



# The View from Washington

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## Repair Station Training Program— Training Sources and Methods of Delivery

This is the third in a series discussing the elements of the repair station training program. The training program required by 14 CFR 145.163 is described in general terms in AC 145-10. The FAA inspector's guidance is published in Flight Standards Handbook Bulletin for Airworthiness (HBAW) 05-03 and will soon be incorporated into FAA Order 8300.10.

The training requirements of Section 145.163 are relatively simple: ensure your personnel are qualified to perform their assigned tasks. The application and implementation of the program takes time and effort to understand so that your training program can be a cost-effective approach to managing the needs of the repair station and the qualification of your personnel.

AEA conducted Repair Station Training Program (RSTP) training at each of the United States regional meetings last year and we will be conducting more training at various venues through April. An intensive RSTP training session also will be offered during the AEA Annual Convention in late April in Palm Springs. In addition, AEA's member-only section of the AEA website, "Resource One" contains more information, tools, and yes, a template to help you not only write your Repair Station Training Program manual but also the information and tools necessary to implement a cost-effective training program that meets the intent of the regulations.

This month's View will focus on

the various methods of conducting the training and some sources that may provide the training.

### Establishing and Maintaining Your Training Program

There are two very important points that must be made in establishing and maintaining your training program. First, the training program must ensure each employee assigned to a maintenance task (including inspection), preventive maintenance task, and alteration task is capable of performing the work. And second, the repair station's training sources, training methods, curriculum,

es with respect to Part 145. The training must meet the needs of the first point. Does it impart the necessary knowledge to the individual employee so that they may perform their assigned task? And secondly, does it meet the agreed upon requirements of your approved training program? If the training meets this objective, it is an acceptable program; if it does not, it isn't acceptable.

### When Should You Get Your Program Approved?

There are some elements of the training program that bear repeating. Once your training program is approved by

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training courses, etc. "are not subject to FAA approval."

The first point is critical. The entire purpose of the training program is to ensure that your employees are capable of performing their assigned tasks. That is why we have spent so much time reviewing the basic element of an employee and repair station needs assessment.

The second point is very revealing: there is no FAA approved training course

the FAA, the repair station must begin following its approved procedures. Since there is no value in getting your program approved early, we recommend that you do not submit your program any earlier than the last working day of the month it is due. Go ahead and begin implementing your training program once it is completed, it's a great way to give it a few months of "dry run," but don't submit it to the FAA early. Remember, once it is approved,

every thing you have committed to in your manual is now mandatory.

There are some elements that will be documented differently, but exist in the current regulations. If your repair station accomplishes work for a Part 121, 125, 129, or a Part 135 operator, you must ensure any employee assigned to tasks for these referenced operators are trained in accordance with that operator's requirements.

FAA's Flight Standards Handbook Bulletin for Airworthiness (HBAW) 05-03 states that a repair station's training program must meet the requirements of §145.163. But the repair station's training sources, training methods, curriculum, training courses, etc. "are not subject to FAA approval." The Bulletin further notes that the training program content will be evaluated for compliance of the rule. However, the repair station shoulders the responsibility that its training program sources, methods, curriculum, and courses meet the requirements of the rule and its customers.

### **Initial and Recurrent Training Requirements**

The employee training program approved by the FAA must include initial and recurrent training requirements. A repair station may divide its initial and recurrent training into the following areas of study for each category of employee:

- a. Initial, including: indoctrination, technical training and specialized technical training.
- b. Recurrent training.
- c. Remedial training based on demonstrated need.

There are many methods available to repair stations for the development and delivery of training. Most repair station training requirements may be accomplished through existing courses conducted in-house, provided by manufacturers and distributors or through the AEA. Repair stations may also want to

evaluate the local technical school's offerings (both aviation maintenance technician school (AMTS) and non-aviation electronics schools) or work with those schools to develop additional courses the repair station may need.

The selection of training methods really depends on the needs of the repair station. Each area of study lends itself to different delivery methods.

The only training that is pretty restrictive is the employee indoctrination training. Employee indoctrination training is very personal to the repair station and cannot be done by a third party. While a third party provider can provide your trainer with the background and knowledge to provide indoctrination training, the training itself must be customized to the repair station and usually given "in-house."

The repair station's approach to training can be customized to fit their needs. As an example, regulatory training is usually provided by the AEA, either through attending one of the regional meetings, the annual convention or by reading the pages of *Avionics News*. The attendance at the regional meetings and convention are presented in a "train the trainer" environment with the expectation that the technician or two that the repair station sends to an AEA function will return to the repair station and present the regulatory update "in-house" to the remainder of the technicians. This approach to training has been the staple of the industry for years and is completely acceptable under the new Part 145 training requirements.

### **The following is taken from AC 145-10:**

#### *403. IDENTIFYING THE TRAINING METHOD*

*a. Once the repair station defines its areas of study and individual courses/lessons, it can identify the methods available to deliver the training. There are many methods available to*

*repair stations for the development and delivery of training. Most repair station training requirements may be accomplished through existing courses conducted in-house, offered by local schools and colleges, or provided by manufacturers or other organizations. To control costs, repair stations could share the costs of in-house training with other similarly situated repair stations. These repair stations may also want to function as a training entity or work with an aviation maintenance technician school (AMTS) to develop courses. AMTS and repair stations may enter into reciprocal agreements.*

*b. The following is a brief overview of the different training delivery methods currently available:*

*(1) Formal Classroom Instruction. Training can be provided as a formal course delivered by an instructor in a classroom setting. To ensure the effectiveness of this method of training, the courses should include: an objective; a course outline defining the subjects, topics, and expected outcome; a list of reference and/or course material used; the qualifications of the instructor; and a summary of the knowledge or skill that is to be obtained and the method used to ensure it was absorbed by the employee. The interaction of employees with their instructor is important for the information to be successfully transferred.*

*(2) On the Job Training (OJT). OJT is knowledge obtained while participating in accomplishing the task under the direction of a qualified person or watching another demonstrate a task or activity and then accomplishing the same action under supervision until satisfactory results are obtained. It is an effective method of training for subject matter and tasks that are difficult to understand if described or for which demonstration of capability is essential to correct completion. Practical skills*

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may also be taught using OJT. To make this method of training most effective, the process for providing the information should be standardized by using, for a particular task, the approved data from the article's maintenance manual, and the referenced tools and/or equipment. The process should document that the employee demonstrated the ability to accomplish the skill or task properly on the requisite OJT record. The same process can then be used to train other employees to the same task, activity, or skill. Even with a very capable instructor, the repair station should ensure any OJT is well structured by establishing that the same key elements are included each time.

(3) *Computer-Based Training (CBT).* Interactive CBT courses can be used to impart knowledge and teach practical skills at the correct pace for each employee. CBT can be accomplished at any location at times convenient for each employee. To ensure the effectiveness of this type of training, the repair station should evaluate the information provided against its particular needs.

(4) *Distance Learning.* Distance learning applies to situations where the instructor and the employees are not in the same location. It can take the form of mail-based correspondence courses using written, videotaped, or CBT materials; videoconferencing; teleconferencing or a combination of both—sometimes called “virtual” classrooms; or Internet- or intranet-based instruction that allows employees to interact with an instructor or with courseware similar to CBT. The advantage of this training method is that the courses can be tailored to a specific repair station's need and an instructor can respond to individual questions. The disadvantages are that the communications can be misinterpreted because of technical difficulties, and the interaction of an employee may be inhibited.

(5) *Embedded Training.* Some equipment, particularly that which uses software for testing or to perform a maintenance function, has training embedded into the process. Incorporating a tutorial or “help” menu are simple examples of how a software program can provide instruction as the user performs a specific task. Embedded training is most useful when:

- The employee already knows the underlying technical information related to the basic task and needs only to learn the details of the procedure.
- The procedure is straightforward and can be easily understood with a written explanation.
- The media and method in which training is embedded are part of the task or equipment to be learned.
- There is a method to assess the employee's performance and to record that training has taken place.

(6) *Other Methods Include Self-Study, Case Study, and Seminars.* These methods of training or acquiring knowledge can be accepted by the repair station provided the information gained applies to the job function and skills required to perform the work capably. The repair station's training program should ensure any processes used to impart information could be established by objective standards and requirements. Any class, course, or lesson should have a written objective, identified course material or tools/equipment, and an assessment of whether the knowledge was absorbed by the employee.

c. A repair station should pick the delivery method based on its assessment of the training needs. The repair station also should have a method to verify the training delivery technique it chooses is effective for the employee.

### 404. TRAINING SOURCES

a. There are a number of different sources for training, and the repair station should have a process for selecting a source that will satisfy its training

requirements.

b. Some common training sources are:

(1) *Original Equipment Manufacturers (OEM).* OEMs may deliver technical information regarding maintenance or alteration on its articles by formal classroom instruction, OJT, distance learning, embedded technology, or CBT material. OEM instructors may come to a repair station to conduct training on-site or deliver the information during seminars, sessions, or extended study at other locations. OEM training on-site gives the repair station the opportunity to share the costs of the training with other local repair stations. If the repair station selects an OEM course, the repair station should ensure its employees have the prerequisite training and/or experience for the course to be most effective. Also, the repair station should verify that the area of study, course objective, material, and any instructors assigned by the OEM meet the repair station's standards.

(2) *AMTS.* An AMTS approved under Part 147 can be an effective source of training for repair stations, particularly for basic knowledge and skills. The training may need to be supplemented by information unique to the repair station's tasks and equipment.

(3) *Operators or Other Repair Stations.* Operators and other repair stations may have training programs they are willing to provide to others by contract. Operators may provide specified repair station employees required inspection items and operator's program training. The operator may also provide other general training such as regulatory requirements.

(4) *Government Agencies.* Government agencies provide training on OSHA, EPA, and hazardous materials recognition and handling. They may also be a source of training related to maintenance human factors and general safety subjects.

(5) *Trade Associations.* Entities that

represent certain segments of the aviation or business community offer training classes on technical and regulatory subjects. Again, the repair station must ensure the individual attending the training completed the course and acquired the requisite knowledge required by the particular repair station's requirements.

(6) *Other Sources.* There are a variety of other training sources, which include, but are not limited to, independent seminars, product demonstrations, computer-based instructions, videos, and equipment manufacturers. All sources of information should be viewed as potential training sources. The repair station's training program should have a method of incorporating training opportunities to ensure each employee is capable of performing its assigned task.

c. Regardless of the source of the training, the repair station remains responsible for the administration, adequacy, and currency of its training program and for the maintenance of training records.

## AEA REGULATORY & TECHNICAL TRAINING

### New RSTP Development CD Now Available!

Beginning on April 6, 2006 the FAA is requiring all Part 145 Repair Stations to develop and maintain a training program for their technicians.

**Let AEA be your partner in repair station training.**

**The Aircraft Electronics Association has produced high-quality computer-based training CDs to help meet your needs.**

**- NEW -**



#### **REPAIR STATION TRAINING PROGRAM DEVELOPMENT**

- Allows users to print their official training program
- Dissects regulatory requirements of training program found in AC 145-10 and HBAW 0503
- Discusses easy and effective ways to implement training requirements for your repair station
- Provides resources and instruction on how to implement and manage a training program



#### **FLIGHT MANUAL SUPPLEMENTS**

This CD-Web Training Program explains where to go when you have questions about the format, content requirements and the proper methods of amendment or revision. The program includes a discussion of the appropriate FAA regulations including an in-depth look at Airplane Flight Manuals and Approved Manual Material.



#### **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

Do you hear conflicting criteria about Flight Manual Supplements (FMS) and Instructions for Continued Airworthiness (ICA)? Save time identifying all the guidance material that is available—go right to the source. This program discusses Instructions for Continued Airworthiness and explains why and when they are needed.



#### **AIRCRAFT WIRING INSPECTIONS**

- Review of common wiring discrepancies.
- Review of wiring inspection requirements & procedures.
- Identify regulatory guidance materials.
- Identify wiring repair resources.
- Identify opportunities for additional maintenance revenue.



#### **ARCHITECTURE OF AN ALTERATION**

- Identify the certification basis for an airframe.
- Distinguish alteration types.
- Establish and defend the foundation for major versus minor.
- Distinguish between approved and acceptable data for alterations.
- Identify proper alteration approval procedures.
- Understand importance of proper documentation.

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# Regulatory Update

## United States

### Data-Link Recorder Systems

On November 28, 2005, the Federal Aviation Administration (FAA), issued a notice announcing the availability of, and requests comment on proposed Technical Standard Order (TSO) C-177, Data-Link Recorder Systems. This proposed TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards (MPS) their data-link recorder systems must meet to be identified with the appropriate TSO marking.

Digital messaging technology created a need for a data-link recorder system that would ensure the information and data necessary for the investigation of incidents and accidents continues to be recorded on-board the aircraft. It is important that these digital messages are properly recorded and that the timing correlation between cockpit displays and other aircraft systems are preserved. This proposed TSO prescribes the minimum performance standards for data-link recorder systems equipment necessary to receive, process, record, preserve, and retrieve Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) digital messages transmitted to and from the aircraft to assist in investigation of an incident or accident.

You can view or download the proposed TSO at: <http://www.airweb.faa.gov/rgl>. On this web page, select "Technical Standard Orders." At the TSO page, select "Proposed TSOs."

### Random Drug and Alcohol Testing Percentage Rates of Covered Aviation Employees for the Period of January 1, 2006 Through December 31, 2006

On November 10, 2005, the FAA issued a Notice regarding Random Drug and Alcohol Testing Percentage Rates of Covered Aviation Employees for 2006.

In summary, the FAA has determined that the minimum random drug and alcohol testing percentage rates for the period January 1, 2006, through December 31, 2006, will remain at 25 percent of covered aviation employees for random drug testing and 10 percent of covered aviation employees for random alcohol testing.

Pursuant to 14 CFR Part 121, Appendix I, Section V.C, the FAA Administrator's decision on whether to change the minimum annual random drug testing rate is based on the reported random drug test positive rate for the entire aviation industry. If the reported random drug test positive rate is less than 1.00 percent, the Administrator may continue the minimum random drug testing rate at 25 percent. In 2004, the random drug test positive rate was 0.54 percent. Therefore, the minimum random drug testing rate will remain at 25 percent for calendar year 2006.

Similarly, 14 CFR Part 121, Appendix J, Section III.C, requires the decision on the minimum annual random alcohol testing rate to be based on the random alcohol test violation rate. If the violation rate remains less than 0.50 percent, the Administrator may continue the minimum random alcohol testing rate at 10 percent. In 2004, the random alcohol test violation rate was 0.09 percent. Therefore, the minimum random alcohol testing rate will remain at 10 percent for calendar year 2006.

### Proposed Advisory Circular 25-17A Revision, Transport Airplane Cabin Interiors Crashworthiness Handbook

The FAA has issued notice of availability of proposed advisory circular (AC) 25-17A revision and request for comments.

This notice announces the availability of and requests comments on a proposed advisory circular (AC) revision that sets forth acceptable methods of compliance with Title 14, Code of Federal Regulations (14 CFR), Part 25, concerning the crashworthiness requirements as applied to cabin interiors. Like all ACs, it is not regulatory but provides guidance for applicants in demonstrating compliance with the objective safety standards set forth in Part 25.

The proposed AC revision can be found and downloaded at <http://www.airweb.faa.gov/rgl> under "Draft Advisory Circulars."

Comments must be received on or before March 16, 2006.

### Flight Standards Information Bulletin for Airworthiness (FSAW) 05-09: Implementation of Thermal and Acoustic Insulation Blankets Flammability Requirements

The FAA has issued Flight Standards Information Bulletin for Airworthiness (FSAW) 05-09 Regarding the Implementation of Thermal and Acoustic Insulation Blankets Flammability Requirements. (FSAW 05-10 applies to the Implementation of Thermal and Acoustic Insulation Blankets Flammability Requirements for Part 91/125 aircraft.)

FSAW 05-09 provides information and guidance to principal maintenance inspectors (PMI) for Title 14 of the Code of Federal Regulations, Parts 121 and 135 air carriers on addressing the

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requirements of § 121.312(e)(1) and § 135.170(c)(1) for thermal and acoustic insulation used as replacement parts.

Title 14 CFR Amendments 91-279, 121-301, 125-43 and 135-90 were issued on July 31, 2003, to mandate new flammability requirements for thermal/acoustic insulation installed in the fuselage of transport category airplanes. These amendments contain requirements applicable to newly manufactured airplanes, as well as airplanes already in service.

In particular, § 121.312(e)(1) and § 135.170(c)(1) require that insulation used to replace existing insulation comply with newly adopted § 25.856, for airplanes manufactured before September 2, 2005. There is no requirement to replace insulation, but when insulation is replaced, the newly installed insulation must comply. Although the rule applies to all insulation, the insulation that is inaccessible in flight is what should be the focus of compliance. The FAA has determined that if insulation is accessible in flight, the crew can readily extinguish any fire and therefore the insulation does not have to meet § 25.856. This does not include insulation inside other compartments that involve opening a door or access panel, or in any location where the source of the fire cannot be observed.

Thermal and acoustical insulation of various material compositions are installed on the entire fleet of air carrier aircraft. Much of the insulation is in the form of blankets, but many thermal/acoustic insulation parts are in other forms and are less obvious, e.g., insulation on air ducts and insulation on the bottom of floor panels. Advisory Circular 25.856-1, Thermal/Acoustic Insulation Flame Propagation Test Method Details discusses many aspects of the associated test method, and methods of compliance.

Air carriers should rely on data pro-

vided by airframe manufacturers or suppliers in order to show compliance, although they may generate their own data.

For the purpose of this bulletin, the following guidelines should be used when determining compliance:

### (1) Maintenance Requirements

(a) Repairs to insulation are covered by Part 43. Policies on repair versus replacement are unchanged.

(b) Missing insulation should be treated as it is currently. That is, if the manufacturer's instructions for continued airworthiness allow for missing insulation, no additional action would be necessary. If the missing insulation is considered a minor change to type design, it can still be treated that way. However, if the change is considered major, FAA approval must be obtained.

NOTE: In deciding whether the change is major or minor, consideration must be given to the purpose of the insulation and the effects it will have if missing. Example: Insulation blankets might provide thermal protection to components in an area. The effects of the missing insulation on the components would have to be determined.

(c) Insulation installed and signed off prior to September 2, is not affected (i.e., is not required to comply with the new regulations), even if the airplane is not back in service until after September 2.

(d) Insulation taken from stores is considered as a replacement and must be shown that it complies as provided by the list (ref. paragraph B2(b) below) or by approved data.

(e) Insulation that is taken from an airplane that is in maintenance to support an airplane in service is not considered as a replacement and, therefore, is not required to comply with the referenced operational rules.

(f) Insulation that is removed (from the airplane, or from a part or component on the airplane) for purposes of maintenance or inspection and then

reinstalled is not subject to the regulation.

### (2) Approval

(a) The air carrier will document compliance utilizing existing methods to show compliance with § 25.853, i.e., maintenance recording requirements contained in Parts 121 and 135. Additional documentation is not required to show compliance with § 25.856(a).

(b) To facilitate this, the air carrier should have a list of materials and/or part numbers that would be required to comply with referenced operational rule amendments in the event they are replaced. This list may have been supplied by the airframe manufacturer, or developed in house. In addition, the air carrier should also have a list of materials and part numbers that do comply. Lists supplied by the airframe manufacturer are sufficient to indicate that a particular part complies with the requirement.

(3) Material Items (ref. AC 25.856-1, paragraph 7).

(a) Insulation inside ovens, carts, refrigerators, meal boxes, coffee makers is addressed in the AC and does not need further substantiation because it is enclosed within a box.

(b) Insulation visible in the passenger cabin (if any) is considered compliant by being accessible to extinguishment by hand-held fire extinguishers and does not need further substantiation.

(c) Insulation installed in fire zones is addressed in the AC and does not need further substantiation because of its location.

(d) Insulation not in the fuselage is not covered by the rule. Such areas include the empennage, wheel wells, and wing-to-body fairings.

## Canada New Manufacturing and Maintenance Advisory Circulars

In the December 2005 Canadian Aviation Regulations (CARs) amendment, changes to advisory material cur-

rently found in Part V of the CARs are being made. These changes introduce Advisory Circulars from the TCCA Aircraft Maintenance and Manufacturing Branch.

In an effort to harmonize advisory publications with other branches of Civil Aviation and those of other international aviation authorities, TCCA has decided to replace existing Airworthiness Manual Advisories (AMAs) related to the maintenance and manufacturing of aeronautical products with new Advisory Circulars (ACs) that will be published by the Aircraft Maintenance and Manufacturing Branch. While the content of the new Aircraft Maintenance and Manufacturing ACs will remain technically similar to that of the AMAs they are replacing, the format of the ACs will be standardized to conform to other guidance documents published by the Civil Aviation Directorate.

The Advisory Circular is information that provides recommended procedures or guidance for interpreting the regulations and standards and provides three types of data:

- 1) Information—issues or non-regulatory material which may be of interest;
- 2) Interpretations—current interpretations, and in certain cases the Transport Canada reading of current requirements, perhaps pending the results of international harmonization;
- and 3) Means of compliance—recommended means, but not the only means, of compliance with the requirements contained in the CAR or Standards.

Further information on the new Maintenance and Manufacturing ACs, and a list of new ACs, may be viewed at: <http://www.tc.gc.ca/civilaviation/maintenance/aarpc/ac/menu.htm>

### **CARAC Introduces a New NPA Database**

CARAC has introduced the “NPA System” that will give users the ability to retrieve all information pertaining

to a Notice of Proposed Amendment (NPA) and all of its related documentation with minimal searching. Searches may be conducted based on the NPA number, affected regulation or Standard, technical committee date, status etc. Information is being transferred from the existing CARAC sites to the NPA system, and TCCA anticipates the transfer will be complete by early 2006.

The new NPA System can be viewed at: <http://www.tc.gc.ca/aviation/applications/npa/>

### **AMO: Person Responsible for Maintenance**

The CARs Amendment 2005-1, effective May 31, 2005, was primarily to introduce Safety Management Systems for those AMOs holding “Aircraft” ratings, as discussed in the December issue of *Avionics News*. However, the Amendment also introduced new regulations and standards for appointment of the Person Responsible for Maintenance (PRM) for all AMOs. The amended CAR 573.04 and Standard 573.04 introduce new PRM qualification requirements and details of the TCCA interview process for appointment of a PRM. Canadian AMOs should be aware of these new regulations when seeking to have a new PRM appointed.

The amended STD 573.04 can be viewed at: [http://www.tc.gc.ca/CivilAviation/Regserv/Affairs/cars/Part5/Standards/573s.htm#573s\\_04](http://www.tc.gc.ca/CivilAviation/Regserv/Affairs/cars/Part5/Standards/573s.htm#573s_04)

## **Europe**

### **EASA**

#### **Fees and Charges Regulation**

EASA has issued a policy on the approval of changes to AFM Supplement in the FAQ for the EASA Fees and Charges regulation. This recently has been a hot issue for Design Organizations, who could independently

approve MINOR changes but were not able to approve MINOR changes to AFM. Such approval will be free of charge.

Furthermore EASA has defined in their FAQs that the Level 1 and Level 2 specified in the mentioned regulation are the same as the one used under the Post Type Validation Principles with the FAA.

### **A-NPA Procedure for UAV certification**

A new Advance NPA procedure has been used by EASA the first time. This process may include preliminary consultation in cases where the executive director concludes that additional consultation is required prior to embarking on the drafting/NPA/consultation procedure. This may be the case for rulemaking in new areas. This procedure was used this time to propose a policy for Unmanned Aerial Vehicle (UAV) certifications. The proposal also includes some basic guidelines for the design, production, installation and certification of avionics systems into UAVs.

### **Supplemental Type Certificates – Lists**

EASA has issued lists of all STCs approved by EASA. They can be found on the EASA website.

### **JAA**

NPA-OPS 49 was issued to clarify the carriage and use of headsets. The proposal required in JAR-OPS 1.313 calls for the use of headsets with boom mike in flight below transition altitude or FL100, whichever is the higher.

Comments must be received by February 1, 2006.

### **EUROCONTROL**

Eurocontrol recently held meetings in Toulouse/France to discuss “Implementing RNP” and “Avionics for 2011

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# Frequently Asked Questions

The following information is from the Federal Aviation Administration

## TOPIC:

## Bilateral Agreements

**QUESTION:** Where can someone find information about performing maintenance and alterations on foreign registered aircraft?

**ANSWER:** Look for the Bilateral Aviation Safety Agreement (BASA) between the country of registry and the FAA.

### What are bilateral agreements?

Bilateral agreements facilitate the reciprocal airworthiness certification of civil aeronautical products imported/exported between two signatory countries. A Bilateral Airworthiness Agreement (BAA) or Bilateral Aviation Safety Agreement (BASA) with Implementation Procedures for Airworthiness (IPA) provides for airworthiness technical cooperation between the FAA and its counterpart civil aviation authorities.

### Bilateral Airworthiness Agreement

Bilateral Airworthiness Agreements are executive agreements concluded prior to 1996 through an exchange of diplomatic notes between the U.S. Department of State and its foreign counterpart based on FAA technical recommendations. (Note: The U.S. no longer concludes Bilateral Airworthiness Agreements.)

### Bilateral Aviation Safety Agreement

In addition to airworthiness certification, Bilateral Aviation Safety Agreements provide for bilateral cooperation in a variety of aviation areas, including maintenance, flight operations, and environmental certification. For aircraft certification, an additional document, an Implementation Procedures for Airworthiness, is developed to address specific areas such as design approvals, production activities, export airworthiness approval, post-design approval activities, and technical cooperation.

Bilateral agreements can be viewed at: [http://www.faa.gov/aircraft/air\\_cert/international/bilateral\\_agreements/bilateral\\_regs/](http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/bilateral_regs/)

*Note: AEA offers these Frequently Asked Questions (FAQs) in order to foster greater understanding of the Federal Aviation Regulations and the rules that govern our industry. AEA strives to make them as accurate as possible at the time they are written, but rules change so you should verify any information you receive from an AEA FAQ before you rely on it. AEA DISCLAIMS ANY WARRANTY FOR THE ACCURACY OF THE INFORMATION PROVIDED. This information is NOT meant to serve as legal advice – if you have particular legal questions, then these should be directed to an attorney.*

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and beyond.” The agenda included issues such as “Navigation Strategy and Implementation Plans,” and RNAV status and operational experience; benefit of RNP operations, back up to GNSS;

avionics—operational concepts; avionics roadmaps; and research and development of new avionics.

Most of the presentations can be downloaded from the Eurocontrol website. <http://www.eurocontrol.int/eatm/public/event/051004avnav.html>. □