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1.0 INTRODUCTION

1.1 Purpose

The purpose of this Staff Instruction (SI) is to provide guidance on the applicable criteria and procedures associated with the review, acceptance and approval of foreign design changes.

1.2 Applicability

This document is applicable to all Transport Canada Civil Aviation (TCCA) employees, to individuals and organizations when they are exercising privileges granted to them under an External Ministerial Delegation of Authority. This information is also available to the aviation industry for information purposes..

1.3 Description of Changes

The following changes, along with other editorial changes, have been made:

- (a) Update of country/authority groupings;
- (b) Reporting procedures streamlined;
- (c) Level of Review tables streamlined;
- (d) Update of the acceptance of approved data generated through the FAA field approval process;
- (e) Update of other acceptance activities.

2.0 REFERENCES AND REQUIREMENTS

2.1 Reference Documents

- (1) It is intended that the following reference materials be used in conjunction with this document:
 - (a) Part I [Subpart 1](#) of the Canadian Aviation Regulations (CAR)—*Definition*;
 - (b) Part V [Subpart 13](#) of the CAR—*Approval of Modification and Repair Designs*;
 - (c) Part V [Subpart 71](#) of the CAR—*Aircraft Maintenance Requirements*;
 - (d) [Chapter 513](#) of the Airworthiness Manual (AWM)—*Approval of Modification and Repair Design*;
 - (e) [Chapter 527](#) of the AWM—*Normal Category Aircraft*;
 - (f) [Standard 571](#) of the AWM—*Maintenance*;
 - (g) Staff Instruction (SI) [513-007](#)—*Approval Of Domestic Modification and Repair Designs*;
 - (h) Federal Aviation Administration (FAA) Title 14, Code of Federal Regulations (CFR) [Part 23](#)—*Airworthiness Standards: Normal, Utility, Acrobatic, And Commuter Category Airplanes*;
 - (i) FAA 14 CFR [Part 25](#)—*Airworthiness Standards: Transport Category Airplanes*;
 - (j) FAA 14 CFR [Part 27](#)—*Airworthiness Standards: Normal Category Rotorcraft*;
 - (k) FAA 14 CFR [Part 29](#)—*Airworthiness Standards: Transport Category Rotorcraft*;
 - (l) FAA 14 [CFR Part 43](#)—*Maintenance, Preventive Maintenance, Rebuilding, And Alteration*;
 - (m) FAA Advisory Circular ([FAA AC](#)) [43-9-1F](#)—*Instructions for Completion of FAA Form 337*;
 - (n) FAA AC [43-210](#)—*Standardized Procedures for Requesting Field Approval of Data, Major Alterations and Repairs*;
 - (o) FAA [Form 337](#)—*Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance)*;
 - (p) FAA Form [8100-9](#)—*Statement of Compliance with Airworthiness Standards*;

- (q) [FAA Form 8110-3](#)—*Statement of Compliance with the Federal Aviation Regulations*;
- (r) FAA Order [8130.32](#)—*Airworthiness Certification Requirements for Certain Aircraft Operated in the State of Alaska*;
- (s) [FAA Order 8900.1](#)—*Flight Standards Information Management System (FSIMS)*; and
- (t) *Implementation Procedures For Airworthiness (IPA) Covering Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, And Technical Assistance Between Authorities Under The Agreement Between The Government Of The United States Of America And The Government Of Canada For Promotion Of Aviation Safety, Revision 1 dated June 5, 2008.*

2.2 Cancelled Documents

As of the effective date of this document, the following documents are cancelled:

- (a) Aircraft Certification Staff Instruction (ACSI) 23 Issue 1 dated 2000-10-02—*Acceptance and Approval of Foreign Design Changes*; and
- (b) Advisory Circular (AC) 513-006 Issue 01 dated 2004-12-01—*Approval of Foreign Designed Changes to the Type Design Aeronautical Products*.

2.3 Definitions and Abbreviations

The following definitions and abbreviations are used in this document:

- (a) For the purpose of this SI any reference made to:
 - (i) **Aircraft certification project manager** should be interpreted to mean, as appropriate to the specific application, a project manager within the National Aircraft Certification Project Management Division or a regional manager or regional engineer within the Regional Aircraft Certification Office responsible for the given project; and
 - (ii) **Civil Aviation Safety Inspector (CASI)** should also be interpreted to include Maintenance Delegates holding appropriate delegation for the functions involved.
- (b) **Additional Technical Condition** means a requirement of the importing country that is in addition to the applicable airworthiness requirements of the State of Design of the product or that may be prescribed to provide a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing country.
- (c) **Foreign change to the type design** means the design of a modification or repair that originated in a country other than Canada and was approved by the civil airworthiness authority of that country, and is intended for installation on a Canadian registered aircraft, or on an aeronautical product to be installed thereon.
- (d) **State of Design** means the state (country) having jurisdiction over the organization responsible for the type design of the aeronautical product on which the change to its type design is incorporated, or the country responsible for the design and certification of the change to the type design involved.
- (e) **Type design examination** means a process by which TCCA reviews the associated technical data for the purpose of gaining knowledge of the change to the type design, and to ensure that it complies with Canadian airworthiness requirements.
- (f) **ACO** means Aircraft Certification Office (FAA).
- (g) **EASA** means European Aviation Safety Agency.
- (h) **ECO** means Engine Certification Office (FAA).
- (i) **NAPA** means National Aeronautical Product Approval Information System.
- (j) **NICO** means NAPA Issued Certificates On-line System.

3.0 BACKGROUND

- (1) Reviewing foreign approvals entering Canada is a part of the oversight responsibility of TCCA. A risk-based approach to oversight would dictate that we focus our oversight resources in the areas of most concern. Enhancing the review of certain approvals may also aid TCCA in the familiarization of newer and novel technologies and modifications when they first enter Canada.
- (2) Section [571.06](#) and [513.20](#) of the CARs and the related [standards](#) require that all foreign design changes, i.e., modifications or repairs intended for incorporation on Canadian registered aircraft or on other aeronautical products to be installed thereon, be approved or accepted by the Minister. Consistent with the regulatory provisions set forth in subsection [513.21\(4\)](#) of the AWM, a "type design examination" may be carried out by TCCA in accordance with established guidance material. Following a satisfactory examination, the acceptance of a foreign change may be recorded by the issue of a corresponding Canadian approval certificate, or by some other administrative mechanisms.
- (3) Consistent with the provisions set forth in subsection [513.22\(2\)](#) of the AWM and TCCA's objective to give maximum credit for the certification of a foreign change, TCCA has established that some changes intended for installation on certain categories of Canadian registered aircraft may be accepted without a formal type design examination. This acceptance may also be completed, without the issue of a corresponding Canadian approval certificate. Notwithstanding the foregoing, it is the responsibility of TCCA to determine the level of review required for each case in accordance with established guidance material.
- (4) Although the majority of foreign type design change approvals intended for installation on Canadian registered aircraft, involve FAA supplemental type certificates (STCs), repair design approvals or the use of other FAA approved data, this document is also intended to address approvals unique to other foreign airworthiness authorities, including those issued by their delegates.

4.0 TYPE DESIGN EXAMINATION

4.1 Objectives

Consistent with subsection [513.21\(4\)](#) of the AWM, the primary objectives of a type design examination involving a foreign change are:

- (a) To review the design change against the airworthiness standards upon which the aeronautical product was originally type certified, and evaluate any differences between the basis of certification specified in the Canadian type certificate and that specified in the foreign type certificate, by:
 - (i) Identifying the requirements for the application of additional Technical Conditions as required by paragraph [513.22\(4\)\(b\)](#) of the AWM;
 - (ii) Addressing any differences between the foreign airworthiness authority and TCCA's interpretations of airworthiness requirements or design related operating requirements;
 - (iii) Determining that with the change incorporated, the aeronautical product involved still meets the applicable standards specified in section [513.07](#) of the CARs; and
 - (iv) Examining the modified or repaired aeronautical product, where considered necessary.
- (b) To identify foreign changes that are affected by, or provide some relief or alternate means of compliance with a Canadian Airworthiness Directive ([AD](#)), and to ensure that the original intent of the AD is preserved;
- (c) To acquire the knowledge required to monitor the continuing airworthiness of the modified/repaired aeronautical product; and

- (d) To ensure that pertinent installation, maintenance and operating instructions are available to users.

4.2 Levels of Review

- (1) A type design examination consists of three possible levels of review. The aircraft certification project manager, consistent with the information in this document and the criteria in [Appendix B](#), will determine the appropriate level of review. The level of review to be applied with respect to a foreign change will be predicated by:
 - (a) The level of airworthiness agreement or similar arrangement in place between Canada and the State of Design;
 - (b) The category of aeronautical product and its intended operational role;
 - (c) The level of confidence TCCA enjoys with respect to the State of Design responsible for the original type certification of the foreign change involved;
 - (d) The change of meeting any of the criteria identified in [Appendix A](#);
- (2) The three possible review levels are:
 - (a) **Level 1 Review** is a review of a foreign change, applicable to certain categories of aircraft that may be acceptable to TCCA without a formal review of the associated technical data. Acceptance of this foreign change is indicated in the form of a letter of acceptance. [Appendix D](#) provides a sample letter of acceptance for FAA or EASA STCs. This level of review may be applied where:
 - (i) The foreign change was approved by an airworthiness authority whose regulatory system, type certification process, airworthiness and environmental standards applied in respect to those categories of aircraft are well known to TCCA, thus permitting a high degree of confidence that the foreign type certification process was comparable and equivalent to that which would have been undertaken by TCCA;
 - (ii) The foreign change does not require compliance with specific TCCA policies; and
 - (iii) The foreign change does not involve the application of additional technical conditions as specified in paragraph [513.22\(4\)\(b\)](#) of the AWM.
 - (b) **Level 2 Review** is a review that will normally be applied in cases where TCCA determines that acquisition of pertinent technical data or knowledge of the foreign change is necessary or appropriate. This level of review will result in a Canadian STC being issued. Typically, this level of review will be applied to changes originated from a country whose regulatory system, standards and type certification processes are sufficiently known to TCCA. Where the change is intended for installation on certain types of products in Canada, this level of review may equally be applied notwithstanding TCCA lower level of familiarity with the foreign regulatory system of the approving state. While still giving maximum credit to the findings of compliance already made by the responsible foreign airworthiness authority, TCCA may still undertake to make findings of compliance with Canadian airworthiness standards paying particular attention to:
 - (i) Additional technical conditions where applicable;
 - (ii) Any exemptions or deviations granted and "Findings of Equivalent Safety" made by the original certifying authority; and
 - (iii) Any novel or unusual design features for which Canadian standards have been developed and applied as "Special Conditions, Airworthiness" (SCA).
 - (c) **Level 3 Review** is a detailed review that will be applied to a foreign change that has been approved by an airworthiness authority of which TCCA has little knowledge with respect to the regulatory system, standards and processes applied by that country. In this case,

credit given for any findings of compliance made by the certifying authority will be at the discretion of TCCA. In specific cases, a flight evaluation may also be required.

- (3) Notwithstanding the level of review to be typically applied to the foregoing scenarios, TCCA may choose to apply a higher level of review. [Appendix A](#) provides guidance on some situations where this may be applied. This decision would need aircraft certification management team discussion prior to the conduct of the type design examination activity by the aircraft certification project manager.

5.0 IMPORTATION OF AIRCRAFT OR OTHER AERONAUTICAL PRODUCTS

5.1 General

- (1) Prior to making firm commitments regarding the importation of an aircraft or other aeronautical products into Canada, the owners, the operators or their representatives should produce a list of all foreign designed changes installed thereon and provide this information to the regional TCCA office where the aircraft will be operated. The required information should be conveyed to either the CASI maintenance and manufacturing responsible for the importation activity or directly to the Regional Manager Aircraft Certification (RMAC). In accordance with established review criteria, TCCA will then determine the appropriate level of review required and inform the interested party accordingly. Failure to inform TCCA as early as possible may incur delays in obtaining the required corresponding approvals, and possibly jeopardize the issue of the required flight authority on time to meet the operator's planned schedule of operations.
- (2) Once advised by TCCA of the applicable review requirements, the aircraft owner/operator is responsible for negotiating arrangements with the respective proprietary holders of the design data for the submission of applications to TCCA on his behalf, including copies of the pertinent technical data as specified in paragraphs [513.21](#)(3)(a) and (b) of the AWM.

5.2 Application for Type Design Examination

- (1) Where an airworthiness agreement or similar arrangement exists between Canada and the State of Design, applications for the issue of a corresponding approval by TCCA should normally be submitted through the airworthiness authority of the applicable State of Design. If an airworthiness agreement or similar arrangement is not in existence or the foreign approval holder is not interested in seeking an approval from TCCA on behalf of the Canadian operator, refer to section [7.4](#) for guidance.
- (2) Canadian aircraft owners or operators that are interested in taking advantage of a foreign STC for eventual installation on their own aircraft should negotiate arrangements with the holder of the foreign STC for the submission of an application to TCCA as stated above.
- (3) Foreign holders wishing to obtain a corresponding TCCA approval for their foreign design change for potential Canadian market should submit their application through their airworthiness authority. Such applications will normally be referred to the National Aircraft Certification Branch, Ottawa, Ontario.
- (4) Application by Foreign Holder
 - (a) Consistent with subsection [513.21\(1\)](#) of the AWM a foreign STC holder should submit an application through their airworthiness authority.
 - (b) Where a foreign STC holder applies directly to TCCA and an airworthiness agreement or similar arrangement exists with their airworthiness authority, they should be directed to make application through that authority (see the information notes related to subsection [513.21\(1\)](#) of the AWM).
 - (c) Further scenarios are elaborated in section 513.21 of the AWM, including the possibility of a domestic importer becoming the Canadian holder of the corresponding STC.

(5) Application by a Canadian Applicant

Subject to prior arrangements made with a foreign STC holder, a Canadian operator may seek acceptance of a foreign STC, including the issue of a corresponding Canadian STC in his name. In this case, the applicant should contact the regional aircraft certification office in his location. A copy of the foreign STC, including supporting documentation (i.e. drawing lists, flight manual supplements, etc.) should be provided to TCCA for review.

5.3 Issuance To A Person Other Than The Foreign STC Holder

(1) It may not be possible to issue an STC in the name of the foreign STC holder, where;

- (a) The foreign STC holder is no longer in business, or cannot be located by the interested Canadian aircraft owner or operator;
- (b) The foreign STC holder has made their proprietary data available to the Canadian owner or operator, and does not wish to pursue the issue of a corresponding STC on behalf of the Canadian owner or operator; or
- (c) The Canadian owner or operator is required to produce additional technical data to show compliance with additional airworthiness and operational requirements.

(2) Where any of the above scenarios occur, an LSTC may be issued in the name of the Canadian aircraft owner or operator, subject to the following conditions:

- (a) The LSTC shall not reference the foreign STC;
- (b) The issue of the LSTC is to be treated as a Canadian approval; the foreign STC will not be considered as having been subject to a type design examination process and will not be added to the index of "Accepted/Familiarized" STCs; and
- (c) The approval of the same FAA STC installed on subsequent aircraft may be recorded by revising the original LSTC issued in satisfaction of any of the conditions specified in section 5.3(1) above, provided that the aircraft is to be operated by the same operator. A separate LSTC would need to be issued for a different operator.

(3) FAA STCs applicable to Normal, Utility and Aerobatic Category airplanes, including VLA designs for which the U.S. is the State of Design, that were type certified on the basis of [FAR 23](#) or equivalent standards, are not subject to a type design examination, whether or not Canadian additional technical conditions are implicated.

5.4 NAPA Reporting Requirements

- (1) The acceptance and familiarization of foreign approvals is to be recorded in the [NAPA database](#), whether they are a level 1, 2 or 3 review.
- (2) To maintain an updated index of accepted/familiarized STCs, it is imperative that the NAPA database be populated and completed accurately since the NAPA Issued Certificate On-line system ([NICO](#)) will maintain an updated index of accepted/familiarized STCs.

6.0 FOREIGN MODIFICATION APPROVALS OTHER THAN STC

The review and approval criteria set out in this section apply only to other types of foreign design change, that have been approved under a system unique to the civil organization involved, or by their delegates, and that are already installed on foreign registered aircraft prior to their importation for Canadian registration.

6.1 Review Procedures

- (1) As for other types of foreign approvals, the required level of review is to be determined by the aircraft certification project manager in accordance with the criteria set forth in [Appendix B](#) and [Appendix C](#). The acceptance of the change in type design may be recorded by issuing a corresponding Canadian STC, LSTC or by logging the acceptance into NAPA (similar to that of accepting FAA STCs previously described).

- (2) The issue of an LSTC or STC is mandatory where the review of the design change reveals that the change affects areas noted in [Appendix A](#).

7.0 FIELD APPROVALS

7.1 General Information

A field approval is one of the means used by the FAA to approve technical data used to accomplish a major repair or major alteration, refer to [FAA AC 43-210](#). It is an approval by the Administrator, through an authorized Aviation Safety Inspector (ASI) (airworthiness), of technical data and/or installations used to accomplish a major repair or major alteration. Technical data so approved becomes “technical data approved by the Administrator.” This type of approval may be accomplished for one-time approval, refer to [FAA Order 8900.1, Vol. 4, Chapter 9](#).

7.2 FAA Form 337

- (1) FAA Form 337 is used to record a major repair and alteration, refer to FAA [AC 43-210](#). The FAA describes the two main purposes of Form 337 as providing:
 - (a) aircraft owners and operators with a record of major repairs and major alterations indicating the details and approvals; and
 - (b) the FAA with a copy of the form for inclusion in the aircraft records at the [FAA Aircraft Registration Branch](#), AFS-750.
- (2) A completed FAA [Form 337](#), completed and signed in block three (3) by an authorized FAA Aviation Safety Inspector (ASI) constitutes the approval of technical data. The subject form may be issued to record the approval of a major repair and alteration, with or without consultation with an FAA ACO/ECO. Therefore, the level of FAA engineering involvement with respect to the design change may have been minimal. The Field Approval system is, by its nature, intended to be limited to the approval of basic, not complex types of repairs and alterations.

7.3 Acceptability and Classification of Supporting Data

- (1) Field Approvals derived from the FAA Form 337, should be consistent and conform to the requirements of [FAA Order 8900.1, Vol. 4, Chapter 9](#).
- (2) [Section 101.01 of the CARs](#) defines “major” modifications and “major” repairs, while section [571.06](#) of the AWM defines what constitutes “approved”, “specified”, and “acceptable” data, and AWM Chapter 571, [Appendix A](#) of Chapter 571 of the AWM provides guidance regarding the classification of design changes.
- (3) Although the [FAA Form 337](#) is subtitled “Major Repair and Alterations”, there may be cases where the modification would be considered “minor” by Transport Canada in accordance with [section 101.01](#) of the CARs and “major” by the FAA. The FAA definition and interpretation of “major” and “minor” is slightly different from that of Transport Canada. Similarly, some of the data classified as “approved” under the FAA system may only be classified as “specified” or “acceptable” by TCCA.
- (4) Ultimately, when assessing the acceptability of design data, the Canadian definitions as outlined in (3) above, must take precedence over the FAA classification of the change and its substantiating data.

7.4 Screening and Review Procedures

- (1) The initial screening of major repairs and alterations installed on an aircraft imported to Canada will be the responsibility of the CASI maintenance and manufacturing or a Ministers Delegate-Maintenance (MD-M). Major repairs and alterations installed on these aircraft may include data that has been approved through an FAA Field Approval process.
- (2) Major repairs and alterations that include data approved by the FAA using the field approval process may be accepted in the following manner:

- (a) With the exception mentioned in paragraph (b) below, FAA approved or accepted alterations per 14 CFR [Part 43](#), installed on a product exported from the U.S., regardless of the State of Design of the product, are considered approved by TCCA at the time of import to Canada. TCCA will accept such FAA alteration data when substantiated via an appropriately executed FAA Form [8110-3](#), FAA Form [8100-9](#), FAA [Form 337](#) (block 3) or logbook entry.
 - (b) Certain aircraft that were operated in the State of Alaska had alterations incorporated via field approval between October 1, 2003 and May 21, 2005 that may have resulted in the aircraft airworthiness certificate having an operating limitation that limited future operation of the aircraft only within the boundaries of the State of Alaska. This is discussed in detail in FAA Order [8130.32](#) *Airworthiness Certification Requirements for Certain Aircraft Operated in the State of Alaska*. An applicant intending to import these aircraft into Canada must comply with the criteria to remove the operating limitation as specified in the procedural requirements of the FAA Order.
- (3) In the case of FAA Field Approvals from the State of Alaska, a type design examination shall be conducted and a Canadian design approval issued.
 - (4) The flowchart shown in [Appendix F](#) sets out the review procedures to be used by Regional Inspectors for the review and acceptance of Field Approvals, including guidelines for referral to the Regional Manager, Aircraft Certification (RMAC), where necessary. The flowchart also includes evaluation, acceptance, and approval criteria to be used by the RMAC, including means of recording formal acceptance of the Field Approval.
 - (5) FAA 337 forms that do not meet the requirements of FAA [Order 8900.1](#), should be elevated in review level.

7.5 Recording of Acceptance

Depending on the outcome of the screening/review defined in section 7.4. TCCA acceptance of the FAA Field approval may be recorded by:

- (a) Completing the Acceptance Record form shown in [Appendix G](#) where the Field Approval does not meet the exception criteria of 7.4(2)(b) above; or
- (b) issuing a Canadian design approval where the exception criteria of 7.4.(2)(b) above has been met.

8.0 FAA FORM 8110-3 STATEMENT OF COMPLIANCE

- (1) [FAA Form 8110-3](#) and [FAA Order 8900.1, Vol. 4, Chapter 9](#) are a statement of compliance made by FAA delegates. As part of an importation a Regional Engineer may be requested to review and accept an FAA [8110-3](#) form.
- (2) FAA Form [8110-3](#) and [FAA Order 8900.1, Vol. 4, Chapter 9](#). may be used in domestic type certification programs at the discretion of the TCCA engineer. Supporting documentation may be requested that supported the statement of compliance. Agreement to use an [8110-3](#) or [FAA Order 8900.1, Vol. 4, Chapter 9](#) statement of compliance in support of a domestic program should be requested prior to its issuance.

9.0 CORRECTIVE ACTION OF FOREIGN APPROVALS

In the case where it is found that an accepted/familiarized document needs corrective action to remedy a non-compliance or unsafe condition, the region that accepted/familiarized the approval will work with HQ in addressing the issue with the foreign authority. At the discretion of the RMAC the issue may be dealt directly between HQ and the foreign authority with support of the region as required.

10.0 CONTACT OFFICE

For more information please contact:
Policy Standards Coordinator (AARTC)

Phone: 613-990-8234
Facsimile: 613-996-9178

Suggestions for amendment to this document are invited and should be submitted via the Transport Canada Civil Aviation Issues Reporting System (CAIRS) at the following Internet address:

www.tc.gc.ca/CAIRS

or by e-mail at: CAIRS_NCR@tc.gc.ca

Original signed by

D.B. Sherritt
Director, Standards Branch
Civil Aviation

APPENDIX A – CRITERIA TO ENHANCE THE REVIEW LEVEL

- (1) This appendix deals with factors that could lead to a higher level of review than that determined by the general tables. Areas covered in this appendix would normally be discussed with the applicable specialists in the National Aircraft Certification Branch, as per RMAC guidance. An enhanced review does not mean that a product must be upgraded in review level (i.e. level 1 to level 2). After a discussion with the RMAC and/or applicable specialists, the decision could be made to remain at the original review level.
- (2) This appendix will be revised as required in response to changing technologies and directions in aviation. The structure of this appendix will include a list that contains areas to focus oversight, and areas where TCCA sees the need to focus attention.
- (3) Projects that are impacted by the following criteria should be raised for review and discussion at the aircraft certification management team level:
 - (a) Approved Model List (AML) approvals;
 - (b) New or novel technologies;
 - (c) Airworthiness Directives (both internationally or domestic);
 - (d) The need for Canadian versions of “approved” documents quoted in the foreign approvals;
 - (e) Projects may be significant as per the Changed Product Rule (CPR);
 - (f) Approvals that effect supplemental structural integrity documents (SSIDs);
 - (g) Approvals that contain airworthiness limitations;
 - (h) Very Light Jet Aircraft;
 - (i) Approvals that require the application of Canadian additional technical conditions, as specified in paragraph [513.22\(4\)\(b\)](#) of the AWM;
 - (j) Night Vision related approvals; and
 - (k) Complex avionics and/or advanced technology systems with which TCCA has little experience. The definition of complex avionics is meant to include systems that integrate multiple sub-system inputs into a flight critical display, control or protective device, such as an Electronic Flight Instrument System (EFIS) system that includes basic essential flight information plus terrain and aircraft threat information. Advanced technology systems are meant to be non-avionics systems that are not conventional for the aircraft class and perform a critical function on the aircraft, like canards on an otherwise unconventional aircraft.

APPENDIX B – REVIEW LEVEL REQUIRED FOR APPROVALS ISSUED BY A GROUP 1 AUTHORITY

Group 1 Consists of: <u>Austria, France, Germany, Italy, Netherlands, United Kingdom, and United States.</u>			
	For Installation On		
	Product where Canada is State of Design	Product where same Group 1 country is State of Design	Product where other country is State of Design
Transport Category Aeroplanes (Note (a))	2	1	1
Commuter Category Aeroplanes (including SFAR 41C) (Note (a))	2	1	1
Normal, Utility and Aerobatic Aeroplanes (including VLA designs) (Note (b))	2	1	1
Glider/Powered Gliders	2	1	1
Transport Category Rotorcraft (Note (a))	2	1	1
Normal Category Rotorcraft (Note (c))	2	1	1
Restricted Category Aircraft, except agricultural aircraft	2	2	2
Restricted by incorporation of an STC (Note (d))	2	2	2
Agricultural Aircraft	2	1	1
Airships & Balloons	2	1	1
Engines, propellers and other aeronautical products (Note (e))	2	1	1

Information Notes:

(a) FAA STCs applicable to Transport Category Aircraft which were type certified on the basis of [FAR 25](#) or [FAR 29](#) standards, Commuter Category and Small Business Jet Aircraft, for which the U.S. is the State of Design, and meeting the Level 1 review criteria outlined in section [4.2.1\(c\)\(1\)](#) should be accepted without further review. Where compliance with ATCs is required, this may be satisfied by requesting the FAA to make a statement that the subject STC complies with applicable Canadian ATCs.

(b) FAA STCs applicable to Normal, Utility and Aerobatic Category airplanes, including VLA designs which were type certified on the basis of [FAR 23](#) or equivalent standards, for which the U.S. is the State of Design are exempt from a type design examination, whether or not Canadian ATCs are implicated.

(c) *FAA STCs applicable to Normal Category Rotorcraft which were type certified on the basis of [FAR 27](#) or equivalent standards, for which the U.S. is the State of Design are exempt from a type design examination except where the FAA STC requires compliance with snow ingestion requirements set out in AWM [527.1093\(b\)](#).*

(d) *"Restricted by the incorporation of an STC" means that the STC causes a change in aircraft category by virtue of the design change involved. (e.g. Normal to Restricted Category as a result of the installation of a spray system for agricultural purposes).*

(e) *Where a foreign change in type design involves engines or propellers already in use, although have not been type certified or accepted in Canada, particulars are to be referred to HQ for inclusion in the list of "eligible" engines/propeller.*

APPENDIX C – REVIEW LEVEL REQUIRED FOR APPROVALS ISSUED BY A GROUP 2 AUTHORITY

Group 2 Consists of: Australia, Brazil, Finland, Japan, Poland, Spain, Sweden and Switzerland			
	For Installation On		
	Product where Canada is State of Design	Product where same Group 2 country is State of Design	Product where other country is State of Design
Transport Category Aeroplanes	2	2	3
Commuter Category Aeroplanes (including SFAR 41C)	2	2	3
Normal, Utility and Aerobatic Aeroplanes (including VLA designs)	2	1	3
Glider/Powered Gliders	2	2	3
Transport Category Rotorcraft	2	2	3
Normal Category Rotorcraft	2	1	3
Restricted Category Aircraft, except agricultural aircraft	2	2	3
Restricted by incorporation of an STC (Note a)	2	2	3
Agricultural Aircraft	2	1	3
Airships and Balloons	2	2	3
Engines, propellers and other aeronautical products (Note b)	2	1	3

Information Notes:

(a) *Restricted by the incorporation of an STC" means that the STC causes a change in aircraft category by virtue of the design change involved. (e.g. Normal to Restricted Category as a result of the installation of a spray system for agricultural purposes).*

(b) *Where a foreign change in type design involves engines or propellers already in use, although have not been type certified or accepted in Canada, particulars are to be referred to HQ for inclusion in the list of "eligible" engines/propeller.*

APPENDIX D – LETTER FORMAT - ACCEPTANCE OF FAA OR EASA STC

[Address of STC applicant]

Subject: Acceptance of Foreign STC ###

This is in response to your letter dated YYYY/MM/DD, requesting Transport Canada approval of the subject STC.

In accordance with our current policy associated with the review of foreign STCs, some STCs applicable to certain categories of aircraft may be accepted solely on the basis of their foreign certification, and do not require the issue of a corresponding certificate by Transport Canada. The subject STC falls within these criteria.

This STC will be entered in the national index of STCs that have been reviewed and accepted by Transport Canada for installation on Canadian registered aeronautical products.

This letter confirms formal acceptance of the referenced STC by Transport Canada.

[name and signature]

cc: [applicable foreign authority]

APPENDIX E – LETTER FORMAT – TRANSMISSION TO FAA OR EASA

(address of ACO that issued the FAA STC)

Attn: Manager, ACO

Subject: Issue of Canadian STC ### to [STC applicant]

(Review of FAA STC ###)

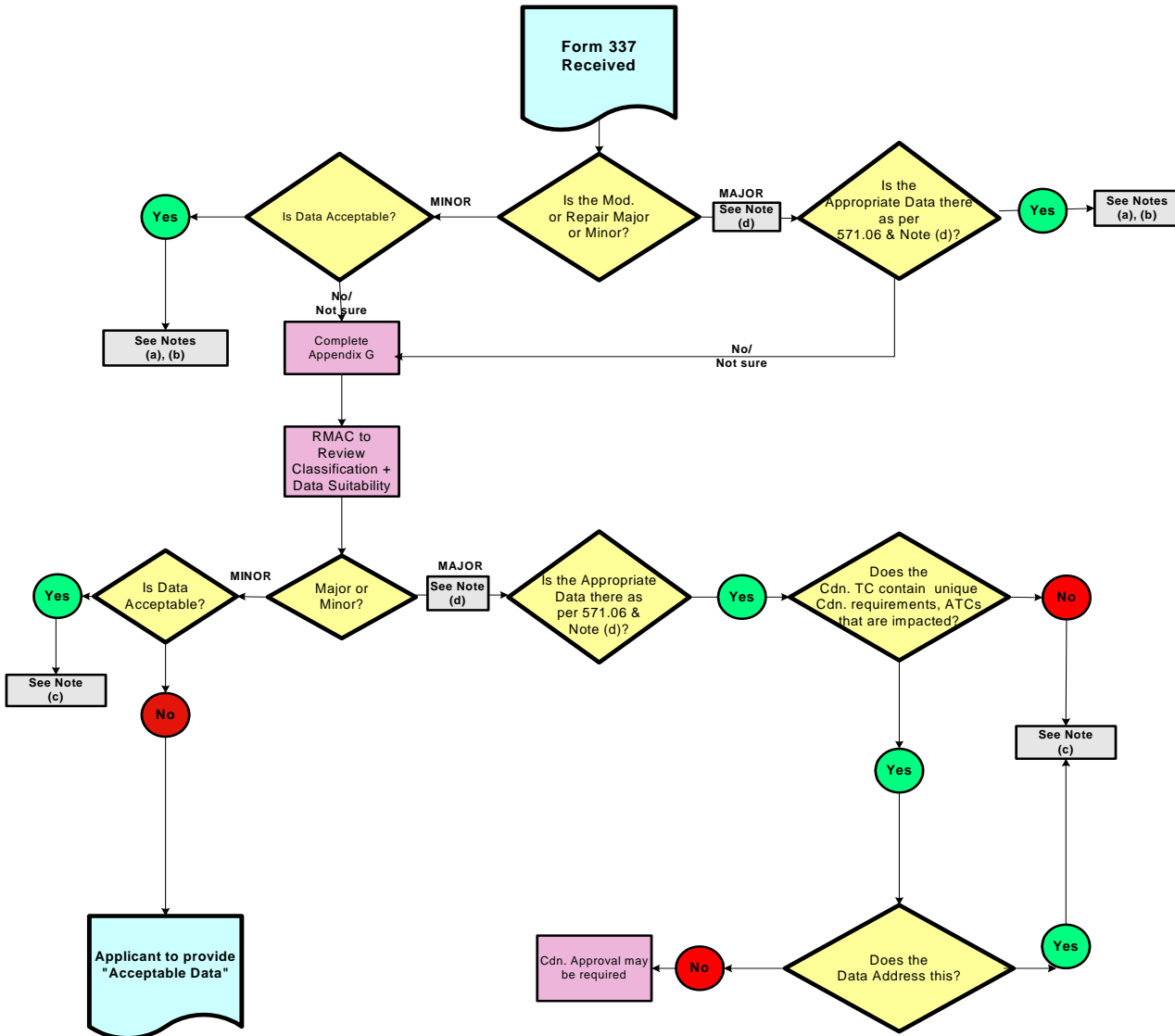
This Supplemental Type Certificate (STC) is issued in response to an application made by [applicant's name]. It is requested that you transmit this letter and the STC document to the holder on our behalf.

The transfer of ownership of these documents in the name of another person requires prior approval from the Minister in accordance with Canadian Aviation Regulations (CAR) section 513.25.

In accordance with the Bilateral Airworthiness Agreement (BAA), it is requested that any defect, malfunction or failure associated with this TCCA approval, which may affect the airworthiness of the modified aeronautical product, be communicated to Transport Canada.

[name and signature]

APPENDIX F – REVIEW PROCEDURES – FAA FORM 337 FIELD APPROVALS



Information Notes:

- (a) Subject to note (b), complete Appendix G, Part 1, and insert it into the applicable aircraft file.
- (b) Refer to the RMAC where the design change meets any of the criteria in Appendix A.
- (c) Following completion of this step, complete Appendix G, Part 2, and return it to the responsible inspector for information and follow on insertion into the applicable aircraft file.
- (d) Considerations for FAA Form 337 that provides “FAA approved data” in part through the use of the field approval.

- (1) Ask the following questions:
 - (i) Is the appropriate data identified in Block 3 and Block 8?
 - (ii) Are all airworthiness requirements addressed?
 - (iii) Are the Instructions for Continued Airworthiness included? (for major alterations prior to October 7, 1998, were not required)
 - (iv) Is there a flight manual supplement? Is one required?
 - (v) Does the description in Block 8 accurately and correctly describe the alteration or repair?
 - (vi) Do the provided methods, sketches, drawings, stress analyses, photographs, electrical load analyses, etc., show that the applicable design standards have been considered and there are analyses to substantiate the findings in this regard?
 - (vii) Is the identified data complete?
- (2) Is Block 3 completed? If yes, then some approved data is in the form of field approval. Verify that block 3 shows the completion and signature of the Aviation Safety Inspector (ASI), which indicates one of the following scenarios:
 - (i) approval of the data package of the repair and alteration;
 - (ii) rather than just data, a physical inspection or demonstration and testing of the alteration and repair has been made; or
 - (iii) An alteration is installed, tested, and the ASI witnessed that test.
- (3) Is Block 8 completed? This block documents the alteration and repair and is the permanent record of the alteration or repair. This entry should be complete and contain all of the data that was developed to substantiate the alteration and repair and a description of the alteration and repair, including the Instructions for Continued Airworthiness (ICA) required for the major alteration and the flight manual supplements.
- (4) If unsure if the field approval is appropriate, review [Figure 4.68 of FAA Order 8900.1](#), Volume 4, Chapter 9.

