

Appendix A. Decision Paper for TC Projects

PROJECT NUMBER			
APPLICANT NAME			
ADDRESS			
PHONE		FAX	
PROJECT TYPE	AMENDED/TC	OTHER	
APPROVALS HELD			
PRODUCT		MODEL NO.	
PRODUCT LOCATION			
NON-U.S. PARTS SUPPLIER MFG LOCATION			
BRIEF DESCRIPTION OF PROJECT			

NOTE: Contact the International Policy Office (AIR-40) for assistance with questions relative to bilateral agreements and their applicability.

Questions

	FAA	CAA	Designee
1. Who will approve the design?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Who will perform manufacturing conformity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Who will perform installation conformity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Who will witness required testing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Who will have continued airworthiness oversight responsibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Who will make determinations of airworthiness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Who will issue the Authorized Release Certificate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Decision Paper for TC Projects (continued)

<u>Questions</u>	Yes	No	N/A
8. Are any nonbilateral countries proposed as parts supplier locations? (If answer is yes, undue burden finding should be made.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Will test witnessing be required outside the United States?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Must other technical cooperation with the CAA(s) be arranged? (If answer is yes, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. If proposed, have FAA designees been briefed on their potential roles? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Questions</u> (If any answers below are no, briefly explain in conclusion section.)	Yes	No	N/A
12. If work is to occur in a bilateral country, has the CAA(s) been notified of the use of FAA designees in their country?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. For France and nonbilateral countries, has the CAA(s) indicated that FAA designees will be permitted access in their countries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. In the event of suspected noncompliance with regulations, has the applicant identified an accountable person?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Does the directorate have the adequate funds necessary to support this activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. If production follows type certificate issuance, does the directorate have funds necessary for production oversight?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Questions</u> (If any answers below are yes, briefly explain in conclusion section.)	Yes	No	N/A
17. Are there any U.S. Department of State prohibitions on official business travel to the out-of-country locations? (Current prohibitions can be obtained by contacting the International Policy Office, AIR-40, the FAA Office of International Aviation (AIA) in Washington, D.C., or U.S. Department of State at www.state.gov .)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Will this program provide opportunities for continuing dialogue with bilateral partners, or create a new dialogue with CAA(s) that do not have a bilateral agreement with the FAA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Will the PAH participate in training/supporting resource needs of our counterpart CAA(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Decision Paper for TC Projects (continued)

Questions (If any answers below are yes, briefly explain in conclusion section.) Yes No N/A

20. Does the CAA require any assistance from the FAA to perform CAA surveillance?

Cost Impact

Estimated Travel Costs for Two Persons

Location	Airfare Cost	Lodging Cost	M&IE Cost	Local Travel Cost	Total Cost Estimate for One Engineer and One Inspector
Bury St. Edmunds, U.K. (1st year only)	(\$1,000	\$1,400	\$840	\$320) x 2 =	\$7,120

Questions Yes No

21. Does this project present complex issues that should be emphasized? (If answer is yes, briefly explain in conclusion section.)

22. If project involves a bilateral country, have any functions been delegated to the CAA(s)? (If answer is no, briefly explain in conclusion section.)

Conclusion

Supplemental Information (if needed)

Appendix B. Decision Paper for STC Projects

PROJECT NUMBER			
APPLICANT NAME			
ADDRESS			
PHONE		FAX	
PROJECT TYPE	PAE <input type="checkbox"/>	NON-U.S. PARTS SUPPLIER <input type="checkbox"/>	OTHER
APPROVALS HELD			
PRODUCT MFR		MODEL NO.	
PRODUCT LOCATION		STATE OF REGISTRY AND REGISTRATION NUMBER	
MFG LOCATION			
INSTALLATION LOCATION			
BRIEF DESCRIPTION OF PROJECT (INCLUDE PRODUCTION QUANTITY)			

NOTE: Contact the International Policy Office (AIR-40) for assistance with questions relative to bilateral agreements and their applicability.

Questions

	FAA	CAA	Designee
1. Who will approve the design?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Who will perform manufacturing conformity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Who will perform installation conformity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Who will witness required testing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Who will have continued airworthiness oversight responsibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Who will make determinations of airworthiness on the test article?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Who will issue the Authorized Release Certificate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Who will be responsible for return to service of the test article?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Decision Paper for STC Projects (continued)

<u>Questions</u>	Yes	No	N/A
9. Are any nonbilateral countries proposed as parts supplier locations? (If answer is yes, undue burden finding should be made.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. If the test article is not U.S.-registered, and flight testing is necessary in the United States, does the applicant intend to apply for a Special Flight Authorization? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Must other technical cooperation with the CAA(s) be arranged? (If answer is yes, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. If proposed, have designees been briefed on their potential roles? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Is the project multiple STC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Is the project one-only STC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Questions</u> (If any answers below are no, briefly explain in conclusion section.)	Yes	No	N/A
15. If the United States is not the State of Registry, has the appropriate CAA been asked to participate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. If the country of registry is the same as the country of installation, has the CAA been requested to perform conformity inspections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. If installation is occurring outside the United States, will installation be accomplished in an FAA-approved repair station?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Has the applicant been informed that the CAA(s) may assess fees for oversight and surveillance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. If work is to occur in a bilateral country, has the CAA(s) been notified of the use of FAA designees in their country?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. For France and nonbilateral countries, has the CAA(s) indicated that FAA designees will be permitted access in their countries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. In the event of suspected noncompliance with regulations, has the applicant identified an accountable person?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Does the directorate have the adequate funds necessary to support this activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Decision Paper for STC Projects (continued)

- | Questions (If any answers below are yes, briefly explain in conclusion section.) | Yes | No | N/A |
|--|--------------------------|--------------------------|--------------------------|
| 23. Are there any U.S. Department of State prohibitions on official business travel to the out-of-country locations? (Current prohibitions can be obtained by contacting the International Policy Office, AIR-40, the FAA Office of International Aviation (AIA) in Washington, D.C., or U.S. Department of State at www.state.gov.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. Will this program provide opportunities for continuing dialogue with bilateral partners, or create a new dialogue with CAA(s) that do not have a bilateral agreement with the FAA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 25. Will the PAH participate in training/supporting resource needs of our counterpart CAA(s)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 26. Does the CAA require any assistance from the FAA to perform CAA surveillance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Cost Impact

Estimated Travel Cost for Two Persons

Location	Airfare Cost	Lodging Cost	M&IE Cost	Local Travel Cost	Total Cost Estimate for One Engineer and One Inspector
Bury St. Edmunds, U.K. (1st year only)	(\$1,000	\$1,400	\$840	\$320) x 2 =	\$7,120

- | Questions | Yes | No |
|---|--------------------------|--------------------------|
| 27. Does this project present complex issues that should be emphasized? (If answer is yes, explain in conclusion section.) | <input type="checkbox"/> | <input type="checkbox"/> |
| 28. Do the proposed supplier facilities have a domestic production approval through the local CAA that has CAA oversight? | <input type="checkbox"/> | <input type="checkbox"/> |
| 29. If project involves a bilateral country, have any functions been delegated to the CAA(s)? (If answer is no, briefly explain in conclusion section.) | <input type="checkbox"/> | <input type="checkbox"/> |

Conclusion

Supplemental Information (if needed)

Appendix C. Decision Paper for PAE or Non-U.S. Parts Supplier Project

PROJECT NUMBER						
APPLICANT NAME						
ADDRESS						
PHONE				FAX		
PROJECT TYPE	TC <input type="checkbox"/>	STC <input type="checkbox"/>	PAE <input type="checkbox"/>	NON-U.S. PARTS SUPPLIER <input type="checkbox"/>	OTHER <input type="checkbox"/>	
APPROVALS HELD						
PRODUCT MFR				MODEL NO.		
PARTS INVOLVED						
MFG LOCATION						
BRIEF DESCRIPTION OF PROJECT (INCLUDE PRODUCTION QUANTITY)						

NOTE: Contact the International Policy Office, AIR-40, for assistance with questions relative to bilateral agreements and their applicability.

Questions (If any answers below are no, briefly explain in conclusion section.)	Yes	No	N/A
1. Are parts/assemblies fully inspectable upon receipt?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Has the applicant identified the location at which parts/assemblies will be inspected and conformity or airworthiness determinations will be made?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Does the applicant hold or has the applicant applied for any production approvals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Has the PAE or non-U.S. parts supplier been fully integrated into the PAH's quality control system to ensure regulatory responsibility and compliance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Has the applicant identified a single point of contact for the extension/supplier production program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. In the event of suspected noncompliance with regulations, has the applicant identified an accountable person?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Decision Paper for PAE Or Non-U.S. Parts Supplier Project (continued)

Questions	Yes	No	N/A
7. Has the applicant provided in writing how evaluation and surveillance of the PAE or non-U.S. parts supplier will be conducted, and who will perform the evaluation and surveillance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. For nonbilateral country facilities, has the CAA(s) confirmed to the MIDO that access will be permitted in their countries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Will the applicant use onsite source inspectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Will all necessary documentation be available in English?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Does the project require any special considerations based on the scope and provisions of the bilateral agreement? (If answer is yes, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Has the applicant been informed that the CAA(s) may assess fees for oversight and surveillance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Are any nonbilateral countries proposed as non-U.S. parts supplier locations? (If answer is yes, undue burden finding should be made.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. If work is to occur in a bilateral country, has the CAA(s) been notified regarding use of FAA designees in their country? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. For France and nonbilateral countries, has the CAA(s) indicated FAA designees will be permitted access in their countries? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. If the project involves a bilateral country, will any functions be delegated to the CAA(s)? (Explain what functions will or will not be delegated in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Can the CAA provide the surveillance requested by the FAA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Must other technical cooperation with the CAA(s) be arranged? (If answer is yes, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. If proposed, have FAA designees been briefed on their potential roles? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Does the directorate have the adequate funds necessary to support this activity? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Decision Paper for PAE Or Non-U.S. Parts Supplier Project (continued)

- | <u>Questions</u> | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 21. Will there be two production lines for this product? (If yes, explain in conclusion section which part markings will be used at the non-U.S. location to identify the manufacturing origin of all products and parts.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 22. Are there any U.S. Department of State prohibitions on official business travel to the out-of-country locations? (Current prohibitions can be obtained by contacting the International Policy Office, AIR-40, the FAA Office of International Aviation (AIA) in Washington, D.C., or U.S. Department of State at www.state.gov.) (If answer is yes, briefly explain in conclusion section.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 23. Will this program provide opportunities for continuing dialogue with bilateral partners, or create a new dialogue with CAA(s) that do not have a bilateral agreement with the FAA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24. Will the PAH participate in training/supporting resource needs of our counterpart CAA(s)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 25. Does the CAA(s) require any training to ensure appropriate conduct of FAA oversight? (If answer is yes, briefly explain in conclusion section.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Cost Impact

Estimated Travel Costs for Two Persons

Location	Airfare Cost	Lodging Cost	M&IE Cost	Local Travel Cost	Total Cost Estimate for Two Inspectors
Bury St. Edmunds, U.K.	(\$1,000)	\$1,400	\$840	\$320) x 2 =	\$7,120
Bury St. Edmunds, U.K.	(\$1,000)	\$1,400	\$840	\$320) x 2 =	\$7,120
Bury St. Edmunds, U.K.	(\$1,000)	\$1,500	\$840	\$320) x 2 =	\$7,320
				SUBTOTAL	\$21,560

Decision Paper for PAE Or Non-U.S. Parts Supplier Project (continued)

Questions

Yes No

- | | | |
|--|--------------------------|--------------------------|
| 26. Does this project present complex issues that should be emphasized? (If answer is yes, briefly explain in conclusion section.) | <input type="checkbox"/> | <input type="checkbox"/> |
| 27. Do the proposed supplier facilities have a domestic production approval through the local CAA that has CAA oversight? | <input type="checkbox"/> | <input type="checkbox"/> |

Conclusion

Supplemental Information (if needed)

**Appendix D. Decision Paper for Issuance of
Export Airworthiness Approvals Outside the United States**

PROJECT NUMBER					
APPLICANT NAME					
ADDRESS					
PHONE			FAX		
PROJECT TYPE	TC <input type="checkbox"/>	STC <input type="checkbox"/>	PAE <input type="checkbox"/>	NON-U.S. PARTS SUPPLIER <input type="checkbox"/>	OTHER <input type="checkbox"/>
APPROVALS HELD					
PRODUCT MFR			MODEL NO.		
PARTS INVOLVED					
MFG LOCATION					
BRIEF DESCRIPTION OF PROJECT (INCLUDE PRODUCTION QUANTITY)					

NOTE: Contact the International Policy Office (AIR-40) for assistance with questions relative to bilateral agreements and their applicability.

Questions: (If below listed answers are no, briefly explain in conclusion section.)

- | | Yes | No | N/A |
|---|--------------------------|--------------------------|--------------------------|
| 1. Has the PAH identified all supplier locations outside the United States where Forms 8130-3 will be issued? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Does the PAH have a representative of the Administrator identified under 14 CFR part 183 for issuing export airworthiness approvals? Identify which type in the Conclusion Section (that is, Designated Manufacturing Inspection Representative (DMIR), Organizational Designation Authorization (ODA), or an authorized employee under an Organizational Designated Airworthiness Representative (ODAR)). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Can the MIDO/CMO support the FAA designees if the PAH does not have an ODA or ODAR? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Has the PAH agreed to provide resources to transport FAA designees to the United States for supervision, monitoring, and training? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Decision Paper for Issuance of
Export Airworthiness Approvals Outside the United States (continued)**

Questions: (If below listed answers are no, briefly explain in conclusion section.)	Yes	No	N/A
5. Has the PAH been made aware that its FAA designees may issue Forms 8130-3 only after the PAH has determined that the part conforms to the approved type design and is in a condition for safe operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Are the PAH's supplier control and oversight systems acceptable to the FAA MIDO or CMO?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Has the PAH's supplier control and oversight system been appropriately modified to accommodate the activity of issuing export airworthiness approvals at the overseas location?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Have FAA designees been briefed on their roles and responsibilities? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Does the directorate have the adequate funds necessary to support this activity? (If answer is no, briefly explain in conclusion section.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Does the PAH currently have FAA-approved procedures for the direct shipment of parts located outside the United States?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cost Impact:

Estimated Travel Costs for Two Persons

Location	Airfare Cost	Lodging Cost	M&IE Cost	Local Travel Cost	Total Cost Estimate for two Inspectors
Bury St. Edmunds, U.K.	(\$1,000)	\$1,400	\$840	\$320) x 2 =	\$7,120
Bury St. Edmunds, U.K.	(\$1,000)	\$1,400	\$840	\$320) x 2 =	\$7,120
Bury St. Edmunds, U.K.	(\$1,000)	\$1,500	\$840	\$320) x 2 =	\$7,320
				SUBTOTAL	\$21,560

12/31/07

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Appendix C

Conclusion:

Supplemental Information (if needed)