FOREIGN SUPPLEMENTAL TYPE CERTIFICATE VALIDATION PROCEDURE

1. OBJECTIVE. This chapter prescribes the validation process for foreign supplemental type certificate.

2. GERERAL. The process prescribe in this chapter applies to the design changes that have obtained supplemental type certificate (STC) from FAA, JAA, EASA, or Aircraft original design authority and are under the FAA, JAA, EASA, or Aircraft original design authority STC reviewing process.

3. PROCEDURES

A. Beginning When the operator uses foreign STC project data to apply the major alteration, the responsible inspector should follow this process to validate it. CAA accepts the data from FAA, JAA, EASA, or Aircraft original design authority, because their certification system is credible to Taiwan CAA for acceptance without further showing.

B. Validation process

(1). Foreign Authority approved Supplemental Type Certificate

If an operator is making the alteration based on a foreign authority approved STC, the operator should get the written permission statement from the STC holder. Because the major change has been found compliance with the certification basis of foreign authority, the equipment meets predefined qualification and performance criteria, and their certification system is credible to Taiwan CAA for acceptance without further showing. In this case, the CAA certification may be called validation and focus on document review. The operator should provide the data package including the necessary substantiating document and ICAs. Followings are items that must be provided in the said document review:

* Copy of Original Supplemental Type Certificate and a written permission statement from the STC holder
* Master Drawing/Data List
* Flight Manual Supplement
* Instructions for Continued Airworthiness, and

* Other necessary documents

The inspector must consider at least the following items:

* Confirm the model product, design data and limitation conditions approved on the STC.
* The design data were approved under the credible foreign authority approval system.
* Instructions for Continued Airworthiness are completed.
* Evaluate if the design data approved on a certain model product cab be appropriately applied to the alternation.

(2). Under Foreign Authority STC Reviewing Process

For the alteration design that is under the FAA, JAA, EASA, or Aircraft original design authority STC reviewing process, the applicant may use the manufacturer's design data in the alteration application and conduct the tests and inspections that are required by under the FAA, JAA, EASA, or Aircraft original design authority STC reviewing process. Validation works include document review and on-site evaluation:

(a). Document Review To review this type of project, ASI must focus on the Certification Plan, Certification Basis, Means of Compliance, and the delegation of designee, etc., to ensure the alteration is consistent with relevant laws and regulations. ASI should review the content of the alteration to ensure that the applicant has evaluated the factors that affect altered aircraft. Per the progress of the alteration, ASI should request the applicant to provide the relevant information accordingly. The ASI should review above information; it may include but not limited to design data, inspection information, type inspection approval, test data, etc,

* A Certification Plan including the Certification Basis, Means of Compliance, Project Schedule, and the delegation of designee, etc.
* Design Data
* Inspection Reports
* Certification Test Plan, and
* Other necessary documents

(b). On-site Evaluation If the on-site evaluation is necessary, ASI may participate in and witness those inspections and tests that are required by foreign authority. Schedule a conformity inspection with the operator to verify workmanship and compliance to accepted or approved data. The aircraft should be approved for return to service

under confirming the approved data.

(c). Post Certification When the design change is approved by foreign authority, the operator should request the STC holder provide the following document to close the project:

* Copy of Original Supplemental Type Certificate
* Master Drawing/Data List
* Supplemental Flight Manual
* Instructions for Continued Airworthiness, and
* Other necessary documents

4. Data Retention

A. Register When all data have been completed satisfactorily and accepted by the inspector. The inspector should fill the CAA Form-xxxx, Acceptance of Foreign Supplemental Type Certificate, and update the VSTC database with the relevant information:

(1) CAA Control Number CAA-VSTC-XNNNNNyy

Where:

X = an alpha digit to identify the type of product whose type design is changed by the project.

A: Small Airplane (FAR 23/JAR 23)

E: Engine (FAR 33/JAR 33)

P: Propeller (FAR 35/JAR P)

R: Rotorcraft (FAR27, 29/JAR27, 29)

T: Transport Airplane (FAR25/JAR 25)

NNNNN = Numerical Sequence Number

YY = Country Code of designer. The Codes are designated as follows:

FR: France	US: United States
UK: United Kingdom	CA: Canada
JP: Japan	DE: Germany
IL: Israel	NZ: New Zealand
NL: Netherlands	

(2) State of Change Design

(3) Original STC Number, Revision, Issue Date

(4) Original STC Holder Name and Address

(5) Original -Type Certificate Number

(6) Aircraft Product Manufacturer

(7) Aircraft Product Model

(8) Description of Type Design Change
(9) Limitations and Conditions

B. Data Retention A project file will be established by the responsible inspector and maintained at an CAA facility for each validation project. The project file will contain, as a minimum, the documents listed in the following:

(1) CAA Form-xxxx「Acceptance of Foreign Supplemental Type Certificate」
(2) Copy of Original Supplement Type Certificate
(3) Master Drawing/Data List
(4) Approved Model List, and
(5) Other necessary documents