

MANAGEMENT PLAN

BETWEEN THE

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

AND THE

**CIVIL AVIATION BUREAU
MINISTRY OF LAND, INFRASTRUCTURE, TRANSPORT AND TOURISM
JAPAN**

Cooperation in Design, Manufacture, and Continued Airworthiness Responsibilities between the Federal Aviation Administration (FAA) as the Authority for the State of Design (U.S.) and the Civil Aviation Bureau of Japan (JCAB) as the Authority for the State of Manufacture (Japan) for The Bell Textron Inc. (BTI) Designs Licensed to SUBARU Corporation (SUBARU) for Production of the Bell 412EPX Helicopters

1. AUTHORIZATION

- 1.1 This Management Plan is established in accordance with Section IX, Special Arrangements and Management Plans, of the "Implementation Procedures for Airworthiness Covering Design Approval, Production and Surveillance Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance" (revised November 1, 2019, as amended) (IPA), under the "Agreement Between The Government Of The United States Of America And The Government Of Japan For The Promotion of Aviation Safety" (dated April 27, 2009).
- 1.2 For purposes of this Management Plan, the Federal Aviation Administration (FAA) and the Civil Aviation Bureau of Japan (JCAB) are hereinafter referred to individually as "Authority" and collectively as, "Authorities".
- 1.3 The procedures in this Management Plan are further described by Section 6.3 of the IPA: "Production Approvals Based on Licensing Agreement."
- 1.4 This Management Plan is required by the Twelfth Edition of Annex 8 with Amendments up to 106, dated July 2018, to the Convention on International Civil Aviation, Airworthiness of Aircraft; Part II, section 4.2 Responsibilities of Contracting States in respect of continuing airworthiness.

1.4.1 Paragraph 4.2.1.4, State of Design, states:

"Where, for a given aircraft, engine or propeller, the State of Manufacture is not the State of Design, then the State of Design shall ensure that there is an agreement acceptable to both States to ensure that the manufacturing organization cooperates with the organization responsible for the type design in assessing information on the design, manufacture and operation of the aircraft,

engine or propeller.”

1.4.2 Paragraph 4.2.2, State of Manufacture, states:

“The State of Manufacture shall ensure that where it is not the State of Design there is an agreement acceptable to both States to ensure that the manufacturing organization cooperates with the organization responsible for the type design in assessing information on the design, manufacture and operation of the aircraft, engine or propeller.”

- 1.5 This Management Plan, by itself, does not constitute an international agreement, however, its provisions bind the FAA and the JCAB in accordance with Article 3.1 of the “Agreement Between The Government Of The United States Of America And The Government Of Japan For The Promotion of Aviation Safety”.

2. BACKGROUND

- 2.1 Bell Textron, Inc. (BTI) is based in Fort Worth, Texas, U.S., and SUBARU Corp. (SUBARU) is based in Ebisu, Shibuya-ku, Tokyo, Japan.
- 2.2 This Management Plan reflects the JCAB’s discretion to allow SUBARU to produce certain BTI aircraft under the Approved Production Organization (APO) Certificate pursuant to an approved type design that is regulated and overseen by the FAA and validated and approved by the JCAB.
- 2.3 Both Authorities recognize that certain BTI aircraft are produced simultaneously under two separate production approvals. The Production Certificate issued by and regulated by the FAA is separate from the production approval under the APO issued by and regulated by the JCAB.
- 2.4 Safety assurance of these certain BTI aircraft requires close collaboration between the FAA and the JCAB, and the clear understanding and execution of each Authority’s distinct responsibilities under Annex 8 to the Chicago Convention.
- 2.5 This Management Plan applies only to the aircraft identified herein, and is contingent upon the licensing agreement established between BTI as the Type Certificate (TC) holder and SUBARU as the production approval holder under the APO Certificate. The FAA and the JCAB will notify each other of any design and production issues that occur, particularly those which may affect the licensing agreement between BTI and SUBARU. The Authorities will review, assess, and revise the Management Plan as necessary, to remedy any issues that result as a consequence of licensing agreement modifications.

3. PURPOSE AND SCOPE

- 3.1 This management plan describes a process between the FAA and the JCAB for managing the shared regulatory and airworthiness responsibilities associated with SUBARU and BTI products, for which Japan is the State of Manufacture and the United States is the State of Design. This document relies upon the existence

of a valid licensing agreement of the type design of certain aircraft between BTI, the U.S. type design holder, and SUBARU, the Japan manufacturer.

- 3.2 This Management Plan addresses the responsibilities of the FAA and the JCAB regarding the production of Bell 412EPX helicopters in Japan under the FAA TC where the FAA fulfills the responsibilities of the State of Design and where the JCAB fulfills the responsibilities of the State of Manufacture. For the applicable SUBARU manufacturing facilities and civil aeronautical products, see Appendix 1.
- 3.3 This Management Plan supports the regulatory responsibilities and functions the FAA and the JCAB have under relevant international agreements and national laws and regulations and the IPA with respect to their respective country's role as a State of Design or State of Manufacture.

4. OBJECTIVES

This Management Plan intends to accomplish the following objectives:

- 4.1 To address the relevant commitments between the FAA (on behalf of the State of Design) and the JCAB (on behalf of the State of Manufacture) regarding the production in Japan under the JCAB APO and the FAA TC, of the Bell 412EPX helicopters.
- 4.2 To ensure the continued airworthiness of the type design and the aircraft covered by this Management Plan.

5. PRODUCTION IN JAPAN UNDER JCAB APO

5.1 FAA responsibilities

The FAA will continue to fulfill the responsibilities of State of Design and will inform the JCAB of all applicable mandatory continuing airworthiness information, including Airworthiness Directives, related to the referenced helicopters.

5.2 JCAB responsibilities

5.2.1 The JCAB will have the regulatory responsibility for the production certification and will fulfill the responsibilities of State of Manufacture for the continued production surveillance of the Bell 412EPX helicopters produced in Japan, including the products and articles installed in the helicopters produced in Japan under the JCAB APO.

5.2.2 The JCAB will inform the FAA in writing of manufacturing and quality issues related to the airworthiness of the Bell 412EPX helicopters produced in Japan in accordance with the JCAB APO.

5.3 Joint responsibilities

5.3.1 The FAA and the JCAB will cooperate in analyzing possible design, manufacturing or quality issues related to airworthiness as they concern accidents, incidents or reported in-service difficulties.

5.3.2 The FAA and the JCAB will establish an annual review program to assess the effectiveness of this Management Plan. The review program will consist of data sharing, analysis, and technical meetings for the purpose of maintaining communication in line with this Management Plan.

5.3.3 Airworthiness issues associated with aircraft of the same type that the FAA or the JCAB has been made aware of need to be brought to the attention of, and reviewed by, the other Authority to determine the impact on the design, production and operation of the Bell 412EPX helicopter.

5.4 Coordination between Design and Production

5.4.1 The FAA and the JCAB will facilitate, if requested, an arrangement between BTI, as the holder of the helicopter type-certificate, and SUBARU, as an approved JCAB APO, to ensure the satisfactory coordination of the type design and its production as required by respective FAA and JCAB regulations, ICAO standards, the IPA, and Licensing Agreement and Statement of Work requirements, and to ensure the appropriate maintenance and support of the type design and continued airworthiness of the product or article.

5.4.2 It is intended that this collaboration and coordination will include the communication and transmission by SUBARU approved under SUBARU's JCAB APO to BTI of the unintentional divergences (concessions or non-conformances) during the manufacturing process.

5.5 Identification and Delivery

5.5.1 The serial numbers of the Bell 412EPX helicopters produced in Japan under the FAA TC and the JCAB APO will be listed in the FAA TC Data Sheet (TCDS) and the JCAB Validation TC Data Sheet (VTCDS). The FAA and the JCAB will accordingly revise and update the respective TCDS/VTCDS for the Bell 412EPX helicopters to provide the identification and traceability of the helicopters manufactured in Japan including reference to the Japanese production organization name and the JCAB APO number.

5.5.2 The JCAB will verify that the identification data plate for the Bell 412EPX helicopters manufactured in Japan in accordance with the JCAB APO issued to SUBARU identifies this production facility as the manufacturer.

5.5.3 The JCAB will verify that the marking of parts and appliances related to the Bell 412EPX helicopters manufactured in Japan in accordance with the JCAB APO issued to SUBARU identifies this production facility as the manufacturer.

5.5.4 When required, the JCAB will ensure that Export Airworthiness Certificates are issued for the new Bell 412EPX helicopters manufactured in Japan, in accordance with ICAO Annex 8 standards and the JCAB's regulatory system.

6. INTERPRETATION AND MODIFICATION

- 6.1 In the case of conflicting interpretations of the laws, regulations, standards or requirements under this Management Plan, the interpretation of the civil aviation authority whose law, regulation, standard, or requirement is being interpreted prevails.
- 6.2 Any conflict in the interpretation or application of this Management Plan will be resolved through consultation between the Authorities.
- 6.3 This Management Plan may be modified by mutual consent. Such modifications will be in writing and will come into operation on the date of the last signature of the Authorities' authorized representatives or designees.

7. OPERATIVE DATE AND DISCONTINUATION

7.1 Operative Date

7.1.1 This Management Plan becomes operative when:

7.1.1.1 It has been signed by the authorized representatives of both the FAA and the JCAB, and

7.1.1.2 The JCAB has issued its approval of the JCAB APO responsible for the production of the Bell 412EPX helicopters under JCAB oversight at the SUBARU Final Assembly Line located in Utsunomiya (Japan).

7.2 Discontinuation

7.2.1 This Management Plan will remain operative until discontinued. Either Authority may discontinue this Management Plan at any time, but should endeavor to provide sixty (60) days' notice in writing to the other Authority.

7.2.2 Upon discontinuation, no additional product or article is to be manufactured or produced in accordance with this Management Plan. The FAA and the JCAB will revise the FAA TC TCDS and the JCAB VTCDs to reflect this change.

8. AUTHORITY

The FAA and the JCAB concur with the provisions of this Management Plan as indicated by the signatures of their authorized representatives.

Federal Aviation Administration



Mr. Earl Lawrence
Executive Director
Aircraft Certification Service

Japan Civil Aviation Bureau



Mr. KITAZAWA Ayumu
Director
Airworthiness Division

Date: March 31, 2022

Date: Mar 11/2022

Appendix 1

Applicable Manufacturing Facilities

SUBARU Corporation, Utsunomiya City, Tochigi Prefecture, Japan

Applicable Civil Aeronautical Products

Bell 412EPX helicopters