TO AN APPLIANCE APPROVED TO A UKTSOA OR A CAAT TSOA**

- (1) Major design changes to an appliance approved to a TSO that has been validated under section 2.5 will require substantiation of the new design and issuance of a new approval under the

respective approval systems of the appropriate Participant.

- (2) For Minor design changes approved by the UKTSOA or CAAT TSOA holder that remain within the scope of the appliance approval, the Participants will rely on each other's system of compliance determination. The Participants will not require notification of these minor changes, except in the case of an APU where such changes result in a new APU model designation.

#### **2.7.4 CHANGES TO A REPAIR DESIGN**

Design changes to an approved repair require approval by the CAA. The CAA will ensure that the approval continues to be valid and eligible for recognition under 2.6. The CAAT will require notification of these changes for its review and acceptance.

### **2.8 Coordination between Design and Production**

When a Participant grants a production approval for a Civil Aeronautical Product within its authority based on design data obtained from a design approval holder in the other Participant's authority, the Participant will ensure that the design approval holder collaborates with the production organisation as required under Part 21.A.4, to ensure:

- (1) satisfactory coordination of design and production as appropriate:
  - (a) to ensure correct and timely transfer of up-to-date applicable design data (e.g., drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.) to the production organisation;
  - (b) to provide visible statement(s) of approved design data;
  - (c) to deal adequately with production deviations and non-conforming parts in accordance with the applicable procedures of the design organisation and the production organisation approval holder; and
  - (d) to achieve adequate configuration control of manufactured parts, to enable the production organisation to make the final determination and identification for conformity or airworthiness release; and
- (2) the proper support of the continued airworthiness of the Civil Aeronautical Product.

## SECTION III — CONTINUED AIRWORTHINESS

### 3 General

The Participants will each fulfil the substance of the continued airworthiness obligations the continued airworthiness obligations that are outlined in Annex 8 to the Chicago Convention as though they applied directly. The substance of the functions that would fall to the State of Design, and where appropriate, State of Manufacture or State of Registry, will be carried out by the appropriate Participant. These procedures are intended to facilitate the fulfilment of those commitments and for the timely resolution of in-service safety issues arising from time to time on Civil Aeronautical Products.

#### 3.1 Continued Airworthiness Obligations

- (1) The Territory of Design is responsible for resolving in-service safety issues related to a Civil Aeronautical Product's design or production. The Participants understand that the Territory of Design will provide applicable information, which 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 Civil Aeronautical Product. The Importing Authority will review and normally accept the corrective actions taken by the Territory of Design in the issuance of, or as part of, its own mandatory corrective actions.
- (2) The Participants understand that the Territory of Design will, upon request, assist in determining any actions considered necessary by the Importing Authority for the continued safety of Products operating within its authority. The Importing Authority decides the final action to be taken with respect to these Civil Aeronautical Products.

#### 3.2 Failure, Malfunction and Defect Reporting

*Note: For the purposes of 3.2, the reporting of failures, malfunctions and defects to the Participants is in respect of those failures, malfunctions and defects that have resulted in or may result in an unsafe condition for flight. For CAAT this is known as a reportable service difficulty. For the CAA this is contained within occurrence reporting.*

- (1) The Participants will perform the following functions for those Civil Aeronautical Products for which they are the Territory of Design:
  - (a) tracking of reports on failures, malfunctions and defects, other service difficulty reports, and accident/incidents;
  - (b) evaluating failures, malfunctions and defects, and the results and/or conclusions drawn from accident or incident investigations;
  - (c) investigating and resolving unsafe conditions;
  - (d) advising the Importing Authority of known unsafe conditions and the necessary corrective actions (see 3.3);

Notes:

- (i) For CAAT, this information is provided through <https://www.caa.gov.tw/FlightInstruction.aspx?a=240&lang=2>
  - (ii) For the CAA, this information is provided through the Airworthiness Directive publishing tool, which can be accessed at: <https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continued-airworthiness/Airworthiness-Directives/>
  - (e) providing the Importing Authority, upon request, with the following:
    - (i) reports of failures, malfunctions and defects;
    - (ii) status of investigations into failures, malfunctions and defects and accidents/incidents
    - (iii) copies of final reports reached in its investigation into failures, malfunctions and defects, if available; and
  - (f) making reasonable efforts to resolve issues raised by the Importing Authority concerning matters of safety for Civil Aeronautical Products operated or used within its authority.
- (2) The Participants, when acting as the Importing Authority, will perform the following functions:
- (a) beyond the normal reporting requirements of Annex 8 paragraph 4.2.3.1(f) Chicago Convention, provide upon request to the Exporting Authority information on failures, malfunctions, defects and occurrences relating to Civil Aeronautical Products for which the Exporting Authority is the Territory of Design;
  - (b) support the Exporting Authority in investigations of unsafe conditions and their occurrences on the imported aircraft; and
  - (c) advise the Exporting Authority, if as a result of investigations made by the Importing Authority into failures, malfunctions and defects and accidents/incidents, it has determined that it will implement its own mandatory corrective action(s).
- (3) The Participants understand that failure, malfunction and defect reports will be transmitted in the manner required by the Territory of Design, as follows:
- (a) for CAAT, directly to the approval holders, who then are responsible of reporting to the CAA PCM, in accordance with Article 3 of CAAT Regulation 06-07A (also known as CAR-21) and
  - (b) for the CAA, directly to the approval holders and the CAA, in accordance with UK Regulation 376/2014.

### 3.3 Unsafe Conditions and Mandatory Continued Airworthiness Information

(1) The Participants will perform the following activities for the Civil Aeronautical Products for which they function as the Territory of Design:

(a) issue mandatory continued airworthiness information (such as an airworthiness directive) whenever the Participant determines that an unsafe condition exists in a Civil Aeronautical Product, or is likely to exist or develop in a Product of the same type design. This may include a Civil Aeronautical Product that has another Product installed on it and the installation causes the unsafe condition. The contents of such a mandatory continued airworthiness information are expected to include, but are not limited to, the following:

(i) make, model, and serial numbers of affected civil aeronautical products;

(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, suspected unapproved part);

(iv) the means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences may be provided; 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.

(b) issue a revised or superseding mandatory continued airworthiness information whenever the Exporting Authority finds any previously issued mandatory continued airworthiness information was incomplete or inadequate to fully correct the unsafe condition;

(c) notify the Importing Authority of the unsafe condition and the necessary corrective actions by transmitting by e-mail or other mutually accepted means a copy of the mandatory continued airworthiness information at the time of publication;

*Note: The Participants are encouraged to provide an advance copy of the mandatory continued airworthiness information to each other.*

(d) notify the Importing Authority of any emergency airworthiness information;

(e) assist the Importing Authority in defining the appropriate actions to take in the issuance of its own mandatory continued airworthiness information; and

(f) provide the Importing Authority with a summary index list of mandatory continued airworthiness information issued by the Territory of Design for civil aeronautical products operated or used by the Importing Authority.

*Notes:*

(i) *For CAAT, this information is provided through the Airworthiness Directive*

*publishing tool, which can be accessed at:*

<https://www.caa.gov.tw/FlightInstruction.aspx?a=240&lang=2>

(ii) *For the CAA, this information is provided through the Airworthiness Directive publishing tool, which can be accessed at:*

<https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continued-airworthiness/Airworthiness-Directives/>

- (2) The Participants understand that they may differ as to the finding of an unsafe condition. If such a difference arises, the Importing Authority will normally consult with the Exporting Authority prior to issuing its own airworthiness directive. The Exporting Authority will work with the approval holder to provide sufficient information, e.g. service bulletins, to the Importing Authority in a timely manner for its use in issuing this unilateral airworthiness directive.
- (3) The Participants understand that the Importing Authority may issue its own mandatory continued airworthiness information to address all unsafe conditions on affected products that have been certified, approved or otherwise accepted by the Importing Authority. The Importing Authority will respond quickly when the Exporting Authority issues a mandatory continued airworthiness information.

### **3.4 Alternative Means of Compliance (AMOC) to Mandatory Continued Airworthiness Information**

The Participants will accept an AMOC of general applicability that is issued by the other Participant for its own Territory of Design civil aeronautical products after review.

The Participants understand that the Exporting Authority will, upon request, assist in determining the acceptability of a specific AMOC request submitted by the Importing Authority on an airworthiness directive that has been issued by the Territory of Design for its own Civil Aeronautical Products.

## SECTION IV — ADMINISTRATION OF DESIGN APPROVALS

### 4 General

The Participants understand that this Section addresses the procedures for the transfer, surrender, withdrawal, revocation or suspension of certificates or approvals on civil aeronautical products that have been validated or accepted by a Participant under these Implementation Procedures.

#### 4.1 Surrender or Withdrawal of an Approval (UKTSOA, CAAT TSOA, Repair Design, TC or STC)

##### 4.1.1 SURRENDER

If the holder of a UKTSOA, CAAT TSOA, or repair design approval surrenders such an approval, the responsible Participant will immediately notify each other of the action. The Participant that issued the approval will inform the other when an unsafe condition has been identified, until such time as the issuing Participant formally withdraws the surrendered approval.

##### 4.1.2 WITHDRAWAL

If a UKTSOA, CAAT TSOA, or repair design approval is withdrawn, the Participants will immediately notify each other of the action.

##### 4.1.3 SURRENDER OR WITHDRAWAL

In the case of either a surrender or withdrawal of a UKTSOA, CAAT TSOA, or repair design approval, the Participant that granted the approval will still be in charge of the continued airworthiness of the repair design and those parts and appliances manufactured under its authority.

##### 4.1.4 STC OR TC ADMINISTRATION

For the UK, the CAA will manage the transfer, surrender, withdrawal or suspension of a TC and/or an STC in accordance with Part 21.

## SECTION V — EXPORT AIRWORTHINESS APPROVAL

### 5 General

- (1) The Participants understand that this Section addresses the procedures by which a Civil Aeronautical Product being exported from Taiwan or the United Kingdom to the other will be accepted on the basis of an export airworthiness approval issued by the Exporting Authority. The Importing Authority will recognise and accept the export airworthiness approval of the Exporting Authority when issued in accordance with these Implementation Procedures.
- (2) The Participants understand that for Civil Aeronautical Products exported from Taiwan or the United Kingdom, the following export airworthiness approvals are recognised and accepted when issued by an authorised natural or legal person in a form and manner they've jointly prescribed, as follows:
  - (a) for complete aircraft only, an Export Certificate of Airworthiness; and
  - (b) for aircraft engines, propellers, appliances, and parts other than Standard Parts, an Authorised Release Certificate.
- (3) The Participants further understand that they accept each other's production certification and oversight system within the scope of this Working Arrangement for those Civil Aeronautical Products validated or certified in each Participant's system.

### 5.1 Certification for Export

#### 5.1.1 EXPORT OF NEW AIRCRAFT

- (1) The Exporting Authority will certify that a new aircraft being exported to Taiwan:
  - (a) conforms to the type design approved by the Importing Authority, as specified in the Importing Authority's type certificate data sheet and any additional STCs approved by the Importing Authority;
  - (b) is in a condition for safe operation; and
  - (c) complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.
- (2) The Exporting Authority will provide a statement or declaration on the Export Certificate of Airworthiness and will include the identification of any exception from the identified approved type design of the Importing Authority. The exception from the identified type design will be coordinated in accordance with 5.2 below.
- (3) The Exporting Authority will also provide information on the acoustical configuration of the new aircraft and its noise and emission characteristics necessary for the Importing Authority to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.



### **5.1.2 EXPORT OF NEW AIRCRAFT ENGINE, PROPELLER, APPLIANCE, AND PART OTHER THAN A STANDARD PART**

- (1) The Participants understand that a new aircraft engine, propeller, appliance, and any part other than a Standard Part being exported to Taiwan or the United Kingdom will need to be certified so that it:
  - (a) conforms to a design approved by the Importing Authority;
  - (b) is in a condition for safe operation; and
  - (c) complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.
- (2) The Participants understand that the approved manufacturer of a new aircraft engine, propeller, appliance, and parts other than a Standard Parts being exported will provide a statement or declaration on the Authorised Release Certificate of its certification in respect of (1) above, including the identification of any exception from the identified approved type design of the Importing Authority.

### **5.1.3 EXPORT OF USED AIRCRAFT**

- (1) The Participants understand that a used aircraft in Taiwan or the United Kingdom is eligible for export to the other only where the used aircraft, regardless of Territory of Design, has a design approval granted by the Importing Authority.
- (2) The Exporting Authority will certify that a used aircraft eligible under (1) above being exported to Taiwan or the United Kingdom:
  - (a) conforms to the type design approved by the Importing Authority, as specified in the Importing Authority's type certificate data sheet and any additional STCs approved by the Importing Authority, including any repairs approved in either Participant's regulatory system, as applicable;
  - (b) is in a condition for safe operation; and
  - (c) is properly maintained using approved procedures and methods (evidenced by logbooks and maintenance records); and
  - (d) complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.
- (3) The Exporting Authority will also provide information on the acoustical configuration of the used aircraft and its noise and emission characteristics necessary for the Importing Authority to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.
- (4) The Exporting Authority will provide a statement or declaration on the Export Certificate of Airworthiness of its certification in respect of (2) above, including the identification of any or all exceptions from the identified approved type design of the Importing Authority. The exception from the identified type design will be coordinated in accordance with 5.2 below.

- (5) In the case of (2)(c) above, the Importing Authority may request inspection and maintenance records, which include but are not limited to:
- (a) the original or certified true copy of the Export Certificate of Airworthiness, issued by the Exporting Authority;
  - (b) records, which verify that all overhauls, major changes, and major repairs were accomplished in accordance with data approved in accordance with Section II of these Implementation Procedures;
  - (c) maintenance records and logbook entries which substantiate that the used aircraft is properly maintained by fulfilling the requirements of an approved maintenance program by an authorised person or organisation; and
  - (d) where major design changes or STCs are embodied in a used aircraft, all necessary data for subsequent maintenance are expected to be provided, such as the data describing the installation, the materials and parts used, wiring diagrams for installation on avionic and electrical systems, drawings or floor plans for installations in the cabin, fuel or hydraulic systems, structural changes.
- (6) In the case where Taiwan or the United Kingdom is the Territory of Design of the used aircraft, and such aircraft is being imported from a third country, the Participants will, upon request, assist each other in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. In addition, they will provide assistance in obtaining information regarding subsequent installations on the used aircraft that have been approved by the Territory of Design.

## **5.2 Coordination of Exceptions on Export Certificate of Airworthiness**

- (1) Where the Exporting Authority identifies a non-compliance to the approved type design of the Importing Authority and intends to identify these as exceptions to its export certification, the Exporting Authority will, prior to issuing its Export Certificate of Airworthiness, notify the Importing Authority of such non-compliance. This notification by the Exporting Authority is expected to help resolve all issues concerning the aircraft's eligibility for an airworthiness certificate. This notification is expected to be sent to the appropriate office of CAAT or the appropriate office of the CAA.
- (2) In all cases, the Importing Authority will provide a written confirmation of its acceptance of the non-compliance notified under (1) before the Exporting Authority issues its Export Certificate of Airworthiness.

## **5.3 Identification and Marking Requirements**

The Participants jointly accept each other's identification and marking of Civil Aeronautical Products as being compliant with their own regulatory requirements, when such identification and marking are accomplished in accordance with the regulations of the Exporting Authority.

## **5.4 Additional Requirements for Import**

The Importing Authority may have additional requirements, which must be complied with as a condition of acceptance of the Civil Aeronautical Product being imported. The following are required, but not limited to those in 5.4.1 to 5.4.3 below.

### **5.4.1 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)**

Instructions for continued airworthiness (ICA) and maintenance manuals having airworthiness limitation sections are required to be provided by the TC or STC holder.

### **5.4.2 AIRCRAFT FLIGHT MANUAL, OPERATING PLACARDS AND MARKINGS, WEIGHT AND BALANCE REPORT, AND EQUIPMENT LIST**

An approved Aircraft Flight Manual, including all applicable supplements, is required to accompany each aircraft. The aircraft are required to have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment.

### **5.4.3 LOGBOOKS AND MAINTENANCE RECORDS**

Logbooks and maintenance records are required to be provided for each aircraft (including the aircraft engine, propeller, rotor, or appliance).

## SECTION VI — PRODUCTION APPROVAL

### 6 CAAT Production Approval

The Participants understand that:

- (1) All new civil aeronautical products exported to the United Kingdom under the provisions of these Implementation Procedures are expected to be produced in accordance with a CAAT Regulation 06-07A (also known as a CAR-21) production approval.
- (2) A CAAT production approval is identified by the issuance of a:
  - (a) production certificate with certificate number and any appropriate limitations; or
  - (b) production approval portion of a TSOA.

### 6.1 CAA Production Approval

The Participants understand that:

- (1) All new civil aeronautical products exported to Taiwan under the provisions of these Implementation Procedures are expected to be produced in accordance with a Part 21 production approval.
- (2) A CAA production approval is identified by the issuance of a production approval with approval number and any appropriate limitations.

### 6.2 Extension of Production Approvals

- (1) As the Authority of the Territory of Manufacture, the Participants may authorise production approval extensions. This includes manufacturing sites and facilities in a third country. The authority of the Territory of Manufacture remains in charge of the surveillance and oversight of these manufacturing sites and facilities.
- (2) If facilities and manufacturing sites for a manufacturer primarily located in the territory of the exporting Participant are located in the other Participant's territory, the Participants will cooperate with each other so as to ensure that either Participant may undertake surveillance or request that surveillance is undertaken by the other Participant. The Participants will define such technical assistance in a working arrangement.

### 6.3 Split Territory of Design and Territory of Manufacture

The Participants understand that:

- (1) For split Territory of Design and Territory of Manufacture projects between Taiwan and the United Kingdom, a Special Arrangement will be required to delineate Territory of Design and

Territory of Manufacture roles of the Participants.

- (2) For split Territory of Design and Territory of Manufacture projects, for which a third country is the Territory of Design, the Importing Authority will accept new Civil Aeronautical Products in accordance with the provisions of this arrangement. If the third country is the Territory of Manufacture, the Importing Authority will conclude an arrangement with that third country in order to accept the certification for that Product.

#### **6.4 Production Approval Holder and Suppliers' Surveillance Outside the Exporting Country**

The Participants understand that:

- (1) CAAT will oversee surveillance and oversight of CAAT production approval holders' suppliers located in the United Kingdom. Surveillance and oversight may be performed by the CAA on behalf of CAAT through technical assistance by the Participants.
- (2) The CAA will oversee surveillance and oversight of CAA production approval holders' suppliers located in Taiwan. Surveillance and oversight may be performed by the CAAT on behalf of the CAA through technical assistance by the Participants.

## SECTION VII – TECHNICAL ASSISTANCE

### 7 General

- (1) A Participant may request assistance from the other when significant activities are conducted in either Taiwan or the United Kingdom. The request will be subject to mutual consent and resource availability of the assisting Participant.
- (2) The Participants are expected to make every effort to have these certification and validation tasks performed locally on each other's behalf. Technical assistance activities will help with regulatory surveillance and oversight functions at locations outside of the requestor's territory. These supporting technical assistance activities will in no way relieve the requestor's roles for regulatory control and environmental and airworthiness certification of Civil Aeronautical Products manufactured at facilities located outside of the requestor's territory.
- (3) The Participants will use their own policies and procedures when providing such technical assistance to the other, unless other working arrangements are defined and accepted. Types of assistance may include, but are not limited to, the following:
  - (a) Certification and Validation Support:
    - (i) approving test plans;
    - (ii) witnessing tests;
    - (iii) performing compliance inspections;
    - (iv) reviewing reports;
    - (v) obtaining data;
    - (vi) verifying/determining compliance;
    - (vii) monitoring the activities and functions of delegates or approved organizations; and
    - (viii) conducting investigations of service difficulties.
  - (b) Conformity and Monitoring Support:
    - (i) conformity inspections;
    - (ii) monitoring the controls of special processes;
    - (iii) witnessing the first article inspection of parts;
    - (iv) conducting sample inspections on production parts;
    - (v) monitoring the activities and functions of delegates or approved organisations;

- (vi) conducting investigations of service difficulties; and
- (vii) auditing production quality systems.
- (c) Airworthiness Certification Support:
  - (i) assistance in the delivery of airworthiness certificates for aircraft; and
  - (ii) determining the original export configuration of a used aircraft.

## **7.1 Witnessing of Tests During Design Approval**

- (1) A Participant may request assistance from the other for the witnessing of tests that are performed in the other's territory.
- (2) Only requests between Participants are permissible and the Participants will not respond to a test-witnessing request made directly from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations between the Participants on the specific work to be performed and consent has been obtained from the other Participant. The Participants, as appropriate for the country or territory in which the design approval applicant is located, will make the written request for witnessing of tests.
- (3) Unless otherwise delegated, the Participants remain in charge of the approval of the applicant's test plans, test procedures, test specimens, and hardware configuration, as appropriate for the country or territory in which the design approval applicant is located. The applicant will be in charge of establishing the conformity of each test article prior to the conduct of the test.
- (4) Test witnessing activities may require the development of a working arrangement based on the complexity and frequency of the requested certifications. At the discretion of the Participants in receipt of such requests, these activities may be delegated to authorised persons or approved organisations.
- (5) When there is no working arrangement, requests for witnessing of individual tests will be required to be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan will be required to be provided by a Participant, as appropriate, at least two weeks prior to each scheduled test.
- (6) The Participants' requests for conformity of the test set-up and/or witnessing of tests will be sent electronically to the appropriate office, which is in charge of the location of the test. The Participants' offices are listed in Appendix A.
- (7) Upon completion of test witnessing, the Participants will send a report stating that the test was conducted in accordance with approved test plans, including the identification of any variations from those test plans, and confirming the test results, as well as any other documentation as notified in the request.

## **7.2 Compliance Determinations**

- (1) A Participant may request that specific compliance determinations be made, which are associated with the witnessing of tests or other activities. Such statements of compliance will be made to the airworthiness or environmental standards of the requesting Participant.
- (2) The Participants' statement of conformity will be sent in a formal letter, transmitted electronically, to the requesting CAA or CAAT office.

### **7.3 Conformity Certifications During Design Approval**

- (1) A Participant, depending upon the country or territory in which a supplier is located, may request prototype part conformity certifications from the other as appropriate.
- (2) Only direct requests from a Participant are permissible and the Participants will not respond to a conformity certification request made directly by the manufacturer or supplier. Conformity certifications will be conducted only after consultations and a joint decision to perform the work have taken place. Requests for conformity certifications are expected to be limited to test specimens or prototype parts that are of such complexity that they cannot be inspected by the manufacturer or its regulatory authority prior to installation in the final Civil Aeronautical Product. Conformity certifications may require the development of a working arrangement based on the complexity of the requested certifications. Conformity certifications may be delegated to authorised delegates or approved organisations.
- (3) The Participants requests for conformity certifications will be sent to their offices listed in Appendix A of these Implementation Procedures.
- (4) Upon completion of each conformity certification conducted on each other's behalf, the Participants will complete and return all documentation as notified. The Participants, depending upon the country in which the supplier is located, will note all deviations from the requirements notified by them on the conformity certification for the particular part. Any non-conformity described as a deviation is expected to be brought to the attention of the Participants for evaluation and disposition as to its effect on safety and the validity of the test under consideration. The Participants are expected to receive a report stating the disposition of each deviation before the appropriate CAAT or CAA form is issued.

### **7.4 Surveillance and Other Support**

A Participant may request other types of technical assistance outlined in 7(3) above. Each request will be handled on a case-by-case basis, as resources permit between the PCM. Each request will include sufficient information for the task to be performed and reported back to the requestor. Where the technical assistance is repetitive or long-term, a working arrangement may be needed.

### **7.5 Airworthiness Certificates**

There may be certain programs and conditions that warrant technical assistance for the issuance of 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, has been entered on the Importing Authority's registry, and has subsequently been granted an Export Certificate of Airworthiness by the Exporting Authority. This will require the development of a working arrangement between the Participants.

## **7.6 Handling of Requests for Proprietary Data and Access to Information/Public Access to Official Documents Information**

### **7.6.1 PROTECTION OF PROPRIETARY DATA**

Unless required by law, the Participants will not copy, release, or show data identified as proprietary or otherwise restricted that is obtained from each other to anyone other than their employee, without written consent of the design approval holder or other data submitter. The Participant is expected to obtain this written consent from the design approval holder through its authority. To the extent that the Participants share such data with relevant accident investigation or other statutory bodies, they will ensure that these persons treat such restricted information in accordance with paragraph 8 of the WA.

### **7.6.2 ACCESS TO INFORMATION REQUESTS**

When CAAT receives a request for access to information related to a Civil Aeronautical Product of a Taiwanese approval holder or an applicant who is located in the United Kingdom, CAAT may request the CAA's assistance in contacting the approval holder or applicant. Similarly, CAAT will advise the CAA of the potential release of any information received from the CAA and submitted to CAAT. If the CAA, where applicable, or the approval holder or applicant consents to the release of the information, a written consent will be required to be provided to CAAT. If release is objected to, a statement of the reasons will be required to be furnished by the CAA to CAAT. If there is an objection, CAAT will only release the information that it determines is required to do so under the Access to Information Request.

### **7.6.3 FREEDOM OF INFORMATION REQUESTS (FOIA)**

- (1) When the CAA receives UK FOIA requests to release information, the data is expected to be shared with the applicant unless one of the exemptions apply. The exemptions are either qualified or absolute. A qualified exemption means that if the data is covered by such an exemption, a public interest test must be undertaken. An absolute exemption does not require a public interest test.
- (2) When the CAA receives a request based upon the UK FOIA process, related to a Product or article of a CAA approval holder or applicant who is located in Taiwan, the CAA will request the CAAT's assistance in contacting the CAA approval holder or applicant to obtain the information necessary to process the request.

## **7.7 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests**

- (1) When investigating in-service incidents, accidents, or suspected unapproved parts involving a

Civil Aeronautical Product imported under these Implementation Procedures, the Participant may request information from the appropriate contact points (see listing in Appendix A).

- (2) In case of a major incident or accident, the Participants will cooperate to address urgent information needs. Following a major accident or incident, upon receipt of a request for urgent information the Participants will provide the requested information. The Participants will establish individual contact points to respond to each other's questions and ensure that timely communication occurs. Information may be requested directly from a manufacturer when immediate contact with the appropriate contact points cannot be made. In such cases, notification of this action will be made as soon as possible. Either Participant, as applicable, will assist in ensuring that its manufacturer provides requested information expeditiously.

## SECTION VIII — FURTHER WORKING ARRANGEMENTS

### 8 General

- (1) The Participants understand that future situations may arise requiring additional procedures that are not specifically addressed in these Implementation Procedures but are within the scope of the WA. When such a situation arises, the Participants will review it, and will develop a working arrangement to address the situation. If it is apparent that the situation is unique, with little possibility of repetition, then the working arrangement will be of limited duration. However, if the situation has anticipated new technology or management developments, which may lead to further repetitions, the Participants will revise these Implementation Procedures accordingly.
- (2) The Participants understand that when a unique situation falls within the authority of CAAT, the Director of Flight Standards Division will be in charge of developing the necessary working arrangement with the CAA.
- (3) The Participants will ensure that any working arrangements are kept and controlled by their contact points for these Implementation Procedures listed in Appendix A.

**SECTION IX — EFFECTIVE DATE AND SIGNATURE**

**9 General**

- (1) These Implementation Procedures will become effective on the date of the final signature below.
- (2) The Participants understand that:
  - (a) These Implementation Procedures may be amended by the designated officers (Section 1.1.2, Governance) upon their mutual consent; and
  - (b) Administrative and editorial changes may be made by the contact points after mutual consultation.
- (3) Either Participant may terminate these Implementation Procedures by giving sixty days written notice to the other Participant. Termination will not affect the validity of activities conducted under these procedures prior to termination.

Signed in duplicate in English.

**For the Civil Aeronautics Administration of  
Taiwan**

**For the Civil Aviation Authority of the  
United Kingdom of Great Britain and  
Northern Ireland**



Mr. Wu, Chia-Jen  
Director of Flight Standards Division  
Civil Aeronautics Administration

Mr. Robert Bishton  
Director of the Safety and Airspace  
Regulation Group  
Civil Aviation Authority

Date 18 OCTOBER 2022  
Taipei

Date 13 OCTOBER 2022  
London

## Appendix A — Contact Points and Office Addresses

### A1. CONTACT POINTS FOR IMPLEMENTATION

The designated contact point offices for implementation of these Implementation Procedures are:

For the CAAT:  
Director of Flight Standards  
Division  
Civil Aeronautics Administration  
340, Dun-Hwa North Road  
Taipei  
105008  
Taiwan

Tel: +886 2 2349 6068  
email: [gen@mail.caa.gov.tw](mailto:gen@mail.caa.gov.tw)

For the CAA:  
Director of Safety and Airspace Regulation Group  
Civil Aviation Authority  
Safety and Airspace Regulation  
Group Aviation House  
Beehive Ring Road  
Crawley  
West  
Sussex RH6  
OYR  
United Kingdom  
Tel: + 44 330 1383196  
email: [BilateralSafetyArrangements@caa.co.uk](mailto:BilateralSafetyArrangements@caa.co.uk)

### A2. CONTACT POINTS FOR COORDINATION OF AMENDMENTS

The designated contact point offices for coordination of amendments to these Implementation Procedures are:

For the CAAT:  
Chief of Initial Airworthiness Section  
Flight Standards Division  
Civil Aeronautics Administration  
340, Dun-Hwa North Road  
Taipei  
105008  
Taiwan R.O.C.

Tel: +886 2 2349 6067  
Email: [gen@mail.caa.gov.tw](mailto:gen@mail.caa.gov.tw)

For the CAA:  
Head of Future Safety Civil  
Aviation Authority  
Safety and Airspace Regulation Group  
Aviation House  
Beehive Ring Road Crawley  
West Sussex  
RH6 OYR  
United Kingdom

Tel: + 44 330 1383196  
email: [BilateralSafetyArrangements@caa.co.uk](mailto:BilateralSafetyArrangements@caa.co.uk)

### A3. CAA OFFICES

Mailing Address:

Physical Location:

Civil Aviation Authority  
Safety and Airspace Regulation Group  
Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR  
United Kingdom

Civil Aviation Authority  
Safety and Airspace Regulation Group  
Aviation House  
Beehive Ring Road  
Crawley  
West Sussex  
RH6 0YR  
United Kingdom

**A4. CAA E-MAIL ADDRESSES**

Contact Point for applications and application management, an email may be sent to: [certification.airworthiness@caa.co.uk](mailto:certification.airworthiness@caa.co.uk) or [certification.gau@caa.co.uk](mailto:certification.gau@caa.co.uk)

CAA ADs: For information on existence or applicability of any AD, e-mail may be sent to: [adunit@caa.co.uk](mailto:adunit@caa.co.uk)

For General Inquiries related to these procedures, e-mail: [BilateralSafetyArrangements@caa.co.uk](mailto:BilateralSafetyArrangements@caa.co.uk)

**A5. CAAT OFFICES**

Mailing Address:  
Civil Aeronautics Administration  
Flight Standards Division  
340, Dun-Hwa North Road  
Taipei  
105008  
Taiwan R.O.C

Physical Location:  
Civil Aeronautics Administration  
Flight Standards Division  
340, Dun-Hwa North Road  
Taipei  
105008  
Taiwan R.O.C

**A6. CAAT E-MAIL**

As a contact point for applications and application management, emails may be sent to [gen@mail.caa.gov.tw](mailto:gen@mail.caa.gov.tw)

CAAT ADs: For information on existence or applicability of any AD, emails may be sent to: [adcaa@mail.caa.gov.tw](mailto:adcaa@mail.caa.gov.tw)

For General Inquiries related to these procedures, email: [gen@mail.caa.gov.tw](mailto:gen@mail.caa.gov.tw)

## **Appendix B — Reserved**



## Appendix C — Procedures for Validation and Reciprocal Acceptance

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## **C1.0 PART I: INTRODUCTION**

### **C1.1 GENERAL**

- (1) The technical procedures contained in this Appendix supplement the administrative procedures contained in Section I and Section II of these Implementation Procedures. These combined administrative and technical procedures provide the manner by which the Participants will conduct the validation of Product approvals. PCMs are expected to be thoroughly familiar with both procedures.
- (2) The Participants will adhere to these procedures. The Participants accept that if there are overwhelming reasons to deviate from this Appendix, such reason(s) will be technically explained by the Importing Authority to the Exporting Authority in every instance. The procedures in this Appendix are not intended in any manner to diminish the responsibilities or rights of CAAT or the CAA to the type design information.

## **C2.0 PART II: VALIDATION OF A TC AND STC BY CAAT**

### **C2.1 INITIATION OF VALIDATION**

- (1) The CAA will forward any application for a validation and related information to the CAAT.
- (2) The CAA will assist the CAAT in any familiarisation with the design of the Civil Aeronautical Product, including any environmental protection requirements, with the assistance of the CAA design approval holder. The CAA will explain the reasoning behind any special conditions, deviations and safety findings as well as outlining the process followed to allow for certification.
- (3) CAAT will establish a certification basis for the Civil Aeronautical Product which will be based on the CAA certification basis and include any additional CAAT requirements. Additional technical requirements will be defined on a case by case basis and CAAT will notify the CAA design approval holder as well as the CAA of their existence before the type validation takes place. The CAAT will assist the CAA in understanding and applying any additional requirements or technical conditions, such that the CAA may be able to evaluate whether data submitted by a design approval holder demonstrates compliance with them.
- (4) CAAT will accept the findings and approvals of the CAA, unless the additional conditions or technical conditions in the paragraph immediately above apply.
- (5) On the basis of the process outlined in the paragraphs above, the CAAT will make a compliance determination with its requirements and be responsible for the issuance of a type validation certificate based on that determination.

### **C3.0 PART III: VALIDATION OR ACCEPTANCE OF CHANGES TO A TC OR STC**

#### **C3.1 MAJOR CHANGES TO A TC OR STC BY THE STC OR TC HOLDER**

- (1) Major changes to a TC by the approval holder will be validated or accepted by CAAT after review. A TC amendment will be validated by CAAT in accordance with C2.0 Part II above.
- (2) Major changes to an STC by the approval holder will be accepted when a new or amended STC has been issued by the Exporting Authority and validated by CAAT in accordance with C2.0 Part II above.

#### **C3.2 MAJOR CHANGES TO AN STC BY PERSONS OTHER THAN THE HOLDER**

The Participants understand that the CAAT will accept major changes to an STC by parties other than the Type Certificate Holder after a review in accordance with C2.0 Part II above.

#### **C3.3 MINOR CHANGES TO A TC OR STC**

- (1) Minor changes to a TC or STC by the TC or STC holder will be accepted.
- (2) Minor changes to a TC or STC by a person other than the holder will be accepted after review by the CAAT.

### **C4.0 PART IV: VALIDATION OF A TSO AUTHORISATION**

#### **C4.1 APPROVAL**

The references to a UKTSOA or TSOA equipment approvals under these Implementation Procedures are:

- (1) for the CAA, an approval granted under CAA Part 21A, Subpart O, which is a United Kingdom Technical Standard Order Authorisation (UKTSOA); and
- (2) for CAAT, an approval granted under Chapter 8, which is a Technical Standard Order Authorization (TSOA), of CAAT Regulation 06-07A (also known as CAR-21).

#### **C4.2 VALIDATION OF TSO AUTHORISATIONS**

- (1) The Participants will make a formal submission to each other for the validation of equipment the following considerations will apply:
  - (a) in all cases, an application will be set out as in (2) below and submitted through

the Exporting Authority to the Importing Authority for validation and issuance of an approval; and

- (b) the Participants will give full credit to, or enable maximum acceptance of the compliance determinations made by the Exporting Authority to the Importing Authority's technical standard order authorisation, provided the Exporting Authority certifies that:
  - (i) the appliance meets the Importing Authority's UKTSO or CAAT TSO (as applicable), and
  - (ii) they will exercise continued operational safety functions for that appliance.

(2) The Participants understand that the Exporting Authority will ensure that the application package includes:

- (a) The application form required by the Importing Authority, a Declaration of Design and Performance or Statement of Conformance and all the required data/documentation as specified in the UKTSO or CAAT TSO;
- (b) If applicable, request to deviate from the UKTSO or CAAT TSO and substantiation data, or identification of the deviation and evidence of approval;
- (c) Statement of conformance to the UKTSO or CAAT TSO;
- (d) Certifying statement from the Exporting Authority indicating that the appliance has been examined, tested, and found to meet the identified UKTSO or CAAT TSO; and
- (e) Copy of the applicable approval.

The Importing Authority will subsequently issue its own approval based on the information provided by the Exporting Authority, when the requirements of paragraph C4.2 have been fulfilled.

## **C5.0 PART VI: ACCEPTANCE OR VALIDATION OF REPAIR DESIGN APPROVALS**

### **C5.1 REPAIR DESIGN APPROVAL**

The Participants understand that a repair design is intended for the restoration of a Product to an airworthy condition. The references to an approved repair design under these Implementation Procedures are:

- (1) for the CAA, a repair design approved by the CAA or a repair design approval granted by a holder of a Design Organisation Approval; and

- (2) for CAAT, an approval issued under Article 21 of CAAT Regulation 06-01A.

## **C5.2 EXCLUSION**

The Participants understand that these Implementation Procedures do not allow the acceptance of designs that have not been developed by the TC or STC holder. Qualifying repairs will be subject to the procedures of C5.3.

## **C5.3 VALIDATION OF REPAIR DESIGN APPROVALS BY THE DESIGN APPROVAL HOLDER**

The Participants understand that major repair designs and changes to previously approved repair designs will be validated and approved by the Importing Authority, as follows:

- (1) The Exporting Authority will submit an application on behalf of the applicant to the Importing Authority, using the addresses listed in Appendix A. The application will be made in the manner prescribed on the Importing Authority's website.
- (2) The application will contain:
  - (a) drawings, specifications and other data necessary to define the configuration and design features of the repair;
  - (b) a compliance summary that identifies the applicable airworthiness standards, methods of compliance, and compliance results;
  - (c) substantiation for continued applicability of existing ICAs, or supplemental ICAs, if any;
  - (d) a copy of the repair design issued by the Exporting Authority.
- (3) The Importing Authority will approve the repair design based on the declaration from the Exporting Authority when the applicant has met the Importing Authority's requirements

For minor repairs to a type design, such changes will be accepted or approved in accordance the respective procedures of the participants.

## **Appendix D — Acronym List**

<b>AD</b>	Airworthiness Directive
<b>AMOC</b>	Alternative Means of Compliance
<b>APU</b>	Auxiliary Power Unit
<b>CAAT TSO</b>	CAAT Technical Standard Order
<b>CAAT TSOA</b>	CAAT Technical Standard Order Authorisation
<b>CAR</b>	Civil Aviation Regulations
<b>CS</b>	Certification Specification (For the CAA)
<b>EASA</b>	European Union Aviation Safety Agency
<b>EU</b>	European Union
<b>ICA</b>	Instructions for Continued Airworthiness
<b>ICAO</b>	International Civil Aviation Organisation
<b>OSD</b>	Operational Suitability Data
<b>PCM</b>	Project Certification Manager
<b>POA</b>	Production Organisation Approval
<b>STC</b>	Supplemental Type Certificate
<b>STCH</b>	Supplemental Type Certificate Holder
<b>TC</b>	Type Certificate
<b>TCH</b>	Type Certificate Holder
<b>IP</b>	Implementation Procedures
<b>UKTSO</b>	United Kingdom Technical Standard Order
<b>UKTSOA</b>	United Kingdom Technical Standard Order Authorisation

**Appendix E — Record Of Revisions**

Revision	Revision Date	Section or Paragraph	Change	Reason
Original		All Pages	Initial Issue	