ANNEX 1 TO WORKING ARRANGEMENT: TECHNICAL IMPLEMENTATION PROCEDURES FOR AIRCRAFT DESIGN AND PRODUCTION BETWEEN THE CIVIL AVIATION AUTHORITY OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND CIVIL AVIATION SAFETY AUTHORITY OF AUSTRALIA

CONTENTS

1. GENERAL 4

1.1. Purpose 4

1.2. Basis of Authority for these Technical Implementation Procedures 4

1.3. Governance 4

1.4. Definitions 5

1.5. Communications 8

1.6. Handling of Requests for Proprietary Data and Access to Information/Public Access to Official Documents Information 9

1.7. Accident/Incident and Suspected Unapproved Parts Investigation Information Requests 9

2. DESIGN APPROVAL 11

2.1. General 11

2.2. Limitations of Design or Design Change Approvals 11

2.3. General Procedures for Validation of a Design or a Design Change 11

2.4. Repair Design Approvals 13

2.5. Coordination Between Design and Production 13

3. APPROVALS – UK TO AUSTRALIA 14

3.1. TCs 14

3.2. STCs 14

3.3. Minor Changes 14

3.4. Restricted Type Certificate (RTC) 14

3.5. Production Approvals 14

3.6. Repair Design Approvals 14

3.7. UK Technical Standard Order Authorisation (UKTSOA) 15

4. APPROVALS – AUSTRALIA TO UK 16

4.1. TCs 16

4.2. STCs 16

4.3. Minor Changes 16

4.4. Restricted Type Certificate (RTC) 16

4.5. Production Approvals 16

4.6. Repair Design Approvals 17

4.7. Technical Standard Order Authorisation (ATSOA) 17

4.8. Australian Parts Manufacture Approval 18

5. ADMINISTRATION OF DESIGN APPROVALS 19

5.1. General 19

5.2. Transfer of a TC or STC 19

5.3. Transfer Without a Change in State of Design Functions 19

5.4. Transfer With a Change in State of Design Functions 20
5.5. Transfer Plan and Notification 20
5.6. Surrender of a TC or STC 21
5.7. Revocation or Suspension of a TC or STC 21
5.8. Surrender of an Approval (UKTSOA, ATSO Design Approval, part design approval or Repair Design) 21
5.9. Revocation or suspension of an Approval (UKTSOA, ATSO Design Approval, Part Design Approval or Repair Design) 21
5.10. Continued responsibility following revocation, suspension or surrender of an Approval 21
6. PRODUCTION APPROVAL 22
6.1. CASA Production Approval 22
6.2. UK CAA Production Approval 22
6.3. Extensions of Production Approvals 22
6.4. Split State of Design and State of Manufacture 22
6.5. Supplier Surveillance Outside the Exporting Country 22
7. CONTINUING AIRWORTHINESS 23
7.1. General 23
7.2. Continuing Airworthiness Obligations 23
7.3. Failure, Malfunction and Defect Reporting 23
7.4. Unsafe Conditions and Mandatory Continuing Airworthiness Information 24
7.5. Alternative Means of Compliance (AMOC) to Mandatory Continuing Airworthiness Information 25
8. EXPORT AIRWORTHINESS APPROVAL 26
8.1. General 26
8.2. Certification for Export 26
8.3. Export of Used Aircraft 27
8.4. Coordination of Exceptions on Export Certificate of Airworthiness 29
8.5. Identification and Marking Requirements 29
8.6. Additional Requirements for Import 29
8.7. New Parts 29
9. TECHNICAL ASSISTANCE 30
9.1. General 30
9.2. Witnessing of Tests during Design Approval 31
9.3. Compliance Determinations 31
9.4. Conformity Certifications during Design Approval 32
9.5. Airworthiness Determination 32
9.6. Request for Information 32

9.7. Investigation and Enforcement 32
10. SIGNATURE AND COMING INTO OPERATION DATE 34
APPENDIX A — Validation Procedures 35
A.1 General Principles 35
A.2 Safety Elements 35
A.3 Application Processes 36
A.4 Validation Process 37
A.5 Operational and maintenance considerations 44
A.6 Manuals approval 44
APPENDIX B: ACRONYMS 45
APPENDIX C: SUMMARY OF REVISIONS 46

1. GENERAL

1.1. Purpose

1) The purpose of these Technical Implementation Procedures for Aircraft Design and Production is to:

    a) facilitate and outline cooperation in the field of initial and continued airworthiness between the Civil Aviation Authority (CAA) of the United Kingdom of Great Britain and Northern Ireland (United Kingdom) and the Civil Aviation Safety Authority of Australia (CASA), hereinafter referred to as the "Participants";

    b) enable the reciprocal acceptance or facilitate the recognition, findings of compliance made and certificates issued by either Participant or approved organisations; and

    c) facilitate and promote the free flow of civil aeronautical products and services.

2) The UK CAA and CASA will conduct their certification and validation activities consistent with the Working Arrangement between the Civil Aviation Safety Authority of Australia and the Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland (WA), signed 4 June 2025 and these Technical Implementation Procedures.

Note: Appendix C lists all acronyms used in this document.

1.2. Basis of Authority for these Technical Implementation Procedures

These Technical Implementation Procedures are established in accordance with the WA.

1.3. Governance

1) The Participants will discuss the implementation of these Technical Implementation Procedures every 2 years or as jointly decided upon. Such discussions may also address the resolution of technical issues, continued improvements to the process, on-going projects or changes in the approved organisations, any revisions to the requirements, technical assistance requests and any other matters relevant to these Technical Implementation Procedures.

2) These Technical Implementation Procedures are based on mutual confidence and trust between the Participants. CASA and the UK CAA will develop a system to monitor the application of these Technical Implementation Procedures and further their mutual understanding of each other's systems. When a finding is made by the Certifying Authority (CA) in accordance with the laws and regulations of the Validating Authority (VA) and these Technical Implementing Procedures, that finding is given the same validity as if it were made by the VA. A fundamental principle of these Technical Implementing Procedures is to maximise the use of the CA's aircraft certification system to ensure that the airworthiness requirements and environmental requirements of the VA are satisfied. The Participants understand that if there are overwhelming reasons to go outside this defined principle, such reasons will be discussed between them.

1.4. Definitions

Save where specified otherwise, the defined terms in these Technical Implementation Procedures are as defined in the Working Arrangement to which these Technical Implementation Procedures are hereby appended.

The following terms used in these Technical Implementation Procedures are defined as follows:

a) "Acceptance" means the acceptance of approvals, certificates, data and other documents relating to civil aeronautical parts and products without the need for Validation and "Accepted" is to be construed accordingly.

b) "Airworthiness Requirement" means a regulation, airworthiness standard or other certification specification governing the design and performance of civil aeronautical products or parts.

c) "Approved Manual" means a manual, or sections of a manual, approved by a Participant or by an organisation if such privileges have been recognised. These include the approved sections of the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICAs), the structural repair manual, the engine and propeller installation and operating manuals, and the certification maintenance requirements (CMR), where applicable.

d) "CA" means the organisation within the Exporting State, charged by the laws of that State, to regulate the airworthiness and environmental certification, approval, or acceptance of the civil aeronautical products or parts. It will mean CASA for Australia and the UK CAA for the United Kingdom, for the functions and tasks of the State of Design or Manufacture, when related to design approval and the approval of production organisations and their export airworthiness approvals.

e) "CASR" means the Civil Aviation Safety Regulations 1998 (Australia)

f) "Change to the Type Certificate (TC)" does not refer to changing the document that reflects the type design but to elements of the TC. This may be changes to the type design and/or to operating limitations, TCDS/TCDSN, certification/OSD basis, environmental protection requirements or OSD.

g) "Certification Basis" means a set 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, Equivalent Safety Finding/ Equivalent Level of Safety (ESF/ELOS)), and Exemptions or Deviations when determined by the Competent Authorities to apply to the type design.

h) "Civil aeronautical parts" means any sub-assembly, appliance, part, or component installed or to be installed on any civil aircraft, aircraft engine, UAS ground control station, or aircraft propeller.

i) "Civil aeronautical products" means any civil aircraft, aircraft engine or aircraft propeller.

j) “Compliance Determination” means, for design approval, the determination, by either Participant’s system, that the applicant has demonstrated compliance with the certification basis or a relevant part thereof.

k) “Critical Part” means a part identified as critical by the design approval holder or applicant, or the CA during the type design certification process for the civil aeronautical product or part. 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 ICAs.

l) “Deviation” means a grant of relief from the requirements of a certification specification or performance standard (UKTSOA Deviations), compensated by mitigating factors and processed through the appropriate regulatory procedure by UK CAA. Deviation is normally addressed in CASA system as an Exemption, see 1.4(o). **Error! Reference source not found.**

m) “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.

n) “Environmental Requirements” mean regulations, environmental standards, or certification specifications governing the certification of designs with regard to noise characteristics, exhaust emissions, fuel venting, and fuel efficiency certification of civil aeronautical products.

o) “Exemption” means a grant of relief from a standard of a current regulation when processed through the appropriate regulatory procedure by CASA. Exemption is normally addressed in UK CAA system as a Deviation, see 1.4(l).

p) “Export” means the process by which a civil aeronautical product or part is released from one Participant’s regulatory system to the other.

q) “Equivalent Safety Finding/Equivalent Level of Safety (ESF/ELOS))” means a finding by a Participant that the alternative action taken provides a level of safety equal to that provided by the airworthiness requirements for which equivalency is being sought.

r) “Import” means the process by which an exported civil aeronautical product is accepted or validated by a Participant for use and is subsequently placed under that Participant’s regulatory system.

s) “Limited Validation Type Acceptance Process” means an application process in accordance with CASR 21.029A.

t) “Major change” means any changes which are not classified as minor.

u) “Manufacturer” means a person who, by the Participants’ regulations, is responsible for determining that all civil aeronautical products produced within its production quality system conform to a CASA or UKCAA approved design or established government or industry standard and are in a condition for safe operation. This includes a production organisation.

v) “Minor change” means a change which has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, operational suitability data, or other characteristics affecting the airworthiness of the product or its environmental characteristics.

w) “Operational Suitability Data (OSD)” means the suite of data required to be established by design approval holders under (UK) Part 21 that is considered important for the safe operation of the aircraft type; OSD is approved by the UK CAA under the type certificate/change to type certificate to be used by operators and training Organisations.

OSD consists of the following constituents:

- Minimum syllabus of pilot type training (FCD);
- Aircraft reference data to support the qualification of simulators (SIM D);
- Minimum syllabus of maintenance certifying staff type rating training (MSCD);
- Type-specific data for cabin crew training (CCD); and
- Master Minimum Equipment List (MMEL).

x) “Personnel” means in relation to a Participant, any natural person who is an employee, officer, agent or professional adviser of that Participant.

y) “Australian Parts Manufacture Approval (APMA)” means a combined design and production approval issued for modification or replacement articles. It allows a manufacturer to produce and sell these articles for installation on type certificated/validated products.

z) “Production Quality System” means a systematic process, which meets the requirements of the CA and ensures that civil aeronautics products will conform to the approved design and will be in a condition for safe operation.

aa) “Restricted Type Certificate” a Type Certificate issued when the aircraft shows to comply with specific airworthiness specifications and deviations from the essential requirements but nevertheless ensures adequate safety with regard to the intended purpose.

bb) “Special Condition" means an additional requirement prescribed by the Participants when the airworthiness code for the category of civil aeronautical product does not contain adequate or appropriate rules due to novel or unusual design features, unconventional use of the product, or experience in service with similar products showing that unsafe or inadequate environmental conditions may develop. Special Conditions contain such requirements as Participants finds necessary to establish a level of safety or adequate environmental conditions equivalent to those established in the applicable airworthiness code.

cc) “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 declare conformity of the part and must be published so that any person or organisation who manufactures the part does so in a standard manner.

dd) “TSO” (UKTSO or ATSO) means Technical Standard Order. It is a detailed airworthiness specification issued or adopted by the Participants to ensure compliance with the requirements of respective regulations as a minimum performance standard for specified articles.

ee) “VA” means the organisation within the Importing State charged by the laws of that State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. It will mean CASA for Australia and the UKCAA for the United Kingdom, for the functions and tasks related to design approval.

ff) “Validation” means the VA’s own process as defined herein, for compliance determination of a design, or a design change, as approved or certified by CA.

1.5. Communications

1) The Participants are expected, within the framework of their regular meetings, to discuss draft advisory and guidance materials within the scope of these Technical Implementation Procedures.

2) These Technical 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.

3) Changes by either Participant of its certification or approval system may affect the basis and the scope of these Technical Implementation Procedures. Accordingly, upon notice of such changes, the other Participant may request a meeting to review the need to amend these Technical Implementation Procedures. The Participants are expected to consult with each other on new or proposed changes to the certification standards or specifications for civil aeronautical products.

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

5) The Participants understand that there may be occasional situations where either Participant needs to exchange information directly with an approved organisation or delegate (as applicable) of the other. In such cases, the Participant initiating the contact will notify the other Participant as soon as possible. The Participants are expected to always consult one another on significant validation program decisions.

6) 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.

7) The Participants will:

   a) resolve differences in the interpretation and implementation of these Technical 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; and

   b) expeditiously raise differences that cannot be satisfactorily resolved at the working level to their respective managements, on a progressive level, until a resolution is reached.

8) In the case of conflicting interpretations by the Participants of national laws, airworthiness or environmental regulations, standards, specifications, requirements, or acceptable

means of compliance pertaining to certifications, approvals, or acceptance under these Technical Implementation Procedures, the interpretation of the VA whose national laws, airworthiness or environmental regulations, standards, specifications, requirements, or acceptable means of compliance are being interpreted will prevail.

1.6. Handling of Requests for Proprietary Data and Access to Information/Public Access to Official Documents Information

1.6.1. 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 Personnel, 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, when required by the other Participant, 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 12 (Confidentiality) of the Working Arrangement.

1.6.2. Freedom of Information Act 1998 (“AU FOIA”) Requests in Australia

1) When CASA receives AU FOIA requests to access information, the data is expected to be disclosed to the AU FOIA applicant unless one of the statutory 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 satisfied. An absolute exemption does not require a public interest test.

2) When CASA receives a request based on the AU FOIA process, related to a civil aeronautical product or a civil aeronautical part of a CASA approval holder or a CASA approval holder applicant who is located in the UK, CASA may request the UK CAA’s assistance in contacting the CASA approval holder or applicant to obtain the information necessary to process the request.

1.6.3. Freedom of Information Act 2000 (“UK FOIA”) Requests in the UK

1) When the UK CAA receives UK FOIA requests to release information, the data is expected to be shared with the UK FOIA applicant unless one of the statutory 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 satisfied. An absolute exemption does not require a public interest test.

2) When the UK CAA receives a request based upon the UK FOIA process, related to a civil aeronautical product or a civil aeronautical part of a UK CAA approval holder or a UK CAA approval holder applicant who is located in Australia, the UK CAA will request the CASA’s assistance in contacting the UK CAA approval holder or applicant to obtain the information necessary to process the request.

1.7. Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

The Participants agree to co-operate with each other in relation to accidents and incidents involving parts and products the subject of these Technical Implementation Procedures and

any suspected unapproved parts or products imported from the other State into an VA's State to the extent limited by law applicable to each Participant.

2. DESIGN APPROVAL

2.1. General

1) This section will apply to the initial design approval of civil aeronautical products, the approval of subsequent design changes, and approval of design data used in support of repairs.

2) When the Participants are validating each other's products, they will follow the validation procedures described in Appendix A to these Technical Implementation Procedures.

2.2. Limitations of Design or Design Change Approvals

1) A certificate or an approval issued by either Participant is intended for civil aeronautical parts and products which have, or will have, a civilian application. Civil aeronautical parts and products that are engaged strictly in military activities are not eligible for certification or approval under these Technical Implementation Procedures. Civil aeronautical parts and products that are engaged in search and rescue (SAR), customs and police services may be eligible for certification or approval under these Technical Implementation Procedures, as agreed between the Participants on a case-by-case basis. A Participant may however accept an application for these parts and products under these Technical Implementation Procedures where they perform a dual role, or where special circumstances exist which can be discussed between the Participants, and the part or product has a civil certification basis.

2) An applicant may only submit an application for validation through its Participant to the other Participant. Applications made by the UK applicant for Australian Type Acceptance Certificates are made directly to CASA, while notifying the CAA of the application.

2.3. General Procedures for Validation of a Design or a Design Change

2.3.1. Application submission

The Participants understand that when specified by these Technical Implementation Procedures, an application for approval of a design or a design change will be made using the forms required by the VA, duly completed by the applicant. The relevant application forms can be found in Appendix A.

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.

2.3.2. An application will:

a) be accompanied by the applicable technical data package necessary for the VA to conduct preliminary administrative and technical assessments of the application;
b) be forwarded by the CA to the VA along with a cover letter stating that the application is within the scope of these Technical Implementation Procedures; and
c) be acknowledged formally by the VA, who will provide contact points for the purpose of further communication on the application itself.

2.3.3. Concurrent Certification/Validation

1) For some projects, it is beneficial for the Participants to undertake a concurrent certification/validation process. When doing so, the VA will conduct its activities using the validation procedures outlined in Appendix A, adjusted if necessary by the requirements of the particular project.

2) The Participants will document their decision to undergo a concurrent certification/validation and any adjustments mentioned in paragraph 1) above in a separate document. This documentation will include the details of their work-sharing program necessary to cover both type certification and post-type certification activities.

2.3.4. Projects Involving a Separate State of Design and State of Manufacture

The Participants understand that some of their aviation industry's projects may involve articles designed under one Participant's jurisdiction and manufactured under the other Authority's jurisdiction. In such cases, the Participants will work together to develop and document a working arrangement in accordance with section 8 of these Technical Implementation Procedures. The working arrangement will define their respective roles to ensure that the relevant functions assigned to the State of Design and the State of Manufacture under Annex 8 to the *Convention on International Civil Aviation* ("Chicago Convention") are carried out. Such a working arrangement will address the continued airworthiness roles assigned to the State of Design and the State of Manufacture.

2.3.5. Communications during a Certification, Approval or Validation Project

The Participants will identify primary contact offices or persons, to accommodate early exchange of information and discussion between the Participants and promote continued communications throughout the certification, approval or validation project.

2.3.6. The Participants' Validation Process

1) The Participants will conduct validation activities using the validation procedures contained in Appendix A and with the general principles outlined in paragraph A.1 in mind.

2) The Participants understand that this Section is intended to reduce the number of compliance determinations retained by the VA as much as practicable while respecting regulatory requirements. The validation process is intended to allow:

    a) the VA to issue its design approval based on the CA's design approval and declaration that the type design has been examined and found to comply with the VA's certification basis; and

    b) the VA 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 A.

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

a) Acceptance
    i. Where the VA accepts the CA's approval without issuance of its own approval document.
    ii. No application for validation is required.

b) Validation
    iii. This applies to all design approvals not eligible for Acceptance
    iv. The VA will issue an approval document.

2.3.7. Except when these Technical Implementation Procedures provide for the automatic acceptance of an approval issued by the CA, the completion of the validation process by the VA, 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 CA's approval as equivalent to its own. Any issued approval will be forwarded directly to the holder and a copy provided to the CA.

2.4. Repair Design Approvals

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

a) for the UK CAA, a repair design approval issued by UK CAA or a repair design approval granted by a holder of a Design Organisation Approval; and

b) for the CASA, a repair design approval issued by CASA or granted by a holder of an Approved Design Organisation.

2.5. Coordination Between Design and Production

When a Participant grants a production approval for a civil aeronautical product in its jurisdiction based on design data obtained from a design approval holder in the other Participant's jurisdiction, the Participant will ensure that the design approval holder collaborates with the production organisation as required under Part 21.A.4, Subpart 21.G and 21.K of CASR to ensure:

a) satisfactory coordination of design and production as appropriate:
    i. 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;

    ii. to provide visible statement(s) of approved design data;

    iii. 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

    iv. 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
b) the proper support of the continued airworthiness of the civil aeronautical product.

3. APPROVALS – UK TO AUSTRALIA

3.1. TCs

1) TCs issued by the UK CAA, and in force, for an aircraft, aircraft engine or propeller may be the subject of a limited validation Type Acceptance Process by CASA (Type acceptance certificates for imported aircraft, CASA Advisory Circular 21-30).

2) A major change by the TC holder will be accepted in accordance with CASR Part 21.

3) If the TC and/or TCDS/TCDSN requires re-issue, that will be deemed as a new TC for the purposes of these Technical Implementation Procedures.

3.2. STCs

For CASR 21.114, CASA determines that an STC issued by or on behalf of the UK CAA for an aircraft, aircraft engine or propeller (foreign STC) is equivalent to a STC that could have been issued by CASA and therefore is taken to have been issued by CASA.

3.3. Minor Changes

Minor changes will be accepted by CASA in accordance with CASR Part 21.

3.4. Restricted Type Certificate (RTC)

1) RTCs issued by the UK CAA are eligible for the limited validation Type Acceptance Process by CASA (Type acceptance certificates for imported aircraft, CASA Advisory Circular 21-30).

2) A major change by the RTC holder will be accepted in accordance with CASR Part 21.

3) If the RTC and/or TCDS/TCDSN requires re-issue, that will be deemed as a new RTC for the purposes of these Technical Implementation Procedures.

3.5. Production Approvals

CASA will accept UK CAA production approvals as detailed in section 6 of these Technical Implementation Procedures

3.6. Repair Design Approvals

1) For CASR 21.470(d), CASA accepts that the design for a modification of, or repair to, an aircraft engine, propeller or appliance is taken to have been approved by CASA, if the design is the subject of:

a) a major repair design approval, whether issued by an STC/TC holder or anyone other than the STC/TC holder, and approved by the UK CAA as certificating authority or by an approved organisation under UK law;

b) a major change to major repair design approval issued by an STC/TC holder or by anyone other than an STC or TC holder and approved by the UK CAA as certificating authority or by an approved organisation under UK law; and

c) a minor repair design approval issued by the UK CAA as certificating authority or by an approved organisation under UK law.

3.7. UK Technical Standard Order Authorisation (UKTSOA)

1) UKTSOAs issued by the UK CAA are accepted by CASA in accordance with regulation 21.617 of the CASR. This includes minor and major changes to a TSOA.

2) The Participants understand that the reciprocal acceptance of a UKTSOA under these Technical Implementation Procedures will be conditional upon any applicable deviations or exemptions from a UKTSO being substantiated and approved by CASA in conformity with the requirements of its regulatory system.

3.7.1. Acceptance of Non-UKTSO functions

1) CASA will accept, without further validation, data related to non-UKTSO functions that are integrated into a part approved according to such a UKTSO or a standard accepted by CASA, when:

a) the non-UKTSO functions included in the part do not interfere with the functionality of the appliance and/or its ability to comply with the UKTSO or standard accepted by CASA; and

b) the data provided with the part relative to non-UKTSO functions is valid data, as processed by the UK CAA; and

c) the non-UKTSO functions should be included within the applicant's quality system.

2) The integration of non-UKTSO functions in the aircraft will be certified at the aircraft level and will therefore be validated by CASA as required.

3.7.2. APU with no UK Approval

A TSOA is not required for an APU for which no previous individual UK approval has been granted if the APU was deemed by a Participant's regulations as a part of the configuration of one aircraft type design or STC, and the APU is now proposed for installation on another aircraft type. Such installation can be approved under a UK CAA TC or STC.

4. APPROVALS – AUSTRALIA TO UK

4.1. TCs

1) TCs issued by CASA will be validated by the UK CAA using the procedures outlined in Appendix A.

2) A major change to the type certificate by the TC holder that does not relate to any of the Safety Elements (Appendix A paragraph 2.1 (2) refers) will be accepted by the UK CAA. Validation will be required using the procedures outlined in Appendix A, if it relates to any of the Safety Elements.

3) A major change to the type design by a third party will be validated by the UK CAA using the procedures outlined in Appendix A.

4) If a change to the TC and/or TCDS/TCDSN is required and the change was accepted, an application for administrative validation by any applicant will need to be made to the UK CAA.

5) A TC/TCDS will be issued by the UK CAA.

4.2. STCs

1) STCs issued by CASA as certificating authority that do not relate to any of the Safety Elements (Appendix A paragraph 2.1 (2) refers) will be accepted by the UK CAA. Validation will be required using the procedures outlined in Appendix A, if it relates to any of the Safety Elements.

2) A major change to an STC is deemed as a new STC for the purposes of these Technical Implementation Procedures.

3) An STC will be issued by the UK CAA, when the CASA issued STC is validated by the UK CAA. For such STCs the design approval holder will state the acceptance by the CAA in the STC documentation.

4.3. Minor Changes

Minor changes approved by CASA, or approved by a CASA authorised approved design organisation (ADO) will be accepted by the UK CAA.

4.4. Restricted Type Certificate (RTC)

A RTC issued by CASA will be validated by the UK CAA using the procedures outlined in Appendix A.

4.5. Production Approvals

The UK CAA will accept CASA production approvals as detailed in section 6 of these Technical Implementation Procedures

4.6. Repair Design Approvals

1) The following will be accepted by the UK CAA:

   a) a major repair design approval, whether issued by an STC/TC holder or anyone other than the STC/TC holder, and approved by CASA for the STC/TC holder under Australian law;

   b) a major change to major repair design approval issued by an STC/TC holder or by anyone other than an STC/TC holder and certified by CASA; and

   c) a minor repair design approval issued by CASA as certificating authority or by an approved design organisation.

4.7. Technical Standard Order Authorisation (ATSOA)

1) ATSOAs issued by CASA are accepted by the UK CAA. This includes minor and major changes to an ATSOA.

2) The Participants understand that the acceptance by the UK CAA of a ATSOA under these Technical Implementation Procedures will be conditional upon any applicable limitations, deviations or exemptions from a ATSO being substantiated and approved by CASA in conformity with the requirements of its regulatory system.

4.7.1. Acceptance of Non-ATSO functions

1) The UK CAA will accept, without further validation, data related to non-ATSO functions that are integrated into a part approved according to such a ATSO or a standard accepted by CASA, when:

   a) the non-ATSO functions included in the part do not interfere with the functionality of the appliance and/or its ability to comply with the ATSO or standard accepted by the UK CAA;

   b) the data provided with the part relative to non-ATSO functions is valid data, as processed by CASA; and

   c) the non-ATSO functions should be included within the applicant's quality system.

2) The integration of non-ATSO functions in the aircraft will be certified at the aircraft level and will therefore be validated by UK CAA as required.

4.7.2. APU with no CASA Approval

An ATSOA is not required for an APU for which no previous individual CASA approval has been granted if the APU was deemed by a Participant's regulations as a part of the configuration of one aircraft type design or STC, and the APU is now proposed for installation on another aircraft type. Such installation can be approved under a CASA TC or STC.

4.8. Australian Parts Manufacture Approval

1) The Participants understand that the term *replacement part*, as used in these Technical Implementation Procedures, means a part intended to be installed in place of a part specified in the type design of a civil aeronautical product. The references to a *replacement part approval* in these Technical Implementation Procedures are:

   a) for the UK CAA, a replacement part design approved using an approved design change; and

   b) for Australia, a replacement part design approved using an Australian Part Manufacture Approval (APMA).

2) The UK CAA will accept all CASA APMAs, without further showing, for modification and/or replacement parts for installation on products certified or validated by the UK CAA in the following cases:

   a) the APMA part is not a "critical part" (see definition, paragraph 1.4) and the APMA design was approved via: (a) Identicality without a licensing agreement pursuant to Subpart 21.K of the CASR; or (b) Test reports and computations pursuant to Subpart 21.K of the CASR.

   b) the APMA part conforms to design data obtained under a licensing agreement from the TC or STC holder according to Subpart 21.K of the CASR and the TC has been validated or the STC has been validated/accepted (as applicable) by the UK CAA.

   c) the APMA holder is also the holder of a CASA-issued STC and:

      i. an equivalent UK CAA-issued STC; and
      ii. a UK CAA-issued STC for a critical component and the APMA design was approved via identicality without a licensing agreement; or
      iii. a UK CAA-issued STC for a critical component and the APMA design was approved via test reports and computations; or
      iv. a UK CAA-issued STC for a critical component and the APMA design was approved via identicality with a licensing agreement.

5. ADMINISTRATION OF DESIGN APPROVALS

5.1. General

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

Note: for CASA, the CASR only permits the following can be the subject of a transfer (a) type certificates (b) supplemental type certificates (c) Class II provisional certificate of airworthiness and (d), modification/repair design approvals and approvals granted in accordance with alternative method.

5.2. Transfer of a TC or STC

1) The Participants understand that the transfer of a certificate will comply with their respective requirements:

   a) for Australia, CASA will transfer a certificate only when it has been satisfied that the applicant is able to take over the responsibilities of the certificate holder as outlined in CASR Part 21; and

   b) for the United Kingdom, the UK CAA will transfer a certificate only when it has been satisfied that the applicant is able to take over the responsibilities outlined in UK Part 21.

2) The Participants understand that the responsibilities of the State of Design referred to in this Section are those contained in Annex 8 to the Convention on International Civil Aviation, Airworthiness of Aircraft. Any other responsibilities on civil aeronautical products assigned to the Participants are derived from their respective regulations.

3) The Participants understand that they need to jointly accept the transfer of the State of Design responsibilities. If acceptance cannot be reached, then the affected certificate may be revoked by the incumbent State of Design and the affected ICAO Contracting States notified of such an action.

4) Each Participant will administer the procedures for the transfer of certificates only where an applicant, who is to become the holder, accepts to fulfil responsibilities for both the Participants certificates, and the affected operating fleet. Otherwise, sub-paragraph (3) above applies.

5) The Participants understand that the design data are the property of the certificate holder.

5.3. Transfer Without a Change in State of Design Functions

The Participants understand that the transfer of a certificate between persons located in the UK or within Australia, which does not involve a change in the State of Design functions for the Participants, will be administered according to the requirements of the incumbent State of Design. The Participants will notify each other of any formally completed transfer of a certificate, so that the corresponding certificate issued by the other can be re-issued to reflect the change. The Participants will provide assistance where necessary so that either is satisfied

that the new certificate holder is able to fulfil the roles of a certificate holder under the requirements of the other Participant.

5.4. Transfer With a Change in State of Design Functions

The Participants understand that the transfer of a certificate between persons of different jurisdictions, which involves a transfer of the State of Design functions from one Participant to the other Participant, will be administered according to a transfer plan acceptable to both of them. The purpose of the transfer plan is to describe the process that will be used by the Participants to satisfactorily complete the transfer of a certificate and its associated roles to the new certificate holder and the new State of Design. The transfer plan will be:

a) specific to the certificate being transferred;

b) initiated by the incumbent State of Design; and

c) terminated upon issuance of a certificate by the new State of Design.

For clarity, CASA will issue a new certificate for approvals transferred to a new holder in Australia.

5.5. Transfer Plan and Notification

1) The transfer plan referred to in 5.4 above is expected to be drafted at the beginning of the process and will cater to the size and scope of the certificate being transferred.

2) The plan is expected to establish, but is not limited to:

    a) points of contact for the transfer;
    b) the transfer of design data to the new holder;
    c) the roles of each Participant during the transfer process;
    d) the roles of the holder and applicant during the transfer process;
    e) the civil aeronautical products or type design being transferred;
    f) transfer of knowledge on continuing airworthiness issues;
    g) production issues;
    h) the needed resources and project timelines;
    i) the transfer schedule;
    j) how a request between the Participants for assistance in making additional compliance determinations on the other's behalf will be accomplished;
    k) how to enhance a Participant's understanding of the design;
    l) how procedural differences will be resolved, and how those resolutions will be recorded;
    m) how differences between the original certification basis and the one under consideration may be minimized; and
    n) details about the manufacturing of parts related to the type design.

3) Upon transfer of a certificate, the Participant of the new State of Design will notify all affected ICAO Contracting States of the transfer, the new certificate, the new person in charge of the type design, and the mailing address for submitting reports of failures, malfunctions and defects and other service difficulties.

5.6. Surrender of a TC or STC

If a certificate holder voluntarily surrenders a TC or STC issued by either Participant that has been 'validated' by the VA, that first mentioned Participant will immediately notify the other in writing. This notification is required to include information on the known civil aeronautical products operating in The UK or in Australia, as applicable. The Participant will continue to exercise its continuing airworthiness roles as the State of Design for the surrendered certificate, and inform the other of any identified unsafe conditions until such time as they:

a) reissue the TC or STC to a new holder after the new holder demonstrates competence to fulfil the necessary obligations; or

b) revoke the TC or STC. Prior to termination, the CA will notify the VA of the pending revocation.

5.7. Revocation or Suspension of a TC or STC

1) The Participants understand that if they, as State of Design, take action to revoke or suspend a TC or STC that has been validated by the VA, they will immediately notify the other Participant of their action. Upon such notification, the VA will determine for itself if a corresponding action is warranted.

2) The Participants understand that the CA in revoking or suspending a certificate will provide the VA information on the known civil aeronautical products operated or used in the State of the VA.

5.8. Surrender of an Approval (UKTSOA, ATSO Design Approval, part design approval or Repair Design)

If the holder of a UKTSOA, ATSO Design Approval, part design approval or repair design approval surrenders such an approval and which has been validated by the VA, 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.

5.9. Revocation or suspension of an Approval (UKTSOA, ATSO Design Approval, Part Design Approval or Repair Design)

If a UKTSOA, ATSO Design Approval, part design approval or repair design approval that has been validated by the VA is revoked or suspended, the Participants will immediately notify each other of the action. The Participant that issued the approval will inform the other when an unsafe condition or a non-compliance situation has been identified. The issuing Participant will investigate the unsafe condition or non-compliance situation for corrective action and notify the other of the corrective action.

5.10. Continued responsibility following revocation, suspension or surrender of an Approval

In the case of either a surrender, revocation or suspension of a UKTSOA, ATSO Design Approval, part design approval or repair design approval, the Participant that granted the approval will still oversee the continued airworthiness of the design and those parts and appliances manufactured under its authority.

6. PRODUCTION APPROVAL

6.1. CASA Production Approval

1) Unless otherwise allowed under these Technical Implementation Procedures, all new civil aeronautical products exported to the United Kingdom under the provisions of these Technical Implementation Procedures must be produced in accordance with a CASA production approval issued in accordance with CASR 21.134.

2) A CASA production approval is identified by the issuance of a Production Certificate that contains an approval number and approved limitation record.

6.2. UK CAA Production Approval

1) All new civil aeronautical products exported to Australia under the provisions of these Technical Implementation Procedures are expected to be produced in accordance with a UK Part 21 production approval.

2) A UK CAA production approval is identified by the issuance of a production approval with approval number and any appropriate limitations.

6.3. Extensions of Production Approvals

As the Authority of the State of Manufacture, the Participants may authorise production approval extensions. This includes manufacturing sites and facilities in a third country. The authority of the State of Manufacture remains in charge of the surveillance and oversight of these manufacturing sites and facilities.

6.4. Split State of Design and State of Manufacture

1) For split State of Design and State of Manufacture projects between the UK and Australia, an arrangement pursuant to Section 9 on Technical Assistance. will be required to delineate State of Design and State of Manufacture roles of the Participants.

2) For split State of Design and State of Manufacture projects, for which a third country is the State of Design, the VA will accept new aeronautical products in accordance with the provisions of these Technical Implementation Procedures. If the third country is the State of Manufacture, the VA, will conclude an arrangement with that third country in order to accept the certification for that product.

6.5. Supplier Surveillance Outside the Exporting Country

1) CASA will oversee surveillance and oversight of Australian production approval holders' suppliers located in Australia. Surveillance and oversight may be performed by CASA on behalf of the UK CAA through technical assistance by the Participants.

2) The UK CAA will oversee surveillance and oversight of UK CAA production approval holders' suppliers located in the UK. Surveillance and oversight may be performed by the UK CAA on behalf of CASA through technical assistance by the Participants.

7. CONTINUING AIRWORTHINESS

7.1. General

The Participants will each fulfil the applicable continuing airworthiness obligations assigned to ICAO Contracting States under Annex 8 to the Convention on International Civil Aviation. The functions of 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 obligations and for the timely resolution of in-service safety issues arising from time to time on civil aeronautical products in their respective jurisdictions.

7.2. Continuing Airworthiness Obligations

1) Under ICAO Annex 8, the State 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 State of Design will provide applicable information, which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the VA to ensure continued operational safety of the civil aeronautical product. The VA will review and normally accept corrective actions taken by the State of Design in the issuance of, or as part of, its own mandatory corrective actions.

2) The Participants understand that the State of Design will, upon request, assist in determining any actions considered necessary by the VA for the continued safety of civil aeronautical products operating under its jurisdiction. The VA will decide what the final action to be taken with respect to these civil aeronautical products is.

7.3. Failure, Malfunction and Defect Reporting

Note: For the UK CAA this is contained within Occurrence Reporting obligations.

1) The Participants will perform the following functions for those civil aeronautical products for which they are the State 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 other Participant of known unsafe conditions and necessary corrective actions;

   e) providing the other Participant, 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
iv. making reasonable efforts to resolve issues raised by the VA concerning matters of safety for civil aeronautical products operated or used in its jurisdiction.

Note: For CASA, this information is provided through the CASA Airworthiness Directives web page at: https://www.casa.gov.au/aircraft/airworthiness/airworthiness-directives

For the UK CAA, much of this information is provided through the Airworthiness Directive publishing tool, which can be accessed at: https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/

2) The Participants, when acting as the VA, will perform the following functions:

a) beyond the normal reporting requirements of ICAO Annex 8 4.2.3 (f) for the State of Registry, provide upon request to the CA information on failures, malfunctions, defects and occurrences relating to civil aeronautical products for which the CA is the State of Design;

b) support the CA in investigations of unsafe conditions and their occurrences on the imported aircraft; and

c) advise the CA, if as a result of investigations made by the VA 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 State of Design, as follows:

a) for CASA, directly to the TC or STC holders, who then oversee reporting to the UK CAA PCM as per the applicable CASA procedures; and

b) for the UK CAA, directly to the TC or STC holders, who then oversee reporting to the UK CAA PCM as per the applicable UK CAA procedures.

7.4. Unsafe Conditions and Mandatory Continuing Airworthiness Information

1) The Participants will perform the following activities for the civil aeronautical products for which they function as the State of Design:

a) issue mandatory continuing 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 continuing 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 continuing airworthiness information whenever the CA finds any previously issued mandatory continuing airworthiness information was incomplete or inadequate to fully correct the unsafe condition;

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

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

d) notify the VA of any emergency airworthiness information;

e) assist the VA in defining the appropriate actions to take in the issuance of its own mandatory continuing airworthiness information; and

f) provide the VA with a summary index list of mandatory continuing airworthiness information issued by the State of Design for civil aeronautical products operated or used by the VA.

2) The Participants understand that they may differ as to the finding of an unsafe condition. If such a difference arises, the VA will normally consult with the CA prior to issuing its own airworthiness directive. The CA will work with the TC holder to provide sufficient information, e.g. service bulletins, to the VA in a timely manner for its use in issuing this unilateral airworthiness directive.

3) The Participants understand that the VA may issue its own mandatory continuing airworthiness information to address all unsafe conditions on affected products that have been certified, approved or otherwise accepted by the VA. The VA will respond quickly when the CA issues a mandatory continuing airworthiness information.

7.5. Alternative Means of Compliance (AMOC) to Mandatory Continuing Airworthiness Information

1) If an AMOC of general applicability to an existing Airworthiness Directive (AD) is issued by the CA for its own SoD products, articles, or parts, the CA will electronically notify the VA of the decision.

2) CASA-approved AMOCs for CASA-SoD products are automatically accepted by the CASR to be UK CAA approved provided the following conditions apply:

a) the related CASA AD has been adopted by the UK CAA, or a UK CAA-issued an AD with no deviations from the CASA AD; and

b) the AMOC approval holder is the design approval holder of the product, or of the design change, or of the article or part, as applicable, to which that AD applies, or

c) the AMOC was issued to a CASA design-change approval holder where:

i. compliance to the AD is affected by the design change, and

ii. the intent of the AMOC is to provide the necessary adaptation of the AD compliance method to account for the installed design change.

3) CASA will automatically accept AMOCs for UK-SoD products in accordance with CASR 39.002 (1)(d).

8. EXPORT AIRWORTHINESS APPROVAL

8.1. General

1) The importing Participant will recognise and accept the export airworthiness approval of the exporting Participant when issued in accordance with this section 8.

2) Export airworthiness approvals are to be recognised and accepted when issued in a form and manner prescribed by the exporting Participant as follows:

a) for CASA:

- Export Certificate of Airworthiness for completed aircraft.

- CASA Form 1, Authorised Release Certificate for new aircraft engines, propellers, parts and appliances

b) for the UK CAA:

- Export Certificate of Airworthiness for completed aircraft.

- UK CAA Form 1, Authorised Release Certificate for new aircraft engines, propellers, parts and appliances.

8.2. Certification for Export

8.2.1. Export of New Aircraft

1) The exporting Participant will certify that a new aircraft being exported under these Implementation Procedures:

a) conforms to the type design approved by the importing Participant, as specified in the importing Participant's type certificate data sheet and any additional STCs approved by the importing Participant ;

b) is in a condition for safe operation; and

c) complies with airworthiness directives and additional import requirements of the importing Participant, where notified.

2) The exporting Participant will provide a statement or declaration on the Export Certificate of Airworthiness of its certification in respect of the subparagraph 8.2.1.1 of these Implementing Procedures, and it will include the identification of any exception from the identified approved type design of the importing Participant. The exception from the identified type design will be coordinated in accordance with subsection 8.3 of these Implementing Procedures.

3) The exporting Participant will also provide information on the acoustical configuration of the new aircraft and its noise and emission characteristics necessary for the importing Participant to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.

Note: Where CASA is the exporting Participant, CASA will act as intermediary and obtain the information from Airservices Australia and provide it to the importing Participant.

8.2.2. Export of New Aircraft Engine, Propeller, Appliance and Part other than a Standard Part

1) A new aircraft engine, propeller, appliance, and any part other than a Standard Part being exported under these Technical Implementation Procedures shall be certified that it:

a) conforms to the approved design data;

b) is in a condition for safe operation; and

c) complies with the applicable airworthiness directives of the exporting Participant and any additional import requirements of the importing Participant, where notified.

2) The approved manufacturer of a new aircraft engine, propeller, appliance, and part other than a Standard Part being exported will provide a statement or declaration on the Authorised Release Certificate of its certification in respect of subparagraph 8.2.2(1), including the identification of any exception from the identified approved type design of the importing Participant.

8.3. Export of Used Aircraft

1) A used aircraft under the jurisdiction of the UK or Australia is eligible for export to the other only where the used aircraft, regardless of State of Design, has a design approval granted by the importing Participant.

2) The exporting Participant will certify that a used aircraft eligible under (1) above being exported to the UK or Australia:

a) conforms to the type design approved by the importing Participant, as specified in the importing Participant's type certificate data sheet and any additional STCs approved by the importing Participant;

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 Participant, where notified.

3) The exporting Participant will also provide information on the acoustical configuration of the used aircraft and its noise characteristics, exhaust emissions, and fuel efficiency certification necessary for the importing Participant to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.

Note: Where CASA is the exporting Participant, CASA will act as intermediary and obtain the information from Airservices Australia and provide it to the importing Participant.

4) The exporting Participant will provide a statement or declaration on the Export Airworthiness Certificate or Export Certificate of Airworthiness of its certification in respect of sub-paragraph (3) above, including the identification of any or all exceptions from the identified approved type design of the importing Participant. The exception from the identified type design will be coordinated in accordance with 8.3 below.

5) In the case of (2)(c) above, the importing Participant may request inspection and maintenance records, which include but are not limited to:

a) the original or certified true copy of the Export Airworthiness Certificate or Export Certificate of Airworthiness, issued by the exporting Participant;

b) records, which verify that all overhauls, major changes, and major repairs were accomplished in accordance with data approved in accordance with Section 2 of these Technical 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 repairs, 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 the UK or Australia is the State 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 State of Design.

8.4. Coordination of Exceptions on Export Certificate of Airworthiness

1) Where the exporting Participant identifies a non-compliance to the approved type design of the VA and intends to identify these as exceptions to its export certification, the exporting Participant will, prior to issuing its Export Certificate of Airworthiness, notify the importing Participant of such non-compliance. This notification by the exporting Participant should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate.

2) In all cases, the importing Participant will provide a written confirmation of its acceptance of the non-compliance notified under subparagraph 8.4, 1) of these Technical Implementing Procedures before the exporting Participant issues its Export Certificate of Airworthiness.

8.5. 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 Participant.

8.6. Additional Requirements for Import

The importing Participant may request that additional requirements be complied with as a condition of import. These will be notified to the importing Participant in advance. Nevertheless, the following are required:

a) *Instructions for Continued Airworthiness (ICAs):* ICAs and maintenance manuals having airworthiness limitation sections must be provided by the TC or STC holder.

b) *Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List:* An approved Aircraft Flight Manual, including all applicable supplements, must accompany each aircraft. The aircraft must also have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment.

c) *Logbooks and Maintenance Records:* Logbooks and maintenance records must accompany each aircraft (including the aircraft engine, propeller, rotor, or appliance).

8.7. New Parts

1) Each part exported will have an Authorised Release Certificate or equivalent. The importing Participant will accept the exporting Participant's Authorised Release Certificates, or equivalent, when each part:

    a) Conforms to the applicable importing Participant's approved design data and is in a condition for safe operation; and

    b) Meets all additional requirements prescribed by the importing Participant, in paragraph 8.6, as notified.

2) When parts are shipped under direct ship authorisations, the accompanying exporting Participant's Authorised Release Certificate, or equivalent documentation, must indicate

that the responsible manufacturing/production approval holder has authorised direct shipment.

3) For an APMA part that will be installed on a product which has been certified or validated by the UK CAA, one of the following statements should be written in the remarks block of the CASA Form 1, as applicable:

   a) For an APMA part which is not a "critical part" (see definitions, paragraph 1.4), the following statement should be written in the remarks block of the CASA Form 1: "This PMA part is not a critical component."

   b) For an APMA part conforming to design data obtained under a licensing agreement from the TC or STC holder the following statement should be written in the remarks block of the CASA Form 1:

      "Produced under licensing agreement from the holder of [INSERT TC or STC NUMBER]."

   c) If the APMA holder is also the holder of the UK CAA STC design approval which incorporates the APMA part into an UK CAA certified or validated product (see paragraph 3.4), the following statement should be written in the remarks block of the CASA Form 1:

      "Produced by the holder of the UK CAA STC number [INSERT THE FULL REFERENCE OF THE UK CAA STC INCORPORATING THE PMA].

9. TECHNICAL ASSISTANCE

9.1. General

1) To support the safe and efficient integration of new and emerging technologies into existing aviation systems, the Participants agree to provide technical assistance through collaborative efforts including under the NAA Network. This includes the exchange of type certification data, research findings, and identified safety risks, facilitated by appropriate legal frameworks. The Participants will adopt a risk-based approach to validation, focusing on mutual acceptance of low-risk items and minimising duplication of effort. This cooperation aims to promote international alignment of safety standards and guidance, enhance regulatory resilience, and support the evolving field of new and emerging technologies.

2) A Participant may request assistance from the other when significant activities are conducted in either the UK or Australia. The request will be subject to mutual consent and resource availability of the assisting Participant.

3) 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.

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4) The Participants will use their own policies and procedures when providing such technical assistance to the other, unless it is understood that other technical arrangements take precedence. Types of assistance may include, but are not limited to, the following:

   a) Certification and Validation Support; or

   b) Conformity and Monitoring Support; or

   c) Airworthiness Certification Support.

9.2. 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 jurisdiction.

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 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 in which the design approval applicant is located. The applicant will oversee establishing the conformity of each test article prior to the conduct of the test.

4) Test witnessing activities may require the development of a plan agreed between the Participants based on the complexity and frequency of the requested certifications. In coordination with the requesting Participant these activities may be delegated to authorised persons or approved organisations.

5) When there is no plan agreed between the Participants, 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) A Participant's request for conformity of the test set-up and/or witnessing of tests will be sent electronically to the other.

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.

9.3. 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 UK CAA or CASA office.

9.4. Conformity Certifications during Design Approval

1) A Participant, depending upon the country in which a supplier is located, may request prototype part conformity certifications from the other as appropriate.

2) Only 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 plan agreed between the Participants based on the complexity of the requested certifications. Conformity certifications may be delegated, when agreed with the requesting Participant, to authorised delegates or approved organisations.

3) Upon completion of each conformity certification conducted on each other's behalf, the Participants will complete and return all documentation as notified and in accordance with the delegation or authorisation received from the instructing Participant. 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. The Participants expect to receive a report about each deviation before the appropriate CASA or UK CAA form is issued.

9.5. Airworthiness Determination

Neither conformity certification on prototype parts as per paragraph 9.4 above, nor inspections on production parts (per paragraph 7.2.1) are expected to be construed as being an export airworthiness approval, since a conformity certification does not constitute a determination of airworthiness. Airworthiness determinations remain the responsibility of the design holder and/or manufacturer and the exporting authority.

9.6. Request for Information

Each Participant may request the disclosure or review of any data concerning any organisation participating in this arrangement from the other Participant from time to time. Disclosure of information is subject to applicable statutory or other requirements relating to privacy or confidentiality, or both.

9.7. Investigation and Enforcement

1) The Participants have decided, subject to applicable laws and regulations including each Participant's privacy legislation, to provide mutual co-operation and assistance in any investigation or enforcement proceedings of any alleged or suspected violation of any laws or regulations under the scope of this Technical Arrangement. In addition, each Participant will notify the other promptly of any investigations when mutual interests are involved.

2) The Participants retain the right to take enforcement action within their jurisdiction. However, in some cases, a Participant may choose to review a remedial action taken by the other Participant. The enforcement consultation process under this Technical Arrangement will be subject to a regular joint review, and for Australia is subject to its coordinated enforcement processes.

3) Where it is not otherwise inappropriate to do so and subject to each Participant's privacy legislation, the Participants may jointly investigate any serious airworthiness issues, including major defects and related incidents and accidents for matters within the scope of these Technical Implementation Procedures, by mutual consent, and with reasonable prior notice.

10. SIGNATURE AND COMING INTO OPERATION DATE

These Technical Implementation Procedures will become effective on 1 September 2026.

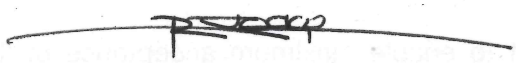
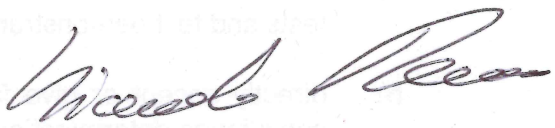
These Technical Implementation Procedures may be amended by the Participants upon their mutual consent; and

Administrative and editorial changes may be made by the contact points after mutual consultation.

Either Participant may terminate these Technical Implementation Procedures by giving 60 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 Chantilly, VA, on 15 June 2026

signed by	signed by
	
Richard Stocker	Giancarlo Buono
National Manager, Airworthiness and Engineering Branch for and on behalf of the Civil Aviation Safety Authority of Australia	Group Director, Safety and Airspace Regulation Group for and on behalf of the Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland
Date: 15 JUNE 2026.	Date: 15 June 2026

APPENDIX A — Validation Procedures

A.1 General Principles

A.1.1. General Principles – Level of Involvement

1) The purpose of this Annex is to provide a route by which a design or design change which has been determined as compliant by CASA may be approved by the UKCAA without the need for a detailed, extensive and in-depth re-examination of the airworthiness of the design.

2) Where it has been determined that the design will be automatically accepted by the UKCAA no documentation will be issued.

3) The Participants understand that the scope of technical validation can vary in depth and scope proportionate to the nature of the design or change. The objective of this Appendix is to enable the UK, to satisfy import requirements by placing greater reliance on the approval or findings of compliance by CASA. To achieve this objective and without prejudice to their own obligations under their respective regulations and policies, the Participants will:

   a) work to eliminate redundant reviews of reports, duplication of inspections, tests and test demonstrations, evaluations and approvals; and

   b) directly accept or give full credit to enable maximum acceptance of the compliance determinations made by the other.

A.2 Safety Elements

A.2.1. Safety Elements review

1) The UKCAA will establish the scope of its technical review based upon the applicability of the Safety Elements provided below. The UKCAA will rely, to the maximum extent possible, on CASA to make compliance determinations on its behalf.

2) If one or more of the following Safety Elements is applicable, the UK CAA will conduct a Technical Validation, in line with the principles outlined above in A.1.1.

   a) novel technology or features with which the UK CAA is not familiar, or a novel application of existing technology in a manner with which the VA is not familiar, and that has an appreciable effect on safety;

   b) new Means of Compliance (MOCs), or novel application of existing MOCs in a manner with which the VA is not familiar where the change has an appreciable effect on safety

   c) significant standards differences and Safety Emphasis Items (SEIs) for non-European designs may be used as a guide for validation (available on the UK CAA website: https://www.caa.co.uk/commercial-

industry/aircraft/airworthiness/type-design-approvals/safety-emphasis-items-sei/);

d) sensitive issues usually associated with an accident or incident on a civil aeronautical product with similar design features;

e) unconventional use of a civil aeronautical product, for which it was not originally designed and that have an appreciable effect on safety

f) significant major change in aircraft type;

g) application of Certification Review Items (CRIs) or issue papers (this includes for example, Special Conditions, deviations, exemptions or Equivalent Safety Finding/ Equivalent Level of Safety (ESF/ELOS))and that have an appreciable effect on safety;

h) acoustical or emissions changes; or

i) new standards with which the UKCAA has no or limited past experience.

A.3 Application Processes

The validation process requires an application to the UKCAA and issuance of a UKCAA design approval. Early coordination with the Participants is encouraged to facilitate development of scope and timeline of validation projects.

A.3.1. Application

1) Upon receipt of an application for validation from an industry applicant, CASA will send it to the UKCAA after CASA has verified that:

   a) the civil aeronautical product, design change or repair design is within the scope of Section 4 of these Technical Implementation Procedures, and

   b) is not eligible for acceptance.

2) All applications must be submitted by CASA, who will ensure that the package (named the "Data Package") contains the following information, as applicable:

   a) A cover letter from CASA identifying the following:
      i. applicant requested timeline;
      ii. if it is a Streamlined or Technical Validation; and
      iii. a description of the criteria that led to the Streamlined or Technical Validation categorisation.

   b) A completed UKCAA application form

   c) Issue papers or Certification Review Items raised during CASA's certification activities related to the Safety Elements (paragraph A.2);

Note: Application for the validation of TCs and STCs should be completed as indicated on the UKCAA website: https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/validation-of-design-approvals

3) Acknowledgement of Application

The UKCAA will notify CASA of the subsequent procedures for the validation and its proposed certification basis. Upon payment of any applicable fees, the VA will begin working on the project.

A.4 Validation Process

The Participants understand that the UKCAA will use the following procedures for its approval of a TC or a design change to a civil aeronautical product that is type certified, or has been previously validated. The Participants will use this procedure as a guide and may decide to vary it depending on project complexity and applicant capability.

A.4.1 Application for a validation of a TC or STC

1) An application for a validation of a TC or STC may be submitted for a civil aeronautical product:

   a) that has been issued a TC by a Participant (SoD) / State of Design of Modification (SoDM) of the product;

   b) for which one of the Participants is the SoD / SoDM for the design change; and

   c) for which one of the Participants has approved the design or design change through the issuance of its own TC or STC.

2) Prior to communication with the UKCAA, CASA will ensure that each application contains the following information (this is known as the Data Package):

   a) the data required and a description of the design change (as applicable), in accordance with Part 21.A.113(a) and (b) for the UK CAA, including information outlining a link to the TC holder or adequacy of the applicant's own resources (for STCs) in accordance with Part 21.A.115 (b);

   b) a copy of CASA's TC or STC that identifies the certification basis upon which the design approval was based. In the absence of the STC, CASA should submit the document that defines the certification basis;

   c) the date of application for a TC or STC to CASA;

   d) the applicant's requested date for completion of the TC or STC;

   e) the applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness and environmental requirements;

f) any other technical data requested by the UKCAA in order to proceed with the application, including but not limited to the following:

i. Compliance Checklist;
ii. Aeroplane/Rotorcraft Flight Manual Supplement;
iii. Master Documentation List/Master Drawing List;
iv. Manufacturing and Installation Instruction Drawings;
v. Weight and Balance data; and
vi. Instructions for Continued Airworthiness.

3) The Participants and the applicant may accept that additional technical data be submitted directly by the applicant to the UKCAA.

a) if known at the time of application, CASA will ensure that an application contains the following:

i. a description of all novel or unusual design features known to the applicant or CASA, which might necessitate issuance of Special Conditions or may require a review of the acceptable means of compliance;

ii. all known or expected exemptions or deviations, or equivalent level of safety findings relative to CASA's standards for design approval that might affect compliance with the applicable UKCAA's airworthiness and environmental standards; and

iii. available information on Australian based customers and delivery schedules.

4) An application may only be submitted electronically by CASA to the UKCAA using the details listed in paragraph A.4.1 (2) above.

A.4.2 Review of Initial Documentation

The UKCAA's appointed Project Certification Manager (PCM) will review the application package outlined in paragraph A.4.1 (2) above for completeness and consult with CASA and applicant for additional information as necessary.

A.4.3 Establishing the Certification Basis

1) For the purpose of supplemental type certification by the UKCAA, the certification basis will be developed by the applicant:

a) using the UKCAA'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 TC or STC of similar design and service history. These requirements are defined for the UK CAA in Part 21.A.101.
b) using the date of application to CASA for the TC/STC, as the date that is to be used for the purpose of determining the UKCAA's certification basis;

c) using, in the case of a design change involving an acoustical or emissions change, the applicable environmental requirements of the UKCAA in effect on the date of application to the UKCAA.

2) The UKCAA may elect to include Special Conditions in the certification basis based on its knowledge of new technologies and any unique or unconventional features or intended unconventional usage of the civil aeronautical product as presented by the applicant. The certification basis may need to be changed during the validation process as the UKCAA's knowledge of the design increases.

A.4.4 Operational Suitability Data (OSD)

1) The Participants acknowledge that, according to the UK regulatory framework, OSD is a component of the UK type certification and it is recorded as part of the certification basis within the Type Certificate Data Sheet (TCDS). Design changes can also impact the approved OSD. The Participants further acknowledge that CASA does not utilise OSD and instead uses Instruction for Continued Airworthiness (ICA). The UK CAA and CASA have therefore decided that the relevant constituents of OSD, if applicable, will be provided directly to the UK CAA for approval, without CASA involvement.

2) UK Part 21 identifies the OSD as consisting of the following:

a) Flight Crew Data (FCD): the minimum syllabus of pilot type rating training, including determination of type rating;

b) Simulator Data (SIM D): the definition of scope of the aircraft validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification;

c) Maintenance Certifying Staff Data (MCSD): the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;

d) Cabin Crew Data (CCD): determination of type or variant for cabin crew and type specific data for cabin crew;

e) Master Minimum Equipment List (MMEL); and

f) other type-related operational suitability elements.

A.4.5 Technical Familiarisation

1) A TC or STC validation requires that the UKCAA familiarise itself with the civil aeronautical product in detail, the applicant, and the certification activity of CASA.

2) A technical familiarisation session will be held when requested by the UKCAA. It may include a briefing (remote or in-person) to obtain initial detailed information regarding the characteristics of the design, the certification conducted or proposed, and the certification basis by CASA. It will be used to:

a) determine whether an on-site review will be required (i.e. the applicant's site will be visited); and

b) provide an opportunity for the UKCAA's aircraft certification personnel to brief the applicant and CASA about the UKCAA's airworthiness and environmental requirements applicable to the given civil aeronautical product, its certification and validation procedures and policies.

3) The PCM of CASA, in consultation with the UKCAA, will draw up an agenda for the familiarisation meeting, and coordinate the necessary arrangements for conducting the familiarisation meeting.

4) The depth of UKCAA technical familiarisation within each applicable Safety Element is guided by paragraph A.2 of Appendix A.

5) The UKCAA review of compliance determinations, including review of any compliance documents, must be identified in the Work Plan along with the associated justification, and approved by UKCAA management.

6) If at the conclusion of the technical familiarisation, the UKCAA has no outstanding issues and is able to delegate to CASA all compliance determination, the UKCAA will inform CASA that this is the case and that no further involvement is necessary. A Validation Work Plan (VWP) does not need to be produced in this case.

A.4.6 Establish a Validation Work Plan

1) Following the completion of the technical familiarisation, the PCM of the UKCAA will prepare a plan that outlines what the validation will consist of. A validation work plan will, as a minimum:

a) identify who the accountable technical specialists of the UKCAA, CA and the applicant are;
b) identify the validation schedule or milestones;
c) identify areas for UKCAA general and/or technical familiarisation including the identification of any unique features of the product;
d) for in-service products, identify any applicable Airworthiness Directives and service history;
e) identify CASA's certification basis (airworthiness and environmental requirements as applicable);
f) identify the UKCAA's proposed certification basis;
g) identify any Special Conditions, issued or proposed, and understand the means of compliance;
h) identify any findings of Equivalent Level of Safety, issued or proposed, and determine acceptability;
i) identify any Exemptions or Deviations, issued or proposed, and determine acceptability;
j) with reference to the applicable Safety Elements, identify areas for Technical Validation;
k) identify areas the UKCAA wishes to retain compliance determination and those that may be delegated to CASA;

l) outline the manner or method by which the UKCAA will conduct its validation. These may include ground or flight testing/witnessing, environmental testing and data review;
m) request the Flight Manual for acceptability;
n) request Instructions for Continued Airworthiness including the Structural Repair Manual as applicable;
o) request information on any Airworthiness Limitations; and
p) request the OSD, as applicable.

2) An initial validation work plan will be provided to the PCM of CASA, who in turn will coordinate with the applicant to undertake requested activities or provide the requested information. The validation work plan may be revised at any time.

A.4.7. Environmental Testing and Approval

1) The UKCAA will review compliance demonstration plans and reports necessary to make a determination of compliance with its environmental requirements, giving due consideration to any compliance determination that CASA has provided, or is able to make, on its behalf.

2) In the absence of any delegation of its functions related to environmental testing and approval to CASA, the UKCAA may:

a) review and approve environmental certification compliance demonstration plans for noise, fuel venting and exhaust emissions;
b) evaluate the measurement and analysis methods and practices, and data correction procedures of the applicant for aircraft noise and emission certification;
c) review and approve any equivalent procedures to be used by the applicant during testing, data processing, data reduction, and data analysis;
d) verify the conformity of the test article;
e) witness the compliance demonstration test; and
f) review and approve compliance demonstration reports.

A.4.8 Review of CA and applicant documentation and visits

1) In accordance with the Validation Plan, the UKCAA's technical specialists will review the technical documentation supplied by the applicant, and communicate, as necessary, with their counterpart specialists from CASA and the applicant through its PCM.

2) Items of concern or requiring further clarification on the applicant's substantiation or the conduct of the certification activity by CASA will be documented and notified by the UKCAA to CASA through the PCM.

3) The PCMs of the Participants will coordinate the resolution of these items to the satisfaction of the UKCAA, and document the decision reached between them. Differences on technical issues are expected to be resolved at the technical level as much as possible, but are expected to be raised promptly to the Participants' management on a progressive level to avoid potential delays in the validation schedule.

4) When the PCM of the UKCAA finds that significant technical or documentation concerns persist and resolution is not possible, the PCM may consider amending the

validation plan to include, for example, an on-site review of the specific area of concern. A revision to the validation plan to include an on-site review of the specific area of concern will be required to be coordinated with CASA.

5) In any case, during a review of the documentation, it may become apparent that a visit to the applicant's facility by a team of technical specialists from the UKCAA is required. The aim should be for the UKCAA to conduct its activities during a single comprehensive visit.

6) The PCM of the UKCAA will coordinate any visits with the applicant and CASA, and relay team composition, the schedules and specific goals. The counterpart specialists from both CASA and the applicant will be made available to the visiting validation team for the duration of the visit(s). Visits should take place as early as possible in the validation schedule in order to permit timely design changes.

7) A formal debrief should take place at the conclusion of any visit or if not possible, findings or observations should be communicated to the applicant and CASA shortly thereafter. The PCMs of the Participants will coordinate the resolution of any outstanding findings or observations to the satisfaction of the UKCAA and document the decision reached.

A.4.9. Concluding the Validation

1) The UKCAA will notify CASA upon completion of its validation exercise and indicate its readiness to issue a corresponding approval of the design change. The UKCAA will then issue its corresponding approval for the TC or STC in accordance with these Technical Implementation Procedures A.4.10.

2) The PCMs of both CA and UKCAA, including the applicant, may meet after the conclusion of the validation if there are areas of further discussion or if sharing of information would be beneficial.

A.4.10. Issuance of the Type Certificate or Supplemental Type Certificate

The UKCAA will issue a TC or STC for a civil aeronautical product when:

a) the applicant has demonstrated and declared compliance to the UKCAA's certification basis;
b) CASA has issued a statement of compliance to the UKCAA's certification basis;
c) CASA has issued its own TC or STC for the product; and
d) the UKCAA has completed its validation procedures for a TC or STC outlined above.

A.4.11. Certificates for Special-Purpose Operations

The Participants understand that when a TC or STC intended for an aircraft to be configured or reconfigured for use in a special-purpose operation, and the proposed configuration is not eligible for a standard Certificate of Airworthiness, the UKCAA may validate such a design change on a case-by-case basis. In such a case, the Participants will agree on a procedure.

A.4.12 Administrative Validation

For administrative updates or design changes that do not affect Safety Element criteria but require an amendment to the validating TC and/or TCDS/TCDSN, an application shall be made to the UK CAA for Administrative Validation through the following website: https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/validation-of-design-approvals/

A.5 Operational and maintenance considerations

A.7.1 Evaluation of Operational and Maintenance Aspects

1) The Participants will evaluate the operational and maintenance aspects of the TC, STC, and repair design using their own internal procedures, or using a common procedure that provides for a single assessment acceptable to both Participants.

2) Acceptance or validation, as appropriate, of ICA, will be determined by the VA. The CA will review the ICA unless the VA indicates otherwise. Changes to ICA which have not been approved by the CA will be validated by the VA using the Technical Validation procedures above.

A.6 Manuals approval

A.8.1 Initial Approval of Manuals

The Participants understand that the CA will submit to the VA for review and acceptance all Approved Manuals as part of the validation procedures outlined in this Appendix.

A.8.2 Changes to Approved Manuals

Changes to Approved manuals are accepted without further showing by both Participants where the relevant design has been validated or accepted by one or the other.

A.8.3 Authorisation to Approve

The authorisation of a Participant to sign on behalf of the other will be required to be documented clearly between the appropriate persons or offices in charge of the Approved Manuals.

APPENDIX B: ACRONYMS

AD	Airworthiness Directive
AMOC	Alternative Means of Compliance
APMA	Australian Parts Manufacture Approval
APU	Auxiliary Power Unit
ATSOA	Australian Technical Standard Order Authorisation
TSO	Technical Standard Order
CA	Certificating Authority
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
CCD	Cabin Crew Data
CMR	Certification Maintenance Requirements
CRIs	Certification Review Items
ELOS	Equivalent Level of Safety
ESF	Equivalent Safety Finding
FCD	Flight Crew Data
FOIA	Freedom of Information Act
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
MMEL	Master Minimum Equipment List
MOCs	Means of Compliance
MSCD	Maintenance Certifying Staff Data
NAA	National Aviation Authority
OSD	Operational Suitability Data
PCM	Project Certification Manager
RTC	Restricted Type Certificate
SAR	Search and Rescue
SEI	Safety Emphasis Items
SIM D	Simulator Data
SoD	State of Design
SoDM	State of Design of Modification
STC	Supplemental Type Certificate
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
UAS	Unmanned aircraft systems
UK CAA	Civil Aviation Authority (CAA) of the United Kingdom of Great Britain and Northern Ireland (United Kingdom)
UK	United Kingdom of Great Britain and Northern Ireland (United Kingdom)
UKTSO	UK Technical Standard Order
ATSO	Australian Technical Standard Order
UKTSOA	UK Technical Standard Order Authorisation
VA	Validating Authority
WA	Working Arrangement

APPENDIX C: SUMMARY OF REVISIONS

Revision no.	Date	Details of Revision
Original	15 June 2026	