

Supplemental Information
relating to JCAB Circular No.7-001
“Bilateral Agreements or Equivalent Arrangements on Aviation Safety with
Foreign Countries”

Director, Airworthiness Division
Aviation Safety and Security Department
Japan Civil Aviation Bureau
Ministry of Land, Infrastructure, Transport and Tourism

Subject: Introduction of the procedure for validation of FAA STCs for JCAB non-TC aircraft

1. Purpose

On November 1, 2019, the Japan Civil Aviation Bureau (hereinafter referred to as “JCAB”) and the Federal Aviation Administration of the U.S. (hereinafter referred to as “FAA”) concluded the Revision 1 to the Implementation Procedures for Airworthiness Covering Design Approval, Production and Surveillance Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance (hereinafter referred to as the “IPA”) - Under the Agreement between The Government of the United States of America and The Government of Japan for the Promotion of Aviation Safety. However, the IPA does not clearly specify the procedure for validation of FAA Supplemental Type Certificates (hereinafter referred to as “FAA STCs”) for aircraft that do not have JCAB type certificates (hereinafter referred to as “JCAB non-TC aircraft”). Therefore, the JCAB and the FAA discussed and agreed to take effect the following procedure on a tentative basis until the next revision to the IPA.

2. Procedure for validation of the FAA STCs for JCAB non-TC aircraft

In Japan, there exist aircraft that do not have JCAB type certificates (JCAB non-TC aircraft) but were imported into Japan. In the past, when the FAA’s STC holders in the U.S. submitted applications for STCs of JCAB non-TC Aircraft to the JCAB for validation, the JCAB issued Design Change Approvals (hereinafter referred to as “equivalent STC”) instead of the STCs and gave them privileges equivalent to STCs which were applied to JCAB TC aircraft.

The JCAB partially amended the Japan Civil Aeronautics Act in June 2019 including an introduction of a repair and alteration design approval system which became effective on June 18, 2020. With this amendment, the JCAB also decided to abolish the “equivalent STC” system for JCAB non-TC Aircraft. However, since it is expected that the FAA's STC holders in the U.S. will apply for validation of STCs which are applied to JCAB non-TC aircraft in the future as well, the JCAB gave careful consideration to the method of treating such applications. As a result, the JCAB decided to treat these applications by utilizing the newly established "Repair and Alteration Design Approval" system.

"Repair and Alteration Design Approval" system is intended to approve:

- (1) Design for repair of aircraft with JCAB airworthiness certification; and
- (2) Design change approval for alteration of aircraft without a type certificate in Japan.

Therefore, the item (2) is considered to substitute for the equivalent STC described above.

The detailed procedures are as follows:

- When the FAA's STC holders wish to apply their STCs to JCAB non-TC Aircraft, the applicant shall submit, via the FAA, an Application for Repair and Alteration Design Approval (CAR Form No. 12-2) in accordance with JCAB Circular 1-001 Part-V under the "Repair and Alteration Design Approval" system.
- When a person wants to change the design that has obtained “the design change approval” or “the repair and alteration design approval”, an Application for Change of Repair and Alteration Design (CAR Form No. 12-4) shall be submitted.
- Other procedures related to validations of these applications will follow the current IPA's procedures for validation of STCs.
- Upon a completion of validation activities, the JCAB will issue a “Repair and Alteration Design Approval” (CAR Form No. 12-3) to the applicant.

Note 1: The approved Repair and Alteration Design can be applied to multiple aircraft of the same type of which the application was made, as the STC can be applied for multiple aircraft of the same type.

Note 2: Design Change Approvals issued prior to June 18, 2020 in accordance with “equivalent STC” system for JCAB non-TC aircraft will be considered as Repair

and Alteration Design Approvals and its privileges will be retained.

The status of TC issuance by the JCAB will be posted on the following web page. If the FAA's STC holders wish to apply their STCs to JCAB non-TC Aircraft, i.e., aircraft which are not listed here, they are required to apply for Repair and Alteration Design Approvals.

https://www.mlit.go.jp/en/koku/koku_fr11_000001.html

For questions or comments regarding this Supplemental Information, please contact us using the contact details below:

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