

WORKING PROCEDURE FOR THE TYPE ACCEPTANCE AND CONTINUED AIRWORTHINESS OF U.S. AERONAUTICAL PRODUCTS

BETWEEN THE

**FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA**

AND THE

**CIVIL AVIATION AUTHORITY OF MONGOLIA
MONGOLIA**

1. Purpose

The purpose of this document is to define the procedures by which the U.S. Federal Aviation Administration (FAA) Aircraft Certification Service (AIR) will assist the Civil Aviation Authority of Mongolia (MCAA) in approving aeronautical products and articles being exported from the United States to Mongolia. This document also sets forth the procedures for cooperation between the MCAA and the FAA in the area of continued airworthiness, including approval of changes in design, service difficulty reporting, and accident or incident investigation.

2. Scope

This working procedure applies to all U.S. type certificated and manufactured products (aircraft, engines, and propellers) and changes to those products, as well as other aeronautical articles (material, part, component, process, or article) being exported to Mongolia from the United States.

3. Protection of Data

The MCAA acknowledges that the release of certain data by U.S. manufacturers is restricted by U.S. Government export licensing requirements. The FAA intends to review the certification data on behalf of the MCAA and, if appropriate, determine the compliance of such data with the airworthiness and environmental standards identified by the MCAA. The MCAA shall accept FAA approval of this data as the basis for determining compliance with the MCAA requirements. The MCAA further acknowledges that release of certain data by the U.S. government is restricted by U.S. statutes and regulations regarding proprietary data. The applicant may identify, and the FAA may concur, that data is proprietary, and the MCAA

acknowledges that the sharing or release of any proprietary data received from the FAA or applicant without the written consent of the owner of the data is prohibited.

When the FAA provides information to the MCAA, including but not limited to personal information, pursuant to this Working Procedure and in accordance with the laws and regulations applicable to the United States, the FAA intends to identify whether that information is sensitive or confidential and the nature of that sensitivity or confidentiality. The FAA, subject to its relevant laws and regulations, may impose limitations on the use or disclosure of the information by the MCAA.

4. Type Acceptance

4.1 Application Process

- 4.1.1 On behalf of the MCAA, the FAA intends to accept requests from U.S. design approval holders for MCAA type acceptance at the responsible FAA Aircraft Certification Office (ACO). The responsible ACO, as shown in Appendix A, intends to convey the request to the MCAA.
- 4.1.2 Subject to the availability of resources, the FAA intends to assist MCAA specialists in conducting MCAA type acceptance of U.S. products.
- 4.1.3 For aircraft in excess of 2,730 kg (6,000 pounds) authorized weight in any category, the application package will include a brief description of the aircraft; a copy of the type certificate (TC), if issued; the TC data sheet (with evidence of noise certification and type certification basis); and the aircraft's intended use and schedule for importation into Mongolia. Additional data may be submitted as described in:
 - (a) FAA Advisory Circular (AC) 21-52, *Obtaining Foreign Design Approval / Acceptance of U.S. Products and Articles*; and
 - (b) Mongolia Civil Aviation Regulations (MCAR) 21, *Certification of Products and Parts*.

4.2 Acceptance Process

- 4.2.1 Type Acceptance requires effective communication between the FAA, the MCAA, and the applicant. The FAA and the MCAA intend to communicate with each other early and frequently, and to seek the other's opinions before resolving significant certification issues.
- 4.2.2 The MCAA intends to notify the applicant, through the FAA:
 - (a) When an application package has been received.
 - (b) If any deficiencies exist in the application (including any non-technical issues, such as payment of fees, if any).
 - (c) The anticipated date of an approval/acceptance.
- 4.2.3 If necessary, the MCAA agrees to notify the responsible ACO, in writing, at least thirty (30) days prior to any visit related to type acceptance of a U.S. product. The FAA ACO will acknowledge the

MCAA's notification and advise the MCAA, within ten (10) working days as to whether the ACO is able to support a MCAA acceptance team visit.

- 4.2.4 The MCAA certification basis for the product will consist of the FAA type certification basis. The MCAA intends to accept the findings and approvals of the FAA to be the basis of determining whether an MCAA type certificate may be issued. Depending on the type of aircraft, the FAA may provide, as requested, additional information as necessary.
- 4.2.5. In addition to complying with applicable FAA airworthiness requirements, an applicant must also demonstrate compliance with markings and placard requirements as prescribed in MCAR-21, *Certification of Products and Parts*.
- 4.2.6. Upon completion of the type acceptance process, the FAA intends to provide, if not already provided in the application, the MCAA with a copy of all appropriate type certificates (FAA Form 8110-9) and type certificate data sheets for the aeronautical products. Upon request, and within the constraints of paragraph 3, Protection of Data, above, the FAA may also provide the MCAA with copies of FAA-approved data that support those certificates.
- 4.2.7. The suggested documents to be submitted in the English language for review by the MCAA are found in MCAR-21 and FAA AC 21-52.
- 4.2.8 The MCAA intends to issue a Type Acceptance TC or equivalent upon receiving the FAA TCDS. Currently there are no fees for Type Acceptance issuance. MCAA will provide notification to FAA prior to any changes.

4.3 Post-Type Acceptance Process

- 4.3.1 The FAA intends to review and approve U.S. design approval holder initiated changes in design to aeronautical products and articles in accordance with current FAA regulations and policies regarding major and minor design changes.
- 4.3.2 The MCAA intends to accept FAA approvals for major and minor changes in design, including supplemental type certificates (STC) held by the TC holder. An STC held by an organization other than the TC holder will be accepted and processed according to paragraph 4.2 by the MCAA.
- 4.3.3 In the event that the MCAA requires assistance regarding any amended TCs or major design changes, the FAA intends to assist the MCAA as described in paragraph 4.2 of this Working Procedure.

5. Continued Airworthiness

The MCAA and the FAA intend to cooperate in providing for the continued airworthiness of the aeronautical products specified in this working procedure as follows:

5.1 Airworthiness Approval

- 5.1.1 The FAA acknowledges that the MCAA requires that a U.S. manufactured aircraft must be eligible for a current FAA Standard Airworthiness Certificate (FAA Form 8100-2) and must also comply with any additional MCAA technical requirements in order to receive a MCAA airworthiness certificate. Currently there are no additional technical requirements. MCAA will provide notification to FAA prior to any changes.
- 5.1.2 The export of U.S. manufactured type certificated products and articles from the United States to Mongolia will be in accordance with the requirements of Title 14, Code of Federal Regulations (14 CFR) Part 21, Subpart L, Export Airworthiness Approvals, and any special requirements provided to the FAA by the MCAA and published in Appendix 2 of FAA Advisory Circular 21-2, *Complying with the Requirements of Importing Countries or Jurisdictions When Importing Products, Articles or Parts*.
http://www.faa.gov/aircraft/air_cert/international/export_aw_proc/sp_req_import/
- 5.1.3 The FAA and the MCAA acknowledge that the civil aviation authority of the State of Registry is responsible for the airworthiness condition of any new or used U.S. designed and manufactured aircraft, engines, and propellers exported to Mongolia from a third country.

5.2 Airworthiness Directives

- 5.2.1 The MCAA intends to accept an FAA Airworthiness Directive (AD) corrective action as a minimum airworthiness standard for the continued airworthiness of the applicable aeronautical product. As necessary, the MCAA intends to undertake its responsibilities related to continued airworthiness, including deviations from FAA ADs or issuance of additional ADs, on the basis of discussions with the FAA and the TC holder (as necessary) and a review of actions taken and/or proposed by the FAA and the TC holder.
- 5.2.2 The FAA intends to electronically distribute Emergency ADs to the following MCAA email addresses: awd@mcaa.gov.mn and srd@mcaa.gov.mn

5.3 Accident Investigation

The FAA intends to provide information and technical assistance, as necessary, in support of accident investigations within Mongolia involving U.S. type design or manufactured aeronautical products.

5.4 Service Difficulty Reporting

- 5.4.1 The MCAA intends to advise the FAA of any service problems occurring on any aircraft, engine or propeller where the United States is the State of Design and the MCAA believes that the problem is a potentially unsafe condition. This information and inquiries regarding the continued airworthiness of U.S. products should be submitted to the responsible FAA ACO.
- 5.4.2 The FAA intends to provide information on the resolution of service problems only if mandatory action to maintain safety is required through issuance of an FAA AD. (See paragraph 5.2 of this document). Should a significant service problem or incident occur on a Mongolian registered and operated aircraft, the FAA intends to respond to specific questions when the questions are directed to the responsible FAA ACO.

5.5 Miscellaneous

- 5.5.1 The FAA intends to determine the acceptability of revisions to the applicable specified engine installation manuals, including operating instructions, and instructions for continued airworthiness in accordance with current FAA policies and procedures. The MCAA acknowledges FAA-approved changes to these documents as minimum continued airworthiness standards for the engines. The MCAA intends to provide the FAA with a copy of any additional import requirements regarding these documents, if any.
- 5.5.2 The MCAA acknowledges the Maintenance Review Board report or the Maintenance Planning Document, resulting from the FAA's certification process, as the basis for determining MCAA maintenance requirements.

6. MCAA Acceptance of FAA Repair Design Data

- 6.1 The MCAA intends to accept FAA approved design data used in support of major and minor repairs when:
 - 6.1.1 The MCAA has certificated/accepted the product or article;
 - 6.1.2 The FAA is the authority as State of Design for the repair design data; and
 - 6.1.3 The repair design data has been provided by a U.S. TC/STC or Technical Standard Order Authorization (TSOA) holder.
- 6.2 In these circumstances, repair design data should be considered to be MCAA approved following acceptance under the FAA's system. This process does not require formal approval of the repair data by the MCAA or an MCAA design organization approval holder.

6.3 The U.S. TC/STC or TSOA holders will retain substantiation that supports major and minor repairs. If requested by the MCAA, the U.S. TC/STC or TSOA holder will provide the substantiation data to the FAA on behalf of the MCAA.

7. MCAA Acceptance of Articles Including:

7.1 The MCAA intends to accept FAA Technical Standard Order Authorization (TSOA) articles, and

7.2 New replacement and modification parts, including FAA Parts Manufacturer Approval (PMA) parts for installation on all products, regardless of the State of Design.

8. Interpretation

In the case of conflicting interpretations of the laws, regulations, standards or requirements under this Working Procedure, the interpretation of the civil aviation authority whose law, regulation, standard, or requirement is being interpreted shall prevail.

9. Appendices

Appendix A to this procedure identifies the MCAA and the FAA personnel to be contacted regarding this Working Procedure. Appendix B lists the documents referenced in this Working Procedure.

10. Language

The FAA and the MCAA intend that all documents and correspondence exchanged under this Working Procedure shall be in the English language.

11. Amendment

This Working Procedure may be amended by mutual consent of FAA and MCAA. Additional aeronautical products may be added, and any other amendments formalized, by an appropriate written appendix, and signed by representatives of MCAA and FAA.

12. Effective Date and Termination

This Working Procedure shall become effective upon the signatures of both the FAA's authorized representative and the MCAA's authorized representative, and will remain in effect until terminated or superseded. This Working Procedure may be terminated by either the MCAA or the FAA by providing the other ninety (90) days' notice in writing.

13. Authority

The FAA and the MCAA agree to the provisions of this Working Procedure as indicated by the signature of their duly authorized representatives.

FEDERAL AVIATION ADMINISTRATION

**CIVIL AVIATION AUTHORITY
OF MONGOLIA**

By _____

By _____

Title Dorenda D. Baker
Director, Aircraft Certification Service

Title [Enter Name]
Title, Civil Aviation

Date _____

Date _____

FAA AND MCAA POINTS OF CONTACT

CONTACTS REGARDING THIS WORKING PROCEDURE

MCAA

Director General

Civil Aviation Authority of Mongolia
Post Box 17120 Chinggis Khaan
International Airport | Khan-Uul District,
Article 10 Committee | 10th Province
| Buyant-Ukhaa, Ulaanbaatar, Mongolia

FAA

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Aircraft Certification Service
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CONTACTS FOR ACCEPTANCE ACTIVITIES

MCAA

Civil Aviation Authority of Mongolia
Post Box 17120 Chinggis Khaan
International Airport | Khan-Uul District,
Article 10 Committee | 10th Province
| Buyant-Ukhaa, Ulaanbaatar, Mongolia

FAA

Responsible FAA
Aircraft Certification Office (ACO). See
http://www.faa.gov/about/office_org/field_offices/aco/ for a listing of FAA ACOs

LIST OF REFERENCED DOCUMENTS

MCAA Referenced Documents

1. Mongolia Civil Aviation Regulations, http://www.mcaa.gov.mn/?page_id=15821
2. MCAA Advisory Circulars, http://www.mcaa.gov.mn/?page_id=15127

FAA Referenced Documents

1. Advisory Circular 21-2, *Complying with the Requirements of Importing Countries or Jurisdictions When Importing Products, Articles or Parts.*
2. Advisory Circular 21-52, *Obtaining Foreign Design Approval/Acceptance of U.S. Products and Articles.*
3. FAA Order 8110.112, *Standardized Procedures for Usage of Issue Papers and Development of Equivalent Levels of Safety Memorandums.*