

ADDENDUM TO THE IMPLEMENTATION PROCEDURES FOR AIRWORTHINESS

Between the Government of the United States of America and the Government of Australia

1. Authorization

This Addendum is added to the Implementation Procedures for Airworthiness (IPA) dated May 7, 2010 in accordance with paragraph 1.7 of the IPA and forms an integral part of the IPA.

2. Purpose

To identify additional Australian design approvals issued by the Civil Aviation Safety Authority (CASA) that will be accepted by the United States, as the basis for a Federal Aviation Administration (FAA) Design Approval in accordance with paragraphs 2.1.3 and 2.3.2 of the IPA.

3. Supplemental Type Certificates (STCs) that the United States shall accept, as the basis for FAA Design Approval.

3.1 14 CFR part 25 aircraft

The United States shall accept STC applications and compliance determinations made by CASA for the following changes:

- (1) Interior Modifications of an aircraft including those for interior furnishings and materials, such as seats, galleys, partitions/class dividers, sidewall and ceiling panels, floor coverings, emergency equipment installations, etc. where the structural changes do not invalidate the basic certification assumptions;
- (2) Similar modifications of equal scope and complexity. Those modifications must not adversely impact the aircraft's handling qualities or affect the certified maximum gross weight and the rated power of the aircraft.

3.2 14 CFR part 27 and part 29 rotorcraft

The United States shall accept STC applications and compliance determinations made by CASA for the following changes:

- (1) Individual improvements to Cockpit Flight Decks that do not redesign the cockpit nor grossly affect the form, fit and function of the basic cockpit;
- (2) External modifications including searchlights, infrared cameras, etc. excluding those that incorporate laser pointer/aiding devices and infrared filters;
- (3) External hoists and cargo hooks excluding those used for Human External Cargo;

- (4) Interior Modifications including those for emergency medical services where the structural changes do not invalidate the basic certification assumptions, but excluding combination passenger/cargo interiors; and
- (5) Similar modifications of equal scope and complexity. Those modifications must not adversely impact the rotorcraft handling qualities or affect the certified maximum gross weight and the rated power of the aircraft.

3.3 Additional Supplemental Type Certificate Applications

When CASA submits an STC application to the FAA in a technical area which is not within the scope of the IPA, CASA shall first contact the applicable FAA office indicated in Appendix A of the IPA and communicate the details of the CASA STC. The FAA may elect to conduct an additional technical evaluation of CASA’s understanding of the STC requirements prior to accepting the application. If the application is accepted by the FAA the result of the technical evaluation may be used to develop the certification basis and determine the FAA level of involvement.

3.4 Additional Information:

For additional information, refer to the IPA, Appendix C “*Supplemental Administrative Instructions*”, section C2 “*Design Approval Supplemental Instructions*”, subsection C2.2 “*Supplemental Instructions for United States Type Certificates*”.

4. The Parties agree to the provisions of this Addendum as indicated by the signature of their duly authorized representatives.

GOVERNMENT OF THE UNITED STATES OF AMERICA

GOVERNMENT OF AUSTRALIA

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Date 22 March 2017

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