

Regulations Governing the Certification for Aviation Products, Appliances and Parts

Promulgated on March 2, 2000.

Amendment to Articles 15 and 16, promulgated on September 19, 2000.

Amendment to Articles 1, 12 and Attachments, promulgated on December 23, 2005.

Amendment to Article 15, promulgated on August 28, 2007.

Amendment to all Articles, and promulgated on August 22, 2008.

Amendment to Articles 2, 3, 3-1, 28, 29, 30(deleted), 31, 32, 36, 37, 39, 49, 50, 51, 53, 53-1, 54, 55, 56, 58, 59, 60, 61, 62, 63, 66, 67, 69, 70 and Attachment 5, 5-1, 9, 10-1, 11, 17, 21, and promulgated on January 31, 2013.

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Chapter 1 General

Article 1

The Regulations are established pursuant to the provisions of Paragraph 4, Article 9 of the Civil Aviation Act.

Article 2

In the Regulations herein, the definition of the terms referred hereinafter shall be:

- 1) “Appliance” means major components of aviation products and the failure of which will endanger the operation safety of the product.
- 2) “Part” means parts and components that are used on aviation products and appliances.
- 3) “Type Certificate (TC)” means a design approval issued when the applicant demonstrates that a product complies with the applicable regulations.
- 4) “Supplemental Type Certificate (STC)” means a design approval issued by the Civil Aviation Administration (CAA) approving a major design change for a type certificated aviation product when the applicant demonstrates that the design change complies with the applicable regulations.
- 5) “Type Validation Certificate (VTC)” means a design approval issued by the CAA approving an imported aviation product when the applicant demonstrates that the product complies with the applicable regulations.
- 6) “Production certificate” means an approval to manufacture duplicate products

under a type certificate or a supplemental type certificate.

- 7) “Parts Manufacturer Approval (PMA)” means a combined design and production approval for modification and replacement parts for installation on type certificated products.
- 8) “Technical Standard Order (hereinafter referred to as TSO)” means the minimum performance standards that CAA prescribes for TSO articles.
- 9) “Technical Standard Order Article (Hereinafter referred to as TSO Article)” means parts or components that are found to meet a specific TSO.
- 10) “Technical Standard Order Authorization (TSOA)” means a combined design and production approval issued by the CAA for a TSO Article when the applicant demonstrates that the design change complies with the applicable regulations.
- 11) “Production Approval Holder (PAH)” means a manufacturer who holds a production certificate, a parts manufacturer approval, or a technical standard order authorization.
- 12) “Airworthiness Directive (AD)” means a notification issued by the CAA or other national civil aviation authorities to aircraft owners and operators of a known safety deficiency with a particular aviation product, equipment, component or parts and the necessary actions that they shall comply with. An AD is issued when an unsafe condition exists in a product, equipment, component or parts and the condition is likely to exist or develop in other products, equipment, components or parts of the same design.
- 13) “Normal Category Aircraft” means an aircraft which satisfies the conditions below and is certified as a normal category aircraft by the CAA or by the civil aviation authority of the design state of the aircraft and intended for non-acrobatic operation:
 - (a) airplane that has a seating configuration, excluding pilot seats, of nine or less and a maximum certificated takeoff weight of 5700 kg or less; or
 - (b) helicopter that has a maximum certificated takeoff weight or maximum weight of 3180 kg or less.
- 14) “Acrobatic Category Aircraft” means an airplane has a seating configuration, excluding pilot seats, of nine or less and a maximum certificated takeoff weight of 5700 kg or less and is certified as an acrobatic category airplane by the CAA or by the civil aviation authority of the design state of the aircraft.
- 15) “Utility Category Aircraft” means an airplane has a seating configuration, excluding pilot seats, of nine or less and a maximum certificated takeoff weight of 5700 kg or less and is certified as a utility category airplane by the CAA or by the civil aviation authority of the design state of the aircraft.
- 16) “Commuter Category Aircraft” means an airplane has a seating configuration,

excluding pilot seats, of 19 or less and a maximum certificated takeoff weight of 8640 kg or less and is certified as a commuter category airplane by the CAA or by the civil aviation authority of the design state of the aircraft. The commuter category airplane is intended for non-acrobatic operation.

17) “Transport Category Aircraft” means an aircraft certified as a transport category aircraft by the CAA or by the civil aviation authority of the design state of the aircraft. The Transport Category Airplane is intended for non-acrobatic operation.

18) “Free Balloon” means a non-power-driven lighter-than-air aircraft which is used for manned operation and type certificated by the CAA or by the civil aviation authority of the design state of the balloon. Free Balloon includes gas free balloon and hot air free balloon.

Article 3

The holder of a Type Certificate (TC), a Supplemental Type Certificate (STC), a Parts Manufacturer Approval (PMA), a Technical Standard Order Authorization (TSOA), or the licensee of a Type Certificate shall report to the CAA any failure, malfunction or defect during operation in any product, parts, or article, that has left its quality system and that it determines has resulted in any of the occurrences listed in this article. The initial report shall be made in a prescribed form to the CAA within 24 hours after it has determined that the malfunction, failure, or defect required to be reported has occurred.

- 1) Fires caused by a system or equipment failure, malfunction, or defect;
- 2) An engine exhaust system failure, malfunction, or defect which causes damage to the engine, adjacent aircraft structure, equipment, or component;
- 3) The accumulation or circulation of toxic or noxious gases in the crew compartment or passenger cabin;
- 4) A malfunction, failure, or defect of a propeller control system;
- 5) A propeller or rotor craft hub or blade structural failure;
- 6) Flammable fluid leakage in areas where an ignition source normally exists;
- 7) A brake system failure caused by structural or material failure during operation;
- 8) A significant aircraft primary structural defect or failure caused by any autogenous condition (fatigue, corrosion, under-strength, etc.);
- 9) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
- 10) An engine failure;
- 11) Any structural or flight control system malfunction, defect, or failure which causes an interference with normal control of the aircraft for which derogates the flying qualities;

12) A malfunction or failure of more than one airspeed, attitude or altitude instrument during a given operation of the aircraft;

13) A complete loss of more than one electrical power generating system or hydraulic power system during a given operation of the aircraft.

Whenever the investigation of an accident or service difficulty report shows that an article manufactured under the holder of a Type Certificate (TC), a Supplemental Type Certificate (STC), a Parts Manufacturer Approval (PMA), a Technical Standard Order Authorization (TSOA), or the licensee of a Type Certificate shall report to the CAA the results of its investigation and any action taken or proposed by the manufacturer to correct that defect. If action is required to correct the defect in existing articles, the manufacturer shall submit the data necessary for the issuance of an appropriate airworthiness directive to CAA.

Article 3-1

From 14 November 2013, an organization responsible for the type design or manufacture of aircraft shall implement a safety management system acceptable to the CAA that, as a minimum:

- 1) identifies safety hazards;
- 2) ensures the implementation of remedial action necessary to maintain agreed safety performance;
- 3) provides for continuous monitoring and regular assessment of the safety performance; and
- 4) aims at a continuous improvement of the overall performance of the safety management system;

The safety management system shall clearly define lines of safety accountability throughout the organization responsible for the type design or manufacture of aircraft, including a direct accountability for safety on the part of senior management and comply with the requirements prescribed in Attachment 5-1.

Article 4

An applicant for Type Certificate (TC), Supplemental Type Certificate (STC), Technical Standard Order Authorization (TSOA) governed by the applicable requirements of the airworthiness standards, may petition the CAA (Attachment 2) for a temporary or permanent exemption from certain provisions of the airworthiness standards for technical reasons.

Article 5

For international cooperation on aviation product design, manufacture or assembly,

the certification shall be in accordance with the regulations herein unless an arrangement between CAA and the foreign authority(ies) involved is otherwise established.

Article 6

Appliances imported shall be certificated or validated in accordance with the regulations herein unless an arrangement between CAA and the foreign authority(ies) involved is otherwise established.

Chapter 2 Type Certificate

Article 7

When applying for approval of a type design of any aircraft product, the applicant should submit the application form (See Attachment 3) to CAA for approval. An applicant is entitled to a type certificate (See Attachment 4) for an aircraft product if his/her application is approved by CAA.

An application for an aircraft type certificate must be accompanied by a three-view drawing of that aircraft and available preliminary basic data. An application for an aircraft engine type certificate must be accompanied by a description of the engine design features, the engine operating characteristics, and the proposed engine operating limitations.

Article 8

An applicant for a type certificate must show that the aircraft product concerned meets the applicable requirements that are effective on the date of application for that certificate except the noise, fuel venting and exhaust emission requirements that have been prescribed in other existing regulations.

An application for type certification of transport category aircraft is effective for five years, and an application for any other type certificate is effective for three years, unless an applicant shows at the time of application that his/her product requires a longer period of time for design, development, and testing, and the CAA approves a longer period.

Article 9

Each person who proposes to change a type certified product must apply for a new type certificate in accordance with Article 7, if CAA finds that the proposed change in design, power, thrust, weight, engine rating limitation or speed limitation is so extensive that a substantially complete investigation of compliance with the applicable regulations is required.

Article 10

Each applicant must allow CAA to make any inspection and, upon request by CAA, make any inspection, flight and ground test necessary to determine compliance with the applicable requirements. Each applicant must carry on all necessary inspections and tests necessary to ensure that--

- 5) The product concerned complies with the applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements;
- 6) Materials and products conform to the specifications in the type design;
- 7) Parts of the products conform to the drawings in the type design; and
- 8) The manufacturing processes, construction and assembly conform to those specified in the type design.

Except as approved by CAA, the applicant should submit to CAA a statement, certifying that the requirements stipulated in subparagraph (2)~(4) of the first paragraph of this Article have been complied with, prior to his/her submission to CAA for inspection or conduct any flight test or ground test requested by CAA,

Except as approved by CAA, no change may be made to an aircraft product between the time that compliance with subparagraph (2)~(4) of the first paragraph of this Article is shown for that aircraft product and the time that it is presented to the CAA for test.

The type design, as cited in the first paragraph of this Article, consists of

- 1) The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the requirements applicable to the product;
- 2) Information on dimensions, materials, and processes necessary to define the structural strength of the product;
- 3) The Airworthiness Limitations section of the Instructions for Continued Airworthiness as required by applicable airworthiness standards;
- 4) Any other data necessary to allow, by comparison, the determination of the airworthiness, noise characteristics, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

Article 11

When performing the flight tests as required in Article 10 of the regulations herein, each applicant must abide by the requirement enclosed in Attachment 5.

Article 12

Each applicant for a utility, acrobatic, commuter or transport category aircraft type certificate must provide a person holding an appropriate pilot certificate who has undertaken sufficient training to make the flight tests required by the regulations herein.

Article 13

Each applicant for a utility, acrobatic, commuter, or transport category aircraft type certificate must submit a report to CAA showing computations and tests that are required--

- 1) In the connection with the calibration of instruments used for test purposes and;
- 2) In the correction of test results to standard atmospheric conditions.

CAA may require the applicant to conduct any flight test that it finds necessary to check the accuracy of the report submitted under the first paragraph of this Article.

Article 14

An applicant is entitled to a type certificate for an aircraft product, if CAA determines that an application of type certificate submitted in accordance with Article 7 of the regulations herein fulfills the followings:

- 1) The applicant has submitted the type design, test reports, and computations necessary to show that the product to be certificated meets the applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements and any other applicable airworthiness provisions;
- 2) The type design complies with--
 - a) The applicable airworthiness requirements and that any airworthiness provisions not complied with are compensated for by factors that has been approved by CAA to provide an equivalent level of safety and;
 - b) Other applicable noise, fuel venting, and emissions requirements, if exist;
- 3) No feature or characteristic makes it unsafe exists.

Article 15

For foreign aviation products that are certified by the cognizant Aviation Authorities to be imported for civil aviation operation, the holder of the type certificate shall apply to CAA for a type validation certificate (VTC, see Attachment 7) in accordance with type validation procedure (See Attachment 6) unless an arrangement between CAA and the foreign authority (ies) involved is otherwise established.

Article 16

When petitioning for transfer of type certificate, the grantor shall provide CAA both the original type certificate and the transferring agreement. A revised type certificate will be issued to the grantee when the said petition is approved by CAA.

Article 17

The holder of a type certificate for an aircraft may apply to CAA for—

- 1) Production Certificate per Chapter 5 of the regulations herein;

- 2) Airworthiness certificates per Chapter 6 of the regulations herein;
- 3) Approval of replacement parts for that product.

In the case of aircraft engines, or propellers, the holder of a type certificate may apply to CAA for approval for installation on certificated aircraft.

Article 18

The holder of a type certificate for an aircraft product shall, in a timely manner, furnish the complete Instructions for Continued Airworthiness and its amendments, as specified in the applicable airworthiness standards, to CAA and all owners of the aircraft product involved.

The holder of a type certificate for an aircraft shall establish the maintenance program which includes a corrosion prevention program, to ensure the structural integrity of that aircraft.

Chapter 3 Changes to Type Certificates

Article 19

Changes of type design are classified as follows:

- 1) A "minor change" is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, noise, fuel venting, and emissions, or other characteristics affecting the airworthiness of the product.
- 2) All other changes are "major changes".

Article 20

Minor changes in a type design can be undertaken only after the holder of the type certificate has received CAA approval for minor design change. When such design change has been completed, the holder of the type certificate should provide CAA with all the related substantiating and technical data. In addition, the holder of type certificate shall return the original type certificate to the CAA and apply for revising type certificate, if deemed necessary.

Article 21

In the case of a major change in type design, the applicant must submit substantiating data and necessary descriptive data, along with a statement that the changed type design complies with the requirement stipulated in Article 23 of the regulations herein. The major change of type design can only be undertaken after CAA approval. In addition, the holder of type certificate shall return the original type certificate to CAA and apply for revising type certificate, if deemed necessary.

Article 22

When the issuance of an Airworthiness Directive for a type certified aircraft product is deemed necessary by CAA, the holder of the type certificate must submit appropriate design changes to CAA for approval. When approved, the holder shall make information on the design changes available to all operators of same type of product.

When a design change to the type design of type certified aviation product is deemed advantageous to enhance the flight safety of that product, as determined by CAA or by the holder of the type certificate, the holder of the type certificate may submit appropriate design changes to CAA for approval. Upon approval, the holder shall make information on the design changes available to all operators of same type of product.

Article 23

An applicant for changes to type design, operation limitations, Type Certificate Data Sheets (TCDS) and restrictions relating to the type certified aircraft product, must show that the changed product complies with the airworthiness requirements applicable to the category of the product in effect on the date of the application for the change and/or any other applicable noise, fuel venting and exhaust emission requirements.

Except as provided in the first paragraph of this Article, if an applicant shows that the amendment of a regulation and/or that a CAA previously granted equivalence of safety, as in effect on the date of application of original type certificate, brings no significant impact on flight safety, the previously defined requirement may be kept in effect, if approved by CAA, for the changed product.

Chapter 4 Supplemental Type Certificates

Article 24

Any person who alters a product by introducing a major change in type design, not great enough to require a new application for a type certificate under Article 9 of the regulations herein, shall apply to the CAA for a supplemental type certificate, except that the holder of a type certificate for the product may apply for amendment of the original type certificate in accordance with the requirement stipulated in Chapter 3 of the regulations herein. The application must be made on the appropriate form, including all the relevant design data. An applicant is entitled to a supplemental type certificate for an aircraft product (See Attachment 8) if his/her application is approved by CAA. The requirements of Article 23 must be complied with.

Article 25

When petitioning for the transfer of a supplemental type certificate, the grantor shall

provide CAA both the original supplemental type certificate and the transferring agreement. A revised supplemental type certificate will be issued to the grantee when the said petition is approved by CAA.

Article 26

The holder of a supplemental type certificate for an aircraft may apply to CAA for—

- 1) Production Certificate per Chapter 5 of the regulations herein;
- 2) Airworthiness certificates per Chapter 6 of the regulations herein;
- 3) Approval of replacement parts for that product.

In the case of aircraft engines, or propellers, the holder of a supplemental type certificate may apply to CAA for approval for installation on certified aircraft.

Article 27

The holder of a supplemental type certificate shall, in a timely manner, furnish the complete Instructions for Continued Airworthiness and its amendments, as specified in the applicable airworthiness standards, to CAA and all owners of the aircraft product involved.

The holder of a supplemental type certificate for an aircraft shall establish the maintenance program which includes corrosion prevention, to ensure the structural integrity of that aircraft.

Chapter 5 Production Certificate

Article 28

Any manufacturer may submit company and factory registration certificates and a document describing its organization, manufacturing facilities and locations, to apply for a production certificate if he holds, for the product concerned a:

- 1) Current type certificate;
- 2) Right to the benefit of that type certificate under a licensing agreement; or
- 3) Supplemental type certificate.

Article 29

The applicant must show that he has established and can maintain a quality system in compliance with the requirements prescribed in Attachment 9 for any product, for which he requests a production certificate and must provide a quality manual describing its quality system to the CAA for approval, so that each product will meet the design provisions of the pertinent type certificate and is in a condition for safe operation.

Article 30 (deleted)

Article 31

An applicant is entitled to a production certificate (Attachment 10), if the CAA finds, after examination of the supporting document, quality system data and after inspection of the organization and production facilities, that the applicant has established and maintained compliance with the requirements of Article 29 of this chapter, to ensure that each product produced meets the design requirements under the type certificate.

A production certificate is not transferable.

Article 32

The holder of a production certificate must notify the CAA in writing within 10 days, of any change to the quality system and the change that may affect the inspection, conformity, or airworthiness of its product. CAA may request any inspection and testing. The production certificate holder must obtain CAA approval before making any changes to the location of any of its manufacturing facilities.

Article 33

The holder of a production certificate desiring to amend it to add a type certificate or model, or both, must apply therefore in a form and manner prescribed by the CAA. The applicant must comply with the applicable requirements of Article 29 and Article 32 of this chapter.

Article 34

Each holder of a production certificate shall allow the CAA to make any inspections and tests necessary to determine compliance with the applicable regulations.

Article 35

The holder of a production certificate shall display it prominently in the main office of the factory in which the product concerned is manufactured.

Article 36

The holder of a production certificate shall:

- 1) Maintain the quality system in conformity with the data and procedures approved for the production certificate;
- 2) Determine that each product submitted for airworthiness certification or authorized release certificate (Attachment 10-1) conforms to the type design and is in a condition for safe operation.

Article 37

The holder of a production certificate after temporary registration may apply for an aircraft airworthiness certificate under chapter 6 requirement.

In the case of an aircraft engine or propeller, apply an authorized release certificate for installation on certificated aircraft.

Identify any portion of the product or parts that leave the production certificate holder's facility as CAA approved with the manufacturer's part number and name, trademark, symbol, or other CAA approved manufacturer's identification.

Article 38

Each manufacturer of a product being manufactured under a type certificate shall submit a production inspection system, an approved flight test procedure, acceptable testing of engines and propellers and airworthiness approval procedures approved by CAA.

Chapter 6 Certificate of Airworthiness

Article 39

Aircraft under the Republic of China's registration, the owner or operator must apply for its airworthiness certification to the CAA. The Certificate of Airworthiness (Attachment 11) or Special Airworthiness Certificate (Attachment 12), as appropriate, will be issued when the aircraft is found to meet the airworthiness standards.

Airworthiness certificates are classified as normal, acrobatic, utility, commuter, transport and balloon category aircraft.

Special airworthiness certificates are classified as special flight permits and experimental certificates.

Article 40

The Certificate of Airworthiness is valid for one year. In special circumstances, the CAA may issue a Certificate of Airworthiness valid for less than a year.

The validity period of a Special Airworthiness Certificate must be specified on the certificate.

The owner or operator shall not operate the aircraft beyond the limitations authorized by airworthiness certificate.

Upon the expiration of the aircraft's Certificate of Airworthiness, the operator shall return the certificate to the CAA within 20 days since its expiration. The CAA will

publicly nullify the Certificate of Airworthiness if the operator fails to return the Certificate of Airworthiness after the expiration of the Certificate of Airworthiness.

Special Certificate of Airworthiness should be returned to the CAA within 3 days since its expiration. The CAA will publicly nullify the Special Certificate of Airworthiness if the operator fails to return the Certificate of Airworthiness after the expiration of the Special Certificate of Airworthiness.

Article 41

Aircraft's Certificate of Airworthiness must be displayed in the aircraft cabin or cockpit at a readily visible spot.

Article 42

For the initial application of an aircraft's Certificate of Airworthiness, the owner or operator must submit application documents 30 days before the intent of the aircraft's operation to the CAA.

Initial application for Certificate of Airworthiness for aircraft imported from a foreign country should have satisfactorily completed acceptance inspections and flight tests. The application package should also include a copy of type validation certificate, export certificate of airworthiness issued by the aviation authority of the state of manufacture or the state of registry, noise certificate and other related documents required by the Special Airworthiness Requirements. The CAA may require additional flight tests when deemed necessary.

Application for renewal of the Certificate of Airworthiness should be submitted to the CAA 30 days prior to the expiration date.

Article 43

Imported cargo aircraft older than 14 years, in addition to meeting requirements described in Article 42, must submit previous structural maintenance records, the structural integrity program and the supplemental inspection program when applying for the issuance of a Certificate of Airworthiness.

The use of a cargo aircraft imported per the above paragraph shall not be changed after the issuance of the Certificate of Airworthiness.

Article 44

The aircraft's owner or the operator should continuously provide the CAA a current and complete set of all applicable manuals and related documents.

Article 45

Each applicant for an airworthiness certificate must show that his aircraft is identified as prescribed in Article 71.

Article 46

The applicants that meet the requirements of Attachment 13 may apply for a special flight permit or an experimental certificate.

For aircraft operated under a special airworthiness certificate, the owner or operator should conduct the flight operation in accordance with the CAA approved flight area, nature of operation, valid period and other limitations.

Article 47

An applicant for a special flight permit must submit an application form and data package to the CAA, indicating:

- 1) The purpose of the flight.
- 2) The proposed itinerary.
- 3) The crew required to operate the aircraft and its equipment.
- 4) The ways, if any, in which the aircraft does not comply with the applicable airworthiness requirements.
- 5) The operating limitations for safe operation and the substantiation of information necessary for the purpose of prescribing operating limitations.

Article 48

An applicant for an experimental certificate must submit the following information to the CAA:

- 1) The purpose for which the aircraft is to be used.
- 2) Enough data (such as photographs) to identify the aircraft.
- 3) Any pertinent information necessary to safeguard the general public.
- 4) An execution plan which includes:
 - (a) The purpose of the experiment;
 - (b) The estimated time or number of flights required for the experiment;
 - (c) The areas over which the experiment will be conducted; and
 - (d) Three-view drawings or three-view dimensioned photographs of the aircraft.

Chapter 7

Approval of Materials, Parts, Processes, and Appliances

Article 49

Whenever a material, part, process, or appliance is required to be approved under these regulations, unless it is designed, manufactured and mark according to the industry standards that is recognized by CAA or it is produced by an owner or operator for maintaining or altering that owner or operator's product, it may be approved:

- 1) Under a Parts Manufacturer Approval under this chapter;
- 2) Under a TSO Authorization issued under Chapter 8;
- 3) In conjunction with type certification procedures for a product; or

Article 50

An applicant shall apply to the CAA for a Parts Manufacturers Approval. An applicant is entitled to a PMA Certificate (see Attachment 14) if its part is properly certified by CAA. The applicant shall submit to CAA the following:

- 1) The PMA application form (see Attachment 15);
- 2) The identity of the product on which the part is to be installed;
- 3) A document describing its organization, manufacturing facilities and locations;
- 4) Drawings and specification necessary to show the configuration of the part;
- 5) Information on dimensions, materials, and processes necessary to define the structural strength of the part; and
- 6) Test reports and computations necessary to show that the design of the part meets the applicable airworthiness requirements, unless the applicant shows that the design of the part is identical to the design of a part that is covered under a type certificate. If the design of the part was obtained by a licensing agreement, evidence of the agreement must be furnished.

Article 51

Each holder of a Parts Manufacturer Approval shall establish and maintain a quality system (see Attachment 9) that ensures that each completed part conforms to its design data and is safe for installation on applicable type certificated products.

The PMA applicant shall submit a statement certifying that he has established the quality system as above required, and must provide a quality manual describing its quality system to the CAA for approval.

Article 52

Each applicant for a Parts Manufacturer Approval must make all inspections and tests necessary to determine--

- 1) Compliance with the applicable airworthiness requirements;
- 2) That materials conform to the specifications in the design;

- 3) That part conforms to the drawings in the design; and
- 4) That the fabrication process, construction, and assembly conform to those specified in the design.

Each applicant for a Parts Manufacturer Approval must make all inspections and tests necessary to determine--

No part may be presented to the CAA for an inspection or test unless compliance with paragraphs (2) through (4) of this section has been shown for that part; and no change may be made to a part between the time that compliance with paragraphs (2) through (4) of this section is shown for that part and the time that the part is presented to the CAA for the inspection or test.

Article 53

A Parts Manufacturer Approval for a replacement or modification part is issued when: the CAA finds, upon examination of the design and after completing all tests and inspections, the design meets the applicable airworthiness requirements, and the applicant has established a quality system as required at Article 51.

A Parts Manufacturer Approval is not transferable.

Article 53-1

Classification of design changes for PMA parts.

- 1) A “minor change” to the design of the part produced under a PMA is one that has no appreciable effect on the approval basis.
- 2) A “major change” to the design of the part produced under a PMA is any change that is not minor. Minor changes to the basic design of a PMA part may be approved using a method acceptable to the CAA.

The PMA holder shall apply to the CAA for a new PMA of any major change in accordance with requirements prescribed in Article 51.

Article 54

PMA holders shall apply to CAA for authorized release certificate following the completion of procedures contained in Attachment 17. The CAA will issue an authorized release certificate when all procedures are satisfactorily completed on that PMA product.

Identify any portion of the PMA parts that leave the PMA holder's facility as CAA approved with the manufacturer's part number and name, trademark, symbol, or other CAA approved manufacturer's identification.

Article 55

The holder of a PMA must notify the CAA in writing within 10 days, of any change to the quality system and the change that may affect the inspection, conformity, or airworthiness of its product. The PMA holder must obtain CAA approval before making any changes to the location of any of its manufacturing facilities.

Article 56

Each holder of a Parts Manufacturer Approval shall determine that each completed part conforms to the design data and is safe for installation on type certificated products.

Each holder of a PMA shall make necessary inspections and tests upon CAA's request to ensure the compliance with the provisions prescribed in this chapter.

Article 57

No person may import appliances and parts for civil aviation use unless properly certificated. The holder of an appliance and part shall use the procedures in Attachment 18 for the validation of imported appliances and parts, unless otherwise prescribed in a treaty or an agreement.

Airworthiness approvals that were issued by the airworthiness authority of the exporting country shall be attached with the imported appliances and parts.

Chapter 8

Technical Standard Order Authorizations

Article 58

To produce aviation products, appliances and parts according to the airworthiness requirements of Technical Standard Order, the manufacturer shall submit an application for a Technical Standard Order Authorization (TSOA). An applicant is entitled to a TSOA Certificate (see Attachment 19) if its product is properly certified by CAA. The applicant shall submit to CAA the following:

- 1) The TSOA application form (see Attachment 20).
- 2) A document describing its organization, manufacturing facilities and locations.
- 3) A statement of conformance certifying that the applicant has met the requirements of this chapter and that the article concerned meets the applicable TSO that is effective on the date of application for that article. Each manufacturer who requests approval to deviate from any performance standard of a TSO shall submit to the CAA the application together with the request for approval to deviate, and show that the standards from which a deviation is requested are compensated for by factors or design features providing an equivalent level of safety.

- 4) One copy of the technical data required in the applicable TSO.
- 5) A quality manual in compliance with Attachment 9 of Article 29 to the CAA for approval. In complying with this section, the applicant may refer to current CAA approved quality manual as part of a previous TSOA application.

Article 59

After receiving the application and other documents required by Article 58 of this section to substantiate compliance with this chapter, and after a determination has been made of its ability to produce duplicate articles under the quality system complying with Article 29, the CAA issues a TSO authorization (including all TSO deviations granted) to the applicant to identify the article with the applicable TSO marking.

A Technical Standard Order Authorization is not transferable.

Article 60

Each manufacturer of an article for which a TSOA has been issued shall-

- 1) Manufacture the article in accordance with this chapter and the applicable TSO.
- 2) Conduct all required tests, inspections and maintain a quality system adequate to ensure that the article meets the requirements of paragraph (1) of this section and is in condition for safe operation.

The holder of a TSOA must notify the CAA in writing within 10 days, of any change to the quality system and the change that may affect the inspection, conformity, or airworthiness of its product. The TSOA holder must obtain CAA approval before making any changes to the location of any of its manufacturing facilities.

Article 61

TSOA holders shall apply to CAA for authorized release certificate for installation on the on applicable type certificated products, following the completion of procedures contained in Attachment 17. The CAA will issue an authorized release certificate when all procedures are satisfactorily completed on that TSO product.

Identify any portion of the TSO article that leave the TSOA holder's facility as CAA approved with the manufacturer's part number and name, trademark, symbol, or other CAA approved manufacturer's identification.

Article 62

The design changes by the TSOA holder are defined as following-

- 1) Minor changes by the manufacturer holding a TSO authorization: Any design change other than a major change is a minor change.
- 2) Major changes by the manufacturer holding a TSO authorization: Any design

change by the manufacturer extensive enough to require a substantially complete investigation to determine compliance with a TSO is a major change.

The manufacturer of an article under a TSOA may make minor design changes without further approval by the CAA. In this case, the changed article keeps the original model number (part numbers may be used to identify minor changes) and the manufacturer shall forward to the CAA any revised data that are necessary for compliance with the requirement of this chapter.

Before making a major change, the manufacturer must assign a new type or model designation to the article and apply for an authorization under Article 58.

Article 63

Each manufacturer holding a TSOA shall, for each article manufactured under that authorization, keep the following records at its factory:

- 1) A complete and current technical data file for each type or model article including design drawings and specifications;
- 2) Complete and current inspection records showing that all inspections and tests required to ensure compliance with Article 60 paragraph (2) of this chapter have been properly completed and documented.

The TSOA holder shall retain the records described in above paragraph until it no longer manufactures the article. When the article is no longer manufactured, copies of these records shall be sent to CAA.

Article 64

Each manufacturer holding a TSOA shall permanently and legibly mark his article with applicable TSO numbers. The CAA may withdraw the TSOA when the product marked as a TSO does not meet the performance standards of the applicable TSO.

Article 65

No person may import a TSO article for civil aviation use unless properly certificated. The holder of the TSO article shall use the procedures in Attachment 18 for the validation of imported TSO articles, unless otherwise prescribed in a treaty or an agreement.

Airworthiness approvals that were issued by the airworthiness authority of the exporting country shall be attached with the imported TSO articles.

Chapter 9

Export Airworthiness Documentation

Article 66

Export airworthiness approvals must be applied through the CAA for export of

aviation products, appliances and parts.

Article 67

An aircraft owner, operator, or the holder of the production certificate is entitled to apply for an export airworthiness approval when exporting aircraft or change aircraft registration to other country.

An engine or propeller manufacturer, owner, operator or repair station as well as the manufacturer of the TSO articles or PMA parts are entitled to apply for an export authorized release certificate.

Article 68

An applicant is entitled to an export certificate of airworthiness when it meets the following requirements:

- 1) Conform to the airworthiness requirement under Article 38.
- 2) Conform to special requirement set by importing country.

When exporting of an unassembled aircraft which has not been flight-tested or does not meet previous section's requirements shall submit approved documents from the airworthiness authority of the importing country.

When applying for an export certificate of airworthiness the applicant should return the aircraft's certificate of airworthiness to the CAA.

The valid period of an Export Certificate of Airworthiness, is 90 days starting from the date of issue.

Article 69

An applicant is entitled to an export authorized release certificate for engines, propellers, TSO articles or PMA parts if that applicant conforms to the requirements of Attachment 17.

Article 70

An applicant is entitled to an export authorized release certificate for aviation products, appliances and parts when:

- 1) Providing documents and information to imported country airworthiness authorities containing the necessary information for safe operation the product.
- 2) Exporting an unassembled aircraft which has not been flight-tested, provide instructions for assembly and a flight test checklist to the country of airworthiness authority.
- 3) When temporary installations are incorporated in an aircraft for the purpose of export delivery, the installation will be removed and the aircraft restored to the approved configuration upon completion of the delivery flight.

Chapter 10

Supplementary Provisions

Article 71

Aviation products, appliances and parts which are produced pursuant to these regulations must have identification plates and markings installed in accordance with Attachment 21.

Article 72

Certificates issued pursuant to these regulations are valid until the expiration date shown on the certificate.

If a certificate issued pursuant to these regulations is lost, destroyed or damaged, the holder shall reapply in writing for a certificate replacement or re-issuance.

The holder of a Type Certificate or Type Validation Certificate requiring name change must apply to the CAA for certificate replacement.

Article 73

The applicant must show that the certificate issuance fee in the fee schedule has been paid.

The work expenses which are listed in the fee schedule shall be collected by the CAA for a fund established for this specific purpose.

Article 74

These regulations shall become effective on the date of promulgation.