PARTS MANUFACTURER APPROVAL PROCEDURE

1. General

A. Purpose

This procedure prescribes the procedure to issue Parts Manufacturer Approval, PMA.

B. General

This procedure is applicable for any producer that would like to fabricate the replacement or modification parts which are installed on the Type Certificated (or Supplemental Type Certificate) product.

(1) PMA may be obtained for replacement parts for TSOA articles that are approved as part of a product type design. Approval of a part that would constitute a major design change to the TSOA article, cannot be done under PMA and would require a new TSOA.

(2) **Exceptions.** A PMA is required except as described below.
   (a) Parts produced under a type or production certificate.
   (b) Parts produced by an owner or operator for maintaining or altering his own product.
   (c) Parts produced under a Technical Standard Order.
   (d) Standard parts conforming to CAA accepted industry or international standards/specifications.

C. Parts Manufacturer Approval – General

(1) An applicant is entitled to a Parts Manufacturer Approval for a replacement or modification part if -- the CAA has found that the applicant has shown compliance with the applicable airworthiness requirements and has established the fabrication inspection system.

(2) The applicant should show that the parts design comply with the applicable airworthiness standards. The method for design approval can be sought as follows:
   (a) Licensing Agreement: The applicant should submit an appropriate document from the TC holder authorizing use of the submitted data package.
   (b) Supplemental Type Certificate (STC): The part design has been approved through the STC.
   (c) Identicality: The applicant should show that the design is identical in all

respects to the design of the part covered under an approved design.

(d) Test and Computation: The applicant shows through tests and computations that the design of the part meets the airworthiness requirements applicable to the product on which the part is installed. The applicant should assure that no interference with mating or adjacent hardware occurs and that the part performs its intended function.

(3) When the applicant applies PMA for the part, which is installed on the product certified by the Foreign Authority. The applicant may submit the technical assessment document obtained from the TC holder to show the applicability for installing that PMA part on the product.

D. Responsibility

(1) Certification Team: In charge of all the certification affairs regarding engineering data approval and fabrication inspection system evaluation.

(2) Principal Inspector: The CAA will assign an ASI who is in charge of all the certification management affairs of the PMA holder after the issuance of the PMA certificate.

E. Definition

(1) Critical Part: The parts, when if failed, omitted, or non-conforming, may cause significantly degraded airworthiness of the product during takeoff, flight, or landing.

(2) Life-Limited Part: The part which has an established replacement time, inspection interval, or related procedure specified in the applicable Civil Aviation Regulations, Airworthiness Standards or Technical Standard Order.

(3) Life Management Program: Approved program established by the applicant to assure the continued airworthiness of a life-limited part.

(4) Installation Eligibility: On which type certificated products a part produced under PMA may be installed.

2. Pre-Application Phase

Refer to the "Certification Issuance Procedure" for the specific tasks in this phase.

3. Formal Application

A. The applicant shall submit the "Application for PMA"(CAA Form ACS-P05-01),

as prescribed in “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 15, to the CAA, if he would like to apply for the PMA to produce a modification or replacement part for sale for installation on a type certificated product.

B. The application should include the following information:

(1) Factory Registration, License for Profit Seeking Enterprise (Copies)

(2) Statement of Conformance (CAA Form ACS-P06-02)

(3) Part Design Data

(4) Quality Control System Description (including Quality Manual and relevant quality procedures etc.)

C. The application form shall be filled out the following information:

(1) The name and address of the manufacturing facility

(2) Applicant’s part number

(3) Model eligibility: If applicable, listing all the serial numbers of the products, on which the part may be eligible to be installed.

(4) PAH’s part number: If applicable, list the PAH’s drawing number and revision.

D. The method for design approval should be specified in the application form. Then the applicant submits the required data to the CAA. The following statements should be furnished in the “Statement of Conformance”:

(1) Licensing Agreement: If the design approval is sought by the licensing agreement, the applicant should submit an appropriate document from the TC holder. And the applicant should state, “The design of the item described above complies with applicable civil aviation regulations and airworthiness requirements. And the licensing agreement document provided by the TC or STC holder is provided.” in the “Statement of Conformance”.

(2) STC: If the design approval is sought by the STC, the applicant should state, “The design of the item described above complies with applicable civil aviation regulations and airworthiness requirements. And the copy of the STC certificate is provided.” in the “Statement of Conformance”.

(3) Identicality: If by identicality, the applicant should state, “The design of the item described above complies with applicable civil aviation regulations and airworthiness requirements. And the design is identical in all respects to the design of the part covered under an approved design.” in the “Statement of

Conformance”.

(4) Test and Computation: If by test and computation, the applicant should state, “The design of the item described above complies with applicable civil aviation regulations and airworthiness requirements. And all design, materials, processes, test specifications, system compatibility, and interchangeability are supported by an appropriate test and substantiation plan for review and approval.” in the “Statement of Conformance”.

E. Regardless of the basis upon which PMA is sought, the application must include all the design and quality data that meet the requirements as follows:

(1) **Drawings and Specifications** necessary to how the configuration of the part: Drawings and specifications should address dimensions and tolerances, materials, and processes necessary to define all design characteristics of the part.

(2) **Inspection and Test Procedures.** For parts determined to be critical and/or life-limited parts, the demonstration of the manufacturing process, inspection and test procedures is required. If the application is based upon identicality or STC, necessary manufacturing test procedures should be submitted to demonstrate the above. If the application is based upon test and computation both design and manufacturing test procedures should be submitted.

(3) **Test Results.** The CAA may require the applicant to perform inspections, tests, and provide the test results necessary to show the airworthiness of parts produced in conformity with the proposed design. If the application is based upon identicality, submit test results necessary to demonstrate that the airworthiness of the part (as originally approved) are not altered by the manufacturing methods and processes as performed by the applicant. If the application is based upon test and computation or STC, both completed design and manufacturing test results can be submitted.

(4) **Design Change Control** (addressing both performance and fabrication). The applicant should describe the methods and controls for addressing any changes to design, and for implementation into the manufacturing process.

(5) **Airworthiness Limitations.** For life-limited parts, the methodology necessary to accurately assess fatigue life must be established.

(6) **Life Management Program**. Depending upon the critical nature of the part, to assure the continued airworthiness of the PMA part, the applicant must also provide for CAA approval a Life Management Program to comply with applicable civil aviation regulations and airworthiness requirements. The program should provide for detailed records of all aspects of the

manufacturing cycle maintained for the entire life of the part and should provide details of how to segregate an affected population, if necessary. In-service part usage must be continually maintained and design assumptions continually reviewed against the in-service experience. If a failure condition is identified, the applicant must have procedures to identify the problem, develop the corrective action(s), and implement action(s) into the field in an appropriate time frame.

(7) **Part Marking.** Part marking information is necessary to be insured that complies with applicable marking requirements in the "Regulations Governing the Certification for Aviation Products, Appliances and Parts" Attachment 21, and will not interfere with airworthiness considerations.

(8) **Installation Eligibility.** Detailed identification of and information on the part sufficient to demonstrate understanding of where the part goes, on which products it may be installed (make, model, series, and if appropriate serial number), how it relates to the next higher assembly of which it is a part, and the consequences for the next higher assembly and the product if the part should fail.

(9) **Other Requirements.** As prescribed in the applicable emission and noise requirements.

F. **Special Requirements - Test and Computation Applications**

(1) Certification Basis. If by test and computation, the applicant should show that the part design complies with applicable airworthiness requirements. The certification basis for the PMA part is the same as that for the product on which the part is to be installed.

(2) To show compliance with the applicable airworthiness standards under test and computation, the applicant must provide either a comparative or a general analysis, supported by an appropriate test design and results. In either case, the analysis must be supported by the engineering assessment of the consequences to the next higher assembly and the product, should the part fail to perform its intended function.

(a) Comparative Analysis. The applicant may demonstrate by comparative analysis that the part is equal to or better in functional design than the design of the type certificated or TSOA part that would be replaced. The applicant should thoroughly analyze the type-certificated part and compare it with the proposed PMA part, report all differences and provide sound technical justification for these differences.

(b) General Analysis. The applicant may demonstrate by general analysis

that the functional design of the part otherwise meets the requirements of all applicable airworthiness standards. This analysis should discuss how the part meets each of the Federal Aviation Regulations or specific TSO functional requirements and address material composition and condition, fabrication, configuration, and interface with other parts.

(3) Testing. Testing should be related to the criticality and complexity of the part. The component testing and/or flight testing, if required, must be designed to test the performance and durability of the part to the extent required by applicable airworthiness standards. If the flight is necessary, it should be done in accordance with an approved procedures specified in related Job Functions. The applicant should identify the number of test units, unit identification, test conditions and duration, test criteria, test safety control, and control of test procedures. To accomplish this, the applicant shall submit a test plan for CAA approval. Following CAA approval and completion of conformity inspection, the applicant shall conduct the test(s), which may be witnessed by the CAA. Following the test, the applicant will submit a test report. This report should include an analytical evaluation of the test results and a comparison of these results to the test standard. One of the following should be used as a test standard against which the adequacy of the PMA part will be measured:

(a) A new (zero time since new) part from the TC holder tested under the same procedures and conditions as the applicant's part.

(b) Verification that the part meets each applicable civil aviation regulations or specific TSOA (as determined by previous Civil Airworthiness Regulations analysis).

(c) Other tests deemed acceptable by the CAA.

G. Part Marking Requirements

Parts produced under a PMA must be permanently and legibly marked in a manner prescribed in the applicable marking requirements of the “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 21.

(1) **Part Numbering.** The applicant's part should be numbered such that it is distinguishable from the specific TC holder's part number. The TC holder's part number with a prefix or suffix is sufficient for this purpose. For a supplier to a PAH in which the supplier's part number is used by the PAH, the PMA holder may use the same part number as the design approval holder.

(2) In the case of a part based on an STC, the identification of

installation-eligible type certificated products must include reference to the STC on the shipping document. In the case of parts that have been identified as critical components, the part must be marked with a part number or equivalent, and serial number or equivalent.

(3) The identifying marks should be included on the design data and reviewed as part of the CAA engineering approval of the design, in part, to establish that the location and process of identification does not degrade airworthiness compliance.

(4) Parts that are Impractical to Mark. In cases where the part is found to be too small (or to have other characteristics that make it impractical) to mark all (or any) of the information on the part, the information not marked on the part must be put on a tag that is attached to the part or marked on the container for the part. If the number of type certificated products on which the part is eligible for installation is too long to be practical to include with the part, or if the list is likely to change over time, the tag or container may refer to a readily available manual or catalog made publicly available by the applicant for part eligibility information.

(5) If a PMA is granted for an assembly, detail parts of the assembly sold separately must also be accompanied by shipping document containing the information required by applicable marking requirements in the “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 21 and reference the assembly PMA part number.

H. Fabrication Inspection System (FIS)

The applicant must establish and maintain a FIS and describes in the quality system description. The quality system description document will be approved by CAA.

(1) The FIS must comply with the requirements prescribed in the “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Article 51 and Attachment 16.

(2) All referenced documents must be submitted as part of the FIS description. If procedures or data are kept at or controlled by the original design/production approval holder under a contractual arrangement with the applicant, the applicant must demonstrate contractual provisions or provide other appropriate written assurance of the procedure for communicating design and manufacturing changes to the applicant.

(3) The applicant should also demonstrate that termination of the contractual

relationship would not affect the applicant's ability to maintain compliance with the established FIS.

I. Maintenance Instruction/Instruction for Continued Airworthiness. The applicant must furnish a complete set of Instructions for Continued Airworthiness (IFCA) prepared in accordance with the airworthiness requirements applicable to the product. The PMA applicant must furnish data sufficient to determine that the IFCA will continue to be valid for the product with the PMA part installed.

4. Review

A. After the CAA confirms the acceptance of the project, a certification team will be assigned to review the PMA application.

B. The review process consists of two stages. The first stage is the design review. The part design will be approved after design review. Then the FIS will be verified for production approval. Once both stages are completed and satisfied, the CAA will issue the PMA certificate. The detailed process will be prescribed as follows.

5. Design Approval

A. The certification team will review the design data to determine if those data comply with the applicable civil aviation regulations and airworthiness requirements. The review items are as follows.

(1) General considerations. Irrespective of the method by which an applicant chooses to show compliance, each application must be carefully reviewed to determine whether the applicant can ensure:
   (a) Compliance with the applicable airworthiness requirements.
   (b) Those materials conform to the specifications in the design.
   (c) That the part conforms to the drawings in the design.
   (d) That the applicant has demonstrated that the manufacturing processes, construction, and assembly conform to those specified in the applicant's design.
   (e) Continued airworthiness under the applicable airworthiness requirements, including reporting requirements under the “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Article 3, for the manufactured part and the product upon which the part is installed.

(2) Verification of installation eligibility. If by licensing agreement or STC, a licensing document or letter from the design approval holder will be sufficient

to show eligibility. If lacking of those documentation, the CAA should consider all evidence submitted by the applicant and may check other documents including the type design Master Drawing List in making its finding. The IPCs should be used in conjunction with other data (examples include: service bulletins, maintenance manuals, technical publications index, and/or master drawing list). In certain instances, where safety is not impacted by the installation, the IPC may be used as the sole means of verifying installation eligibility. When the IPCs are used as the sole means of verification the authenticity of the IPCs should be verified. The IPC shall not be used to make any engineering finding leading to approval of the applicant's design data, or to determine part conformity.

(3) Service history considerations. Depending on the criticality of the part, the CAA may perform an in-depth review of the service history of the part. For all parts the CAA will verify that the part is not the subject of an Airworthiness Directive (AD), other continued airworthiness problem(s), or subject to an incident or accident investigation where the part may be causal. If the part is subject to one of the above, and the design is identical or substantially identical in a material way to the problem, then the following guidelines should be used:

(a) If there is an AD that removes the TC holder's part from service, immediately or in the future, the PMA application should be rejected.

(b) If the CAA or the foreign aviation authority is currently developing or considering development of an AD to remove the TC holder's part from service, the CAA should delay the processing or reject the PMA application.

(c) If an incident or accident is under investigation where the TC holder's part may be causal, the processing of the PMA application should be delayed until the part is cleared.

(d) If an AD calls for repetitive inspections but prescribes no terminating corrective action (e.g., modification or replacement of the part) and if the repetitive inspections are intended to catch failures that may occur before the part reaches the published service life, the CAA should reject the application for PMA to prevent the repeat of the problem.

(e) For a part that is not identical or substantially identical to the TC holder's part, the CAA should determine whether installation of the applicant's part would create an unsafe condition.

(f) The fact that the TC holder issues an Alert Service Bulletin to remove a part from service does not in and of itself exclude issuance of a PMA.

(g) If the part is experiencing service difficulties and the corrective action is pursuing with the TC holder, the application for PMA should be rejected.

(4) Life-limited parts. Irrespective of the method under which an applicant seeks a PMA, a life-limited part must be substantiated in accordance with paragraph 3E(2) and 3E(3). The substantiation must establish the life limits and airworthiness of that part.

(5) **Special considerations--Identicality.**

(a) The CAA will determine that the design of the part for which PMA is requested is identical in dimension, tolerances, materials, processes, and specifications to the design of the part covered under a type certificate.

(b) Some part designs may contain features that have nothing to do with form, fit, or function or being airworthy. Some of these features may include; color, tighter tolerances, etc. It may not be necessary that these features be identical.

(c) Before the design approval, the CAA will make sure that the applicant can produce the part, which will meet the airworthiness requirements, based on the data package. Otherwise the PMA may be granted if the applicant has shown on the basis of tests and computations that the part meets all applicable airworthiness requirements.

(d) Minor design change and material review board authority may be exercised under PMA granted on the basis of identicality when the applicant submits a license agreement or other evidence that he has been granted such authority by the TC holder.

(6) If the applicant pursues the design approval by identicality based on evidence of a licensing agreement, the evidence of licensing agreement from the TC/STC holder must include written permission for the applicant to use the design data to apply for PMA. The written permission should include the following information, as appropriate:

(a) Product model, name, and TC number.

(b) The PMA applicant is authorized to use the design data, identified by part name and drawing number and revision level.

(c) Information on the authority of the PMA applicant to use the TC holder's part number and other part marking information as appropriate.

(d) Information on the parts eligibility for installation.

(e) The minor changes to the part will be controlled through the TC/STC holder's quality assurance process.

(7) **Special considerations--Test and Computation.**

(a) The CAA will carefully review the showing of compliance through the test and computation method, in coordination with the original CAA responsible design review personnel, to assure adequate substantiation of the civil aviation regulations and airworthiness requirements. For critical and life limited parts, program coordination with the CAA certificating personnel is required to determine whether it is appropriate to the nature of the part (criticality) and whether the part is currently eligible for the use described in the application.

(b) When the applicant apply PMA for the part, which is installed on the product certified by the foreign authority, the CAA may review the technical assessment document from the TC holder to ensure the applicability for installing that PMA part on the product.

(c) **Reverse Engineering Considerations:** The reverse engineering process uses techniques that vary widely and produce diverse results. The process alone is inadequate to characterize and compare a new original part to a proposed replacement. An applicant’s challenge entails selecting the processes and techniques that are appropriate to the part’s complexity. Reverse engineering alone is enough to duplicate simple parts. However, complex parts may need other substantiating information to show equivalency between original and PMA parts. The applicant usually considers the following when using reverse engineering:

- **Sample Size.** Typically these samples are new, unused parts from approved and traceable sources (for example, purchase orders, FAA airworthiness tag, and so on). The sample size varies with design complexity and key attributes that define a part. Use enough samples to correctly represent the essential characteristics of a design. These essential characteristics include nominal dimensions, tolerances, material properties, fabrication processes, and so on. Sampling used parts may provide some characteristics that do not deteriorate during use, such as material composition, grain size, grain flow and depth of case hardening.
- **Dimensional Tolerances.** Variations in the sample measurements and accepted engineering practices determine the tolerances in part dimensions. The resulting tolerances for the PMA part should not exceed the minimum and maximum dimensions measured on the sampled approved parts. Exceeding these limits requires substantiation.
- **Materials.** Various tests and documentation from the PAH holder or

supplier define the material composition of a part. Usually the PMA part materials are equivalent to the materials for the original part including the base part, any subparts, added welds, and coatings. However, an applicant may propose and substantiate alternate materials and processes that are at least equivalent. A qualified laboratory can provide thorough destructive testing for at least the following information:

(i) Composition of each material in the part,

(ii) Material properties (that is, strength and fatigue characteristics, hardness, grain structure, and so on),

(iii) Form of material (that is, casting, forging, bar stock, sheet, and so on), and

(iv) Use of special processes (that is, nitriding, heat treat, shot peening, and so on) and resulting effect on material properties.

* **Weight and Mass Properties.** The mass properties of a part are often significant to its function and impact on the associated product. To assess the effects on the next higher assembly and product, the reverse engineering process compares these properties. This assessment accounts for weight differences between the proposed part and the original part to ensure the absence of detrimental effects. For example, a small weight increase in compressor blades can affect disc life.

(8) In evaluating any data package, consideration should be given the following areas:

(a) Manufacturing and Process Specifications. Manufacturing procedures and process specifications may affect the airworthiness of the part. If the applicant's detail drawings reference the TC holder's process specifications, those specifications must be submitted. As the data package is reviewed, coordination with the original CAA certificating personnel may be necessary to determine what effect these specifications may have on the airworthiness of the design or to a finding of identicality.

(b) Source Control Drawings. The applicant must have satisfactory and verifiable control procedures included in the Fabrication Inspection System for vendor supplied items prior to issuance of the PMA. Source control drawings must be carefully evaluated to determine whether the applicant has appropriate control over the configuration and manufacture of the part. The applicant must submit all applicable detail drawings and specifications for evaluation of the sources listed on source control

drawings.

B. The certification team may record the nonconformity finding in the “Issue Record (CAA Form ACS-P06-04)” after reviewing the documentation and request the applicant to submit the supplemental data or corrective actions. Then the engineering data is approved through the “Technical Data Review Form (CAA Form ACS-P06-03)”.

C. Once engineering data is approved, any change should be submitted to the CAA for further approval.

6. Production Approval

A. Following approval of the design, the certification team will review the applicant’s fabrication inspection system (FIS). The FIS will be evaluated in accordance with the criteria contained in the “QASEP Evaluation Job Function”.

B. The on-site evaluation will be conducted in the applicant’s facility (and the supplier’s facility, if necessary) to determine the compliance with the applicable PMA quality system requirements in the “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Article 51 and Attachment 16.

C. After document review of the quality control system description of FIS and relevant manufacturing and process specifications, and after on-site evaluation of the Applicant’s FIS, the quality control system description of FIS and relevant manufacturing and process specifications will be approved through the “Technical Data Review Form (CAA Form ACS-P06-03)”.

7. PMA Certificate Issuance

A. After the design and production approval, all the design data and the quality control system description of FIS are evaluated in compliance with the applicable civil aviation regulations and airworthiness requirements and will be approved by CAA. Then the CAA will issue the PMA certificate.

B. If the issuance of PMA certificate is rejected, the CAA will prepare a formal rejection letter to notify the applicant.

C. In the cover page of the PMA certificate, there will be a statement to certify that the PMA applicant “Meets the Civil Act requirements that applicable to the following listed parts: See the Continuation Sheet(s) for Approved Parts List”. Therefore, before issuing of the PMA certificate, an “Approved Parts List” shall be prepared and include the following items: Parts Description, Approved

Replacement for Part Number, Model Eligibility and Approved Date. When the parts in the list has been added or cancelled, the cover page of PMA certificate as well as the “Approved Parts List” will be reissued.

8. Certificate Management for the PMA Holder

A. After the issuance of the PMA certificate, a Principal Inspector, (PI) will be assigned to be in charge of all the certificate management activities and keep all the surveillance records.

B. PMA certificate management includes ongoing and random surveillance. The ongoing surveillance includes product audit, QASEP Audit, PI evaluation and supplier control audit and is conducted on a continuing basis. The random surveillance is accomplished on an as-required basis and includes the following tasks: change control review as prescribed in Section 9, service difficulty investigation, suspected unapproved part (SUP) investigation as well as compliance and enforcement investigation etc. The random surveillance can be also conducted to ensure that appropriate corrective actions have been taken for all noncompliances identified at a PAH facility. The unscheduled PI or QASEP audits, supplier control audits, product audits are also performed if needed. Please refer to related Job Functions for the detailed working items.

C. For the part exported or shipped for domestic use under the PMA certificate, an Authorized Release Certificate is required.

D. The PMA holder has the responsibility to maintain the established FIS, and keeps the following records:

(1) The complete technical data for each PMA part number, including the design drawings and specifications.

(2) The complete inspection records to make sure that all the inspections and tested are carried out in accordance with the applicable requirements.

The technical data as listed in above item (1) shall be retained until the parts is no longer produced. Inspection records as listed in above item (2) must be retained in the manufacturer's file for a period of at least 2 years.

E. A Parts Manufacturer Approval is not transferable and is effective until suspended, withdrawn or otherwise terminated by the CAA.

F. The PMA holder should follow the applicable PMA requirements in the “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Article 51 and Attachment 16 and is under the supervision and inspection

of the CAA. The corrective actions are required for the non-conforming CAR finding. Otherwise, the CAA to execute the fines, suspension or termination of the PMA certificate.

9. Change Control

A. If the design approval is granted by showing the identicality, the PMA holder should submit the data regularly regarding minor change for the CAA acceptance. For the major change (or minor change for the critical parts), the PMA holder should submit the new application by “Application for PMA (CAA Form ACS-P05-01)” as prescribed in “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 15 and the change data to the CAA for approval. After the evaluation is completed, the CAA will revise the PMA approved parts list.

B. If the PMA holder would like to add the new eligible product model for granted PMA part, the applicant should follow the requirements as prescribed in the paragraph 3E (especially the 3E(8)) and 3I and submit the “Application for PMA Form (CAA Form ACS-P05-01)” as prescribed in “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 15 to the CAA for approval. The CAA will form the team (if possible, the original certification team), including the PI, to review the application package. After reviewing submitted data, the CAA will re-issue the PMA certificate to add the new eligibility for that PMA part. The PMA holder should add the new eligibility in the part marking in accordance with the paragraph 3G requirements.

C. IF the PMA holder would like to produce the new item in established FIS, he should submit the “Application for PMA (CAA Form ACS-P05-01)” as prescribed in “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 15 for the CAA approval. The review process as the same as the original PMA approval. After the application package is approved, the CAA will re-issue the PMA certificate to add the new PMA item in the certificate.

D. For any change of the quality system, the holder of a PMA shall notify the CAA the change in the quality control system description of FIS. The PI will conduct necessary document review or on-site evaluation on the changes. If the change is considered minor, the change in the quality control system description of FIS will be submitted to the CAA for acceptance. If the change is considered major, the change in the quality control system description of FIS will be submitted to the CAA for approval. The criteria to determine major or minor could be

defined in relevant quality control system description document before the first issuance of PMA certificate. The CAA will discuss with the PMA holder to revise that criteria when necessary.

E. The holder of a Parts Manufacturer Approval shall notify the CAA by submitting the “Application for PMA (CAA Form ACS-P05-01)” as prescribed in “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 15 within 10 days from the date the manufacturing facility at which the parts are manufactured is relocated or expanded to include additional facilities at other locations. The CAA will conduct on-site evaluation and approve the revised quality control system description of FIS. If the facility relocation or expansion result in the change of PMA holder address, the PMA certificate will be revised and re-issued. This requirement also applies to supplier facilities, but only to those who furnish parts or related services where a determination as to the safety and conformity to the approved design is not made upon receipt at the approved receiving facility.

F. If the name of the PMA holder is changed and the impact to the FIS is minor, the PMA holder should submit the “Application for PMA (CAA Form ACS-P05-01)” as prescribed in “Regulations Governing the Certification for Aviation Products, Appliances and Parts” Attachment 15 to change the holder’s name in the PMA certificate.

G. For the major change on the quality system, the PMA holder should submit the new application form for CAA approval.

10. Reference

FAA Order 8110.42 Parts Manufacturer Approval Procedures.