

Implementation Procedures for Design and Production
between
The Civil Aviation Bureau of Japan
and
The Civil Aviation Authority of Israel

Revision (new)

September 2026

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1. GENERAL

1.1. Purpose

- 1) The purpose of these Implementation Procedures for Design and Production is to:
 - a) Facilitate and outline cooperation in the field of initial and continued airworthiness between the Civil Aviation Bureau of Japan (JCAB) and the Civil Aviation Authority of Israel (CAAI), hereinafter referred to as the Authorities;
 - b) Enable the reciprocal acceptance or facilitate the recognition, findings of compliance made and certificates issued by either Authority or approved organizations; and
 - c) Facilitate and promote the flow of civil aeronautical products and parts.
- 2) The Authorities will conduct their certification and validation activities consistent with the Working Arrangement (WA) between the Civil Aviation Bureau of Japan and the Civil Aviation Authority of Israel, signed on 8 September 2026 and these Implementation Procedures.

Note: Attachment B lists all acronyms used in this document.

1.2. Basis of Authority for these Implementation Procedures

These Implementation Procedures are established in line with the WA.

1.3. Governance

- 1) The Authorities will discuss the application of these Implementation Procedures periodically as jointly decided. Such discussions may address the resolution of technical issues, continued improvements to the process, on-going projects or changes in the approved organizations, any revisions to the requirements, technical assistance requests and any other matters relevant to these Implementation Procedures.
- 2) These Implementation Procedures are based on mutual confidence and trust between the Authorities. When a finding is made by the Certifying Authority (CA) in accordance with the laws and regulations of the Validating Authority (VA) and these Implementation Procedures, that finding is given the same validity as if it were made by the VA. A fundamental principle of these Implementation Procedures is to maximise the use of the CA's aircraft certification system to ensure that the airworthiness requirements and environmental requirements of the VA are satisfied. The Authorities recognize that if there are overwhelming reasons to go outside this defined principle, such reasons will be discussed between them.

1.4. Definitions

Save where specified otherwise, the defined terms in these Implementation Procedures are as defined in the Working Arrangement to which these Implementation Procedures are hereby appended.

The following terms used in these Implementation Procedures are defined as follows:

- a) "Acceptance" means the acceptance of approvals, certificates, data and other documents relating to civil aeronautical parts and products without the need for Validation and "Accepted" is to be construed accordingly.
- b) "Airworthiness Requirement" means a regulation, airworthiness standard or other certification specification governing the design and performance of civil aeronautical products or parts.
- c) "Approved Manual" means a manual, or sections of a manual, approved by an Authority or by an organization if such privileges have been recognized. These include the approved sections of the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICAs), the structural repair manual, the engine and propeller installation and operating manuals, and the certification maintenance requirements (CMR), where applicable.
- d) "Certifying Authority" or "CA" means the organization within the Exporting State, charged by the laws of that State, to regulate the airworthiness and environmental certification, approval, or acceptance of the civil aeronautical products or parts. It will mean JCAB for Japan and CAAI for Israel, for the functions and tasks of the State of Design or Manufacture.
- e) "Certification Basis" means a set of the applicable airworthiness and environmental requirements established by an Authority as the basis by which the type design of a civil aeronautical product, or a change to that type design was approved or accepted. The certification basis may also include Special Conditions, Equivalent Level of Safety (ELOS), and Exemptions when determined by the Competent Authorities as applicable.
- f) "Civil aeronautical parts" means any sub-assembly, appliance, part, or component installed or to be installed on any civil aircraft, aircraft engine, or aircraft propeller.
- g) "Civil aeronautical products" means any civil aircraft, aircraft engine or aircraft propeller.
- h) "Compliance Determination" means, for design approval, the determination, by either Authority's system, that the applicant has demonstrated compliance with the certification basis or a relevant part thereof.
- i) "Critical Part" means a part identified as critical by the design approval holder or applicant, or the CA during the type design certification process for the civil aeronautical product or part. Typically, such components include parts for which a replacement time,

inspection interval, or related procedure is specified in the airworthiness limitations section or certification maintenance requirements of the ICAs.

- j) “Emissions Change” in respect of an aircraft means a change in the type design of an aircraft or aircraft engine that results in an increase in fuel venting or exhaust emissions of a turbine engine.
- k) “Environmental Requirements” mean regulations, environmental standards, or certification specifications governing the certification of designs with regard to noise characteristics, exhaust emissions, fuel venting, and fuel efficiency certification of civil aeronautical products.
- l) “Exemption” means a grant of relief from requirements of a regulation when processed through the appropriate regulatory procedure by an Authority.
- m) “Export” means the process by which a civil aeronautical product or part is released from one Authority's regulatory system to the other.
- n) “Equivalent Level of Safety (ELOS)” means a finding by an Authority that the alternative action taken provides a level of safety equal to that provided by the airworthiness requirements for which equivalency is being sought.
- o) “Import” means the process by which an exported civil aeronautical product is accepted or validated by an Authority for use and is subsequently placed under that Authority's regulatory system.
- p) “Major change” means any changes which are not classified as minor.
- q) “Major repair” means a repair:
 - (1) That, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
 - (2) That is not done according to accepted practices or cannot be done by elementary operations.
- r) “Manufacturer” means a person who, by the Authorities’ regulations, is responsible for determining that all civil aeronautical products produced within its production quality system conform to a JCAB or CAAI approved design or established government or industry standard and are in a condition for safe operation. This includes a production organization.
- s) “Minor change” means a change which has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics or other characteristics affecting the airworthiness of the product or its environmental characteristics.
- t) “Minor repair” means a repair other than a major repair.

- u) "Parts Manufacture Approval (PMA)" means a combined design and production approval issued for modification or replacement articles. It allows a manufacturer to produce and sell these articles for installation on type certificated/validated products. The JCAB-PMA is a production approval only under the license agreement.
- v) "Production Quality System" means a systematic process, which meets the requirements of the CA and ensures that civil aeronautics products will conform to the approved design and will be in a condition for safe operation.
- w) "Repair" means the design and actions required to restore a certified civil aeronautical product to an airworthy condition.
- x) "Restricted Type Certificate" a Type Certificate issued when an aircraft complies with specific airworthiness specifications and deviations from the essential requirements but nevertheless ensures adequate safety with regard to the intended purpose. For the JCAB, see "Special Aircraft X".
- y) "Special Aircraft X" means a JCAB aircraft classification that is not in the category of: "normal", "utility", "aerobatic", "commuter", "transport", or "gliders".
- z) "Special Condition" means an additional requirement prescribed by the Authorities when the airworthiness code for the category of civil aeronautical product does not contain adequate or appropriate rules due to novel or unusual design features, or experience showing that unsafe conditions may develop. Special Conditions contain such requirements as an Authority finds necessary to establish a level of safety equivalent to those established in the applicable airworthiness code.
- aa) "Standard Part" means a part that is manufactured in line with an established government or industry-accepted specification, which includes design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and declare conformity of the part and must be published so that any person or organization who manufactures the part does so in a standard manner.
- bb) "Specification Approvals (SA)" is a design approval issued by the JCAB for all parts. For the purpose of these Implementation Procedures the approval of compliance with the standard (JCAB SA) is equivalent to the CAAI Aeronautical Parts Approval (APA).
- cc) "Type Approvals (TA)" is a design approval issued by the JCAB for engines and propellers.
- dd) "Validating Authority" or "VA" means the organization within the Importing State charged by the laws of that State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. It will mean JCAB for Japan and CAAI for Israel.
- ee) "Validation" means the VA's process as defined herein, for compliance determination of a design, or a design change, as approved or certified by the CA.

1.5. Communications

- 1) These Implementation Procedures are based upon similar certification and approval systems for civil aeronautical products being in place at the time of signing. The Authorities will keep each other informed of significant changes within those systems.
- 2) Revision by either Authority of its certification or approval system may affect the basis and the scope of these Implementation Procedures. Accordingly, upon notice of such changes, the other Authority may request a meeting to review the need to modify these Implementation Procedures.
- 3) The Authorities will ensure that the data and documents exchanged under these Implementation Procedures are in the English language.
- 4) The Authorities recognize that there may be occasional situations where one needs to exchange information directly with an approved organization of the other. In such cases, the Authority initiating the contact will notify the other Authority as soon as possible.
- 5) The Authorities will consult as necessary to provide input when requested on technical issues and to resolve technical differences.
- 6) The Authorities will:
 - a) resolve differences in the interpretation and implementation of these Implementation Procedures through consultation or any other jointly accepted means. The Authorities are expected to make every effort to resolve differences at the lowest possible level; and
 - b) expeditiously raise differences that cannot be satisfactorily resolved at the working level to their respective managements, on a progressive level, until a resolution is reached.
- 7) In the case of conflicting interpretations by the Authorities of national laws, airworthiness or environmental regulations, standards, specifications, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these Implementation Procedures, the interpretation of the Authority whose national laws, airworthiness or environmental regulations, standards, specifications, requirements, or acceptable means of compliance are being interpreted will prevail.

1.6. Handling of Requests for Proprietary Data

1.6.1. Protection of Proprietary Data

Unless required by law, the Authorities will not copy, release, or show data identified as proprietary or otherwise restricted that is obtained from each other to anyone other than their employees, without written consent of the design approval holder or other data submitter. The Authority is expected to obtain this written consent from the design approval holder, when

required by the other Authority. To the extent that the Authorities share such data with relevant accident investigation or other statutory bodies, they will ensure that these persons treat such restricted information in line with paragraph 12 (Confidentiality) of the Working Arrangement.

1.7. Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

The Authorities concur to co-operate with each other in relation to accidents and incidents involving parts and products the subject of these Implementation Procedures and any suspected unapproved parts or products imported from one state into the other.

2. DESIGN APPROVAL

2.1. General

- 1) This section will apply to the initial design approval of civil aeronautical products, the approval of subsequent design changes, and approval of design data used in support of repairs.
- 2) When the Authorities are validating each other's products, they will follow the validation procedures described in Attachment A to these Implementation Procedures.
- 3) Where these Implementation Procedures refer to any CA approval, an approval by an organization appropriately approved and delegated by the CA is considered a CA approval.

2.2. Limitations of Design or Design Change Approvals

- 1) A certificate or an approval issued by either Authority is intended for civil aeronautical products and parts which have, or will have, a civilian application.
- 2) An applicant may only apply for validation through its Authority to the other Authority. Applications for validations made directly to the other Authority will not be accepted.

2.3. General Procedures for Validation of a Design or a Design Change

2.3.1. Application submission

- 1) The Authorities recognize that when specified by these Implementation Procedures, an application for approval of a design or a design change will be made using the forms required by the VA. The application forms are available from the following websites:

For JCAB: https://www.mlit.go.jp/koku/15_hf_000137.html

For CAAI: <https://www.gov.il/en/service/application-for-aircraft-type-certificate/>

Note: It may be necessary for the applicant to complete a declaration or acknowledge its commitment to the appropriate financial requirements before the application can be processed.

- 2) An application will:
 - a) be accompanied by the applicable technical data package necessary for the VA to conduct preliminary administrative and technical assessments of the application;
 - b) be forwarded by the CA or the applicant to the VA, along with a letter of endorsement from the CA stating that the application is within the scope of these Implementation Procedures and will be supported by the CA; and
 - c) be acknowledged formally by the VA, who will provide contact points for the purpose of further communication on the application itself.

2.3.2. Concurrent Certification/Validation

- 1) For some projects, it is beneficial for the Authorities to undertake a concurrent certification/validation process. When doing so, the VA will conduct its activities using the validation procedures outlined in Attachment A, modified if necessary by the requirements of the particular project.
- 2) The Authorities will document their decision to undergo a concurrent certification/validation and any modifications mentioned in paragraph 1) above in a separate document.

2.3.3. Projects Involving a Separate State of Design and State of Manufacture

The Authorities share the recognition that some of their aviation industry's projects may involve articles designed under one Authority's jurisdiction and manufactured under the other Authority's jurisdiction. In such cases, the Authorities will work together to develop and document a working arrangement in line with the Technical Assistance Section (8) of these Implementation Procedures. The working arrangement will define their respective roles to ensure that the relevant functions assigned to the State of Design and the State of Manufacture under Annex 8 to the Convention on International Civil Aviation ("Chicago Convention") are carried out. Such a working arrangement will address the continued airworthiness roles assigned to the State of Design and the State of Manufacture.

2.3.4. Communications during a Certification, Approval or Validation Project

The Authorities will identify primary contact offices or persons, to accommodate early exchange of information and discussion between the Authorities and promote continued communications throughout the certification, approval or validation project.

2.3.5. The Authorities' Validation Process

- 1) The Authorities will conduct validation activities using the validation procedures contained in Attachment A and with the general principles outlined in paragraph A.1 in mind.
- 2) The Authorities share the recognition that this Section is intended to reduce the number of compliance determinations retained by the VA as much as practicable while respecting regulatory requirements. The validation process is intended to allow:
 - a) the VA to issue its design approval based on the CA's design approval and declaration that the type design has been examined and found to comply with the VA's certification basis; and
 - b) the VA to review selected aspects of a type design presented for design approval in line with the validation criteria defined in Attachment A.
- 3) Certificates and design approvals are accepted or validated by the VA using one of the following procedures:

a) Acceptance

- i. Where the VA accepts the CA's approval without issuance of its own approval document.
- ii. No application for validation is required.

b) Validation

- iii. This applies to all design approvals not eligible for Acceptance
- iv. The VA will issue an approval document.

2.3.6. Except when these Implementation Procedures provide for the automatic acceptance of an approval issued by the CA, the completion of the validation process by the VA, which includes the resolution of all issues raised during the validation activity, will result in the issuance of a corresponding approval, or an indication of its acceptance of the CA's approval as equivalent to its own. Any issued approval will be forwarded directly to the holder and a copy provided to the CA.

3. APPROVALS

3.1. TCs and TA

- 1) TCs issued by the Authority (CA) will be validated by the importing Authority (VA) using the procedures outlined in Attachment A.
- 2) A major change that affects any of the Safety Elements (Attachment A paragraph 2.1 (2)) will be validated by the VA. If the TC and/or TCDS/TCDSN requires re-issue, the required supporting data will be provided by the CA.
- 3) A major change that does not affect any of the Safety Elements will be accepted by the VA.
- 4) Engines and propellers for which TA has been issued by JCAB will be accepted by the CAAI. This includes minor and major changes to a TA. Engines and propellers for which a TA has been issued by JCAB and intended for installation on an Israeli designed and/or manufactured aircraft, or modified by an Israeli applicant may be validated by CAAI. Engines and propellers imported into Japan will be validated by JCAB, including major changes.
- 5) The acceptance of a TA under these Implementation Procedures will be conditional upon any applicable deviations or exemptions from a TA being substantiated and approved by the VA in line with the requirements of its regulatory system.

3.2. STCs

- 1) STCs issued by the CA will be validated by the VA using the procedures outlined in Attachment A.
- 2) A major change to an STC is regarded as a new STC for the purposes of the validation procedures as defined in these Implementation Procedures.
- 3) At VA prerogative an STC could be accepted, with no certificate issued.

3.3. Minor Changes

CA approved Minor changes in TCs and STCs will be accepted by the VA.

3.4. Restricted Type Certificate (RTC) / Special Aircraft X

Designs for aircraft that have been, or are to be granted an RTC / categorized as Special Aircraft X, will be validated using the TC validation procedures outlined in Attachment A.

3.5. Repair Design Approvals

- 1) A major repair design approval that affects any of the Safety Elements (Attachment A paragraph 2.1 (2)) will be validated by the VA.
- 2) A major repair design approval that does not affect any of the Safety Elements will be accepted by the VA.
- 3) A minor repair design approval will be accepted by the VA.

3.5.1. Exclusions

These Implementation Procedures do not provide for the automatic acceptance of the following repair designs:

- a) a repair design for the fabrication of a new part, which results in a change in type design; and
- b) an area that is the subject of an airworthiness directive by the CA, unless such airworthiness directive allows for the acceptance of a repair design approved by the VA.

3.6. **Aeronautical Parts Approval (APA) / Specification Approvals (SA)**

- 1) APAs issued by CAAI and SA issued by JCAB are accepted by the VA. This includes minor and major changes to a APA / SA.
 - 2) The acceptance of a APA / SA under these Implementation Procedures will be conditional upon any applicable deviations or exemptions from a APA / SA being substantiated and approved by the VA in line with the requirements of its regulatory system.
- 3.6.1. Acceptance of integrated functions that are not covered by approved minimum performance standards used for Aeronautical Parts Approval (APA) / Specification Approvals (SA) (Non-MOPS functions)
- 1) The VA will accept, without further validation, data related to Non-MOPS functions that are integrated into a part approved according to an such a APA / SA accepted by the VA, when the CA has determined and stated to the VA that:
 - a) the Non-MOPS functions included in the part do not interfere with the functionality of the appliance and/or its ability to comply with the APA / SA accepted by the VA; and
 - b) the data provided with the part relative to Non-MOPS functions is valid data, as processed by the CA; and

- c) the Non-MOPS functions should be included within the applicant's quality system.
- 2) The integration of Non-MOPS functions in the aircraft will be certified at the aircraft level and will therefore be certified or validated by the VA as required.

3.7. Parts Manufacture Approval

- 1) The Authorities share the recognition that the term replacement part, as used in these Implementation Procedures, means a part intended to be installed in place of a part specified in the type design of a civil aeronautical product. The references to a replacement part approval in these Implementation Procedures are:
 - a) A replacement part design approved using an STC; or
 - b) a replacement part design approved using a Part Manufacture Approval (PMA).
- 2) The VA will accept all CA PMAs, without further showing, for modification and/or replacement parts for installation on products certified or validated by the VA in the following cases:
 - a) The PMA part is not a "critical part" (see definition, paragraph 1.4).
 - b) The PMA part conforms to design data obtained under a licensing agreement from the TC or STC holder and the TC or STC has been validated by VA.
 - c) The PMA holder is also the holder of a CA STC and an equivalent VA-issued STC;

4. ADMINISTRATION OF DESIGN APPROVALS

4.1. General

The Authorities share the recognition that this section addresses the procedures for the transfer, surrender, withdrawal, revocation or suspension of certificates or approvals on civil aeronautical products that have been validated or accepted by an Authority under these Implementation Procedures.

4.2. Transfer of a TC or STC

- 1) The Authorities share the recognition that the transfer of a certificate will comply with their respective requirements.
- 2) The Authorities share the recognition the responsibilities of the State of Design referred to in this Section are those contained in Annex 8 to the Convention on International Civil Aviation, Airworthiness of Aircraft. Any other responsibilities on civil aeronautical products assigned to the Authorities are derived from their respective regulations.
- 3) Each Authority will administer the procedures for the transfer of certificates only where an applicant, who is to become the holder, accepts responsibilities for both the Authorities certificates, and the affected operating fleet.
- 4) The Authorities share the recognition that the design data are the property of the certificate holder.

4.3. Transfer Without a Change in State of Design Functions

The Authorities share the recognition that the transfer of a certificate between persons located in Japan or Israel, which does not involve a change in the State of Design functions for the Authorities, will be administered according to the requirements of the incumbent State of Design. The Authorities will notify each other of any formally completed transfer of a certificate, so that the corresponding certificate issued by the other can be re-issued to reflect the change. The Authorities will provide assistance where necessary so that both are satisfied that the new certificate holder is able to fulfil the roles of a certificate holder under the requirements of the other Authority.

4.4. Transfer with a Change in State of Design Functions

- 1) The Authorities share the recognition that the transfer of a certificate between persons of different jurisdictions, which involves a transfer of the State of Design functions from one Authority to the other Authority, will be administered according to a transfer plan acceptable to both of them. The purpose of the transfer plan is to describe the process that will be used by the Authorities to satisfactorily complete the transfer of a certificate and its associated roles to the new certificate holder and the new State of Design. The transfer plan will be:
 - a) specific to the certificate being transferred;

- b) initiated by the incumbent State of Design; and
 - c) terminated upon issuance of a certificate by the new State of Design.
- 2) Upon transfer of a certificate, the Authority of the new State of Design will notify all affected ICAO Contracting States of the transfer, the new certificate, the new person in charge of the type design, and the mailing address for submitting reports of failures, malfunctions and defects and other service difficulties.

4.5. Surrender of a TC or STC

If a certificate holder voluntarily surrenders a TC or STC issued by either Authority, that Authority will immediately notify the other in writing. This notification is required to include information on the known civil aeronautical products operating under the jurisdiction of the VA, as applicable. The Authority will continue to exercise its continuing airworthiness roles as the State of Design for the surrendered certificate, and inform the other of any identified unsafe conditions until such time as they:

- a) reissue the TC or STC to a new holder after the new holder demonstrates competence to fulfil the necessary responsibilities; or
- b) revoke the TC or STC. Prior to termination, the CA will notify the VA of the pending revocation.

4.6. Revocation or Suspension of a TC or STC

- 1) The Authorities share the recognition that if they, as State of Design, take action to revoke or suspend a TC or STC, they will immediately notify the other Authority of their action. Upon such notification, the VA will determine for itself if a corresponding action is warranted.
- 2) The Authorities share the recognition that the CA in revoking or suspending a certificate will provide the VA information on the known civil aeronautical products operated or used in the State of the VA.

4.7. Surrender of an Approval (APA / TA and SA or Repair Design)

If the holder of a APA / TA and SA or repair design approval surrenders such an approval, the responsible Authority will immediately notify each other of the action. The Authority that issued the approval will inform the other when an unsafe condition has been identified, until such time as the issuing Authority formally withdraws the surrendered approval.

4.8. Withdrawal of an Approval (APA / TA and SA or Repair Design)

If a APA / TA and SA or repair design approval is withdrawn, the Authorities will immediately notify each other of the action. The Authority that issued the approval will inform the other

when an unsafe condition or a non-compliance situation has been identified. The issuing Authority will investigate the unsafe condition or non-compliance situation for corrective action and notify the other of the corrective action.

4.9. Continued responsibility following withdrawal or surrender of an Approval

In the case of either a surrender or withdrawal of a APA / TA and SA or repair design approval, the Authority that granted the approval will continue to oversee the continued airworthiness of the design and those parts and appliances manufactured under its authority.

5. PRODUCTION APPROVAL

5.1. Production Approval

- 1) All new civil aeronautical products exported by one Authority to the other under the matters of these Implementation Procedures are expected to be produced in accordance with a production approval.
- 2) JCAB production approval is identified by the issuance of an Approved Organization Certificate that contains the number, Category of Business, Rating, Limitation and Validity Period.
- 3) CAAI production approval is identified by the issuance of a Production Certificate that contains an approval number and approved limitation record.

5.2. Extensions of Production Approvals

As the Authority of the State of Manufacture, the Authorities may authorize production approval extensions. This includes manufacturing sites and facilities in a third country. The authority of the State of Manufacture remains in charge of the surveillance and oversight of these manufacturing sites and facilities.

5.3. Split State of Design and State of Manufacture

- 1) For split State of Design and State of Manufacture projects between Japan and Israel, an arrangement pursuant to Section 8 on Technical Assistance will be required to delineate State of Design and State of Manufacture roles of the Authorities.
- 2) For split State of Design and State of Manufacture projects, for which a third country is the State of Design, the VA will accept new aeronautical products in line with the matters of these Implementation Procedures. If the third country is the State of Manufacture, the VA, will formulate an arrangement with that third country in order to accept the certification for that product.

5.4. Supplier Surveillance Outside the Exporting Country

- 1) Each Authority will oversee surveillance and oversight of their respective production approval holders' suppliers. Surveillance and oversight may be performed by one Authority on behalf of the other through technical assistance by the Authorities.

6. CONTINUING AIRWORTHINESS

6.1. General

The Authorities will each fulfil the applicable continuing airworthiness responsibilities assigned to ICAO Contracting States under Annex 8 to the Convention on International Civil Aviation. The functions of the State of Design, and where appropriate, State of Manufacture or State of Registry will be carried out by the appropriate Authority. These procedures are intended to facilitate the fulfilment of those responsibilities and for the timely resolution of in-service safety issues.

6.2. Continuing Airworthiness Responsibilities

- 1) Under ICAO Annex 8, the State of Design is responsible for resolving in-service safety issues related to a civil aeronautical product's design or production. The Authorities share the recognition that the State of Design will provide applicable information, which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the VA to ensure continued operational safety of the civil aeronautical product. The VA will review and normally accept corrective actions taken by the State of Design in the issuance of, or as part of, its own mandatory corrective actions.
- 2) The Authorities share the recognition that the State of Design will, upon request, assist in determining any actions considered necessary by the VA for the continued safety of civil aeronautical products operating under its jurisdiction. The VA will decide what the final action to be taken with respect to these civil aeronautical products is.

6.3. Failure, Malfunction and Defect Reporting

- 1) The Authorities will perform the following functions for those civil aeronautical products for which they are the State of Design:
 - a) tracking of reports on failures, malfunctions and defects, other service difficulty reports, and accident/incidents;
 - b) evaluating failures, malfunctions and defects, and the results drawn from accident or incident investigations;
 - c) investigating and resolving unsafe conditions;
 - d) advising the other Authority of known unsafe conditions and necessary corrective actions;
 - e) providing the other Authority, upon request, with the following:
 - i. Reports of failures, malfunctions and defects;
 - ii. status of investigations into failures, malfunctions and defects and accidents/incidents;

- iii. copies of final reports reached in its investigation into failures, malfunctions and defects, if available; and
- iv. making reasonable efforts to resolve issues raised by the VA concerning matters of safety for civil aeronautical products operated or used in its jurisdiction.

Note:

For JCAB, this information is provided through the Airworthiness Directive web page at:

- a) Airworthiness Directives for Aircraft operating by Japanese operators (Incl. below b))
(※If the login screen for the Aviation Safety Information Management System (ASIMS) appears, just click the “OK” button. You will then be logged in to the guest user viewing screen, where you can access the information.)
https://www.asims.mlit.go.jp/fsdb/a_tcd.nsf
- b) Airworthiness Directives for Aircraft designed/manufactured in Japan
https://www.mlit.go.jp/koku/15_hf_000127.html

For CAAI, this information is provided through the Airworthiness Directives web page at <https://www.gov.il/en/departments/general/israeli-airworthiness-directives>.

2) The Authorities, when acting as the VA, will perform the following functions:

- a) beyond the normal reporting requirements of ICAO Annex 8 4.2.4.1 (f) for the State of Registry, provide upon request to the CA information on failures, malfunctions, defects and occurrences relating to civil aeronautical products for which the CA is the State of Design;
- b) support the CA in investigations of unsafe conditions and their occurrences on the imported aircraft; and
- c) advise the CA, if as a result of investigations made by the VA into failures, malfunctions and defects and accidents/incidents, it has determined that it will implement its own mandatory corrective action(s).

6.4. Unsafe Conditions and Mandatory Continuing Airworthiness Information

- 1) The Authorities will perform the following activities for the civil aeronautical products for which they function as the State of Design:
 - a) issue mandatory continuing airworthiness information (such as an airworthiness directive) whenever the Authority determines that an unsafe condition exists or is likely to exist or develop in a civil aeronautical product. This may include a civil aeronautical product that has another product installed on it and the installation causes the unsafe condition. The contents of such a mandatory continuing

airworthiness information are expected to include, but are not limited to, the following:

- i. make, model, and serial numbers of affected civil aeronautical products;
 - ii. description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;
 - iii. description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality control, suspected unapproved part);
 - iv. the means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences may be provided; and
 - v. corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date.
- b) issue a revised or superseding mandatory continuing airworthiness information whenever the CA finds any previously issued mandatory continuing airworthiness information was incomplete or inadequate to fully correct the unsafe condition;
- c) notify the VA of the unsafe condition and the necessary corrective actions by transmitting a copy of the mandatory continuing airworthiness information at the time of publication;

Note: The Authorities are encouraged to provide an advance copy of the mandatory continuing airworthiness information to each other.

- d) notify the VA of any emergency airworthiness information;
- e) assist the VA in defining the appropriate actions to take in the issuance of its own mandatory continuing airworthiness information; and
- 2) The Authorities share the recognition that they may differ as to the finding of an unsafe condition. If such a difference arises, the VA will normally consult with the CA prior to issuing its own airworthiness directive. The CA will work with the TC holder to provide sufficient information, e.g. service bulletins, to the VA in a timely manner for its use in issuing this unilateral airworthiness directive.
- 3) The Authorities share the recognition that the VA may issue its own mandatory continuing airworthiness information to address all unsafe conditions on affected products that have been certified, approved or otherwise accepted by the VA. The VA will respond quickly when the CA issues a mandatory continuing airworthiness information.

6.5. Alternative Means of Compliance (AMOC) to Mandatory Continuing Airworthiness Information

- 1) If an AMOC of general applicability to an existing Airworthiness Directive (AD) is issued by the CA for its own SoD products, articles, or parts, the CA will notify the VA of the decision.

- 2) CA approved AMOCs for their respective SoD products are automatically considered to be VA approved provided the following conditions apply:
- a) The related CA AD has been adopted by the VA, or a VA-issued AD with no deviations from the CA AD;
 - b) It is an AMOC that does not involve any change to the operational limits; and
 - c) One of the following conditions apply;
 - i. the AMOC approval holder is the design approval holder of the product, or of the design change, or of the article or part, as applicable, to which that AD applies, or
 - ii. the AMOC was issued to a CA design-change approval holder where:
 - Compliance to the AD is affected by the design change, and
 - The intent of the AMOC is to provide the necessary adaptation of the AD compliance method to account for the installed design change.
- 3) The CA will provide support to the VA when approving a similar AMOC. In consideration of its AMOC approval, the VA should only account for differences that may affect the mitigation used by the CA when applied to the VA standards.

7. EXPORT AIRWORTHINESS APPROVAL

7.1. General

- 1) The VA will recognize and accept the export airworthiness approval of the CA when issued in line with this section (7).
- 2) Export airworthiness approvals are to be recognized and accepted when issued in a form and manner prescribed by the CA as follows:
 - a) For JCAB:
 - JCAB Form 1-014-3-4, Export Certificate of Airworthiness, is issued for completed aircraft, aircraft engines, and propellers.
 - JCAB Form 18, Authorization Release Certificate, is issued for parts and appliances.
 - b) For CAAI:
 - CAAI Form AWF.1.4.303A-2, Export Certificate of Airworthiness, is issued for completed aircraft.
 - CAAI Form 8130-3, Authorized Release Certificate, is issued for aircraft engines, and propellers, TSO parts, and replacement and modification parts.

7.2. Certification for Export

7.2.1. Export of New Aircraft

- 1) The CA will certify that a new aircraft being exported under these Implementation Procedures:
 - a) conforms to the type design approved by the VA, as specified in the VA's type certificate data sheet and any additional STCs approved by the VA;
 - b) is in a condition for safe operation; and
 - c) complies with airworthiness directives and additional import requirements of the VA, where notified.
- 2) The CA will provide a statement or declaration on the Export Certificate of Airworthiness that will include the identification of any exception from the identified approved type design of the VA. Exceptions from the identified type design will be coordinated in line with subsection 8.3 of these Implementation Procedures.
- 3) The CA will also provide information on the acoustical configuration of the new aircraft and its noise and emission characteristics necessary for the VA to establish compliance with

its environmental requirements and to complete the certificate of noise compliance or equivalent record.

7.2.2. Export of New Aircraft Engine, Propeller, Appliance and Part other than a Standard Part

- 1) A new aircraft engine, propeller, appliance, and any part other than a Standard Part being exported under these Implementation Procedures will be certified that it:
 - a) conforms to the approved design data;
 - b) is in a condition for safe operation; and
 - c) complies with the applicable airworthiness directives of the CA and any additional import requirements of the VA, where notified.
- 2) The approved manufacturer of a new aircraft engine, propeller, appliance, and part other than a Standard Part being exported will provide a statement of identification of any exception from the approved type design of the VA.

7.3. **Export of Used Aircraft**

- 1) A used aircraft under the jurisdiction of either Authority is eligible for export to the other only where the used aircraft, regardless of State of Design, has a design approval granted by the importing Authority.
- 2) The exporting Authority will certify that a used aircraft eligible under (1) above being exported to the other Authority:
 - a) conforms to the type design approved by the importing Authority, as specified in the importing Authority's type certificate data sheet and any additional STCs approved by the importing Authority;
 - b) is in a condition for safe operation; and
 - c) is properly maintained using approved procedures and methods (evidenced by logbooks and maintenance records); and
 - d) complies with the applicable airworthiness directives and additional import requirements of the importing Authority, where notified.
- 3) The exporting Authority will also provide information on the acoustical configuration of the used aircraft and its noise characteristics, exhaust emissions, and fuel efficiency certification necessary for the importing Authority to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.
- 4) The exporting Authority will provide a statement of identification of any or all exceptions from the approved type design of the importing Authority. The exception from the identified type design will be coordinated in line with 8.3 below.

- 5) For complying with (2)(c) above, the VA may request inspection and maintenance records, which include but are not limited to:
- a) the original or certified true copy of the Export Airworthiness Certificate or Export Certificate of Airworthiness, issued by the exporting Authority;
 - b) records, which verify that all overhauls, major changes, and major repairs were accomplished in accordance with data approved in line with Section 2 of these Implementation Procedures;
 - c) maintenance records and logbook entries which substantiate that the used aircraft is properly maintained by fulfilling the requirements of an approved maintenance program by an authorized person or Organization; and
 - d) where major repairs, major design changes or STCs are embodied in a used aircraft, all necessary data for subsequent maintenance are expected to be provided, such as the data describing the installation, the materials and parts used, wiring diagrams for installation on avionic and electrical systems, drawings or floor plans for installations in the cabin, fuel or hydraulic systems, structural changes.
- 6) In the case where either Authority is the State of Design of the used aircraft, and such aircraft is being imported from a third country, the Authorities will, upon request, assist each other in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. In addition, they will provide assistance in obtaining information regarding subsequent installations on the used aircraft that have been approved by the State of Design.

7.4. Coordination of Exceptions on Export Certificate of Airworthiness

- 1) Where the exporting Authority identifies a non-compliance to the approved type design of the VA and intends to identify these as exceptions to its export certification, the exporting Authority will, prior to issuing its Export Certificate of Airworthiness, notify the VA of such non-compliance. This notification by the exporting Authority should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate.
- 2) In all cases, the importing Authority will provide a written confirmation of its acceptance of the non-compliance notified under subparagraph 7.4. 1) of these Implementation Procedures before the exporting Authority issues its Export Certificate of Airworthiness.

7.5. Identification and Marking Requirements

The Authorities jointly accept each other's identification and marking of civil aeronautical products as being compliant with their own regulatory requirements, when such identification and marking are accomplished in line with the regulations of the CA.

7.6. Additional Requirements for Import

The VA may request that additional importing requirements be complied with as a condition of import. These will be notified to the VA in advance of import/export. Nevertheless, the following are required:

- a) Instructions for Continued Airworthiness – ICAs: ICAs and maintenance manuals having airworthiness limitation sections must be provided by the TC or STC holder.
- b) Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List: An approved Aircraft Flight Manual, including all applicable supplements, must accompany each aircraft. The aircraft must also have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment. For the JCAB, see the Requirement for contents of Airplane Flight Manual as shown in JCAB Circular No.1-001.
- c) Logbooks and Maintenance Records: Logbooks and maintenance records must accompany each aircraft (including the aircraft engine, propeller, rotor, or appliance).
- d) Passenger signs: Aircraft imported into Israel are required to have all regulatory required signs and instructions for passengers in both English and Hebrew, and all regulatory required placards for crew in Hebrew or English. For aircraft imported into Japan, placards and markings relating to emergency evacuation and safety equipment which are to be indicated in Japanese, Circular No.1-008 will be referred to.
- e) Supplemental White Strobe Lights on Rotorcraft: if supplemental white strobe lights are installed, the requirement set forth in Circular No.1-026 will be referred to.
- f) For the JCAB, to be considered eligible for operation in Japan, each aircraft must be accompanied by a Certificate of Airworthiness for Export or certifying statement endorsed by the exporting foreign civil airworthiness authority which states the following (in the English language)
“This aircraft has been found to conform to the type design approved under JCAB Type Certificate No. XXX and to be in a condition for safe operation.”
- g) Each aircraft imported to Israel for registration and operation must be accompanied by a Certificate of Airworthiness for Export from the exporting civil airworthiness authority which states the following (in the English language):
“This aircraft has been found to conform to the type design approved under CAAI Type Certificate No. XXX and to be in a condition for safe operation.”
- h) Master Minimum Equipment List (MMEL) - as applicable. Will not be required for those aircraft where the CA has not approved an MMEL.

7.7. Modification and Replacement Parts

Each part exported by either Authority to the other will be accompanied by an Authorized Release Certificate or equivalent.

8. TECHNICAL ASSISTANCE

8.1. General

- 1) An Authority may request assistance from the other when significant activities are conducted in either Japan or Israel. The request will be dependent upon mutual consent and resource availability of the assisting Authority.
- 2) The Authorities are expected to make every effort to have these certification and validation tasks performed locally on each other's behalf.
- 3) The Authorities will use their own policies and procedures when providing such technical assistance to the other, unless other technical arrangements are consented. Types of assistance may include, but are not limited to, the following:
 - a) Certification and Validation Support; or
 - b) Conformity and Monitoring Support; or
 - c) Airworthiness Certification Support.

8.2. Witnessing of Tests during Design Approval

- 1) An Authority may request assistance from the other for the witnessing of tests that are performed in the other's jurisdiction.
- 2) Only requests between Authorities are permissible and the Authorities will not respond to a test-witnessing request made directly from a manufacturer or supplier. Witnessing of tests will be conducted only after consultations between the Authorities on the specific work to be performed and consent has been obtained from both Authorities.
- 3) Unless otherwise delegated, the Authorities remain in charge of the approval of the applicant's test plans, test procedures, test specimens, and hardware configuration, as appropriate for the country in which the design approval applicant is located. The applicant will oversee establishing the conformity of each test article prior to the conduct of the test.
- 4) Test witnessing activities may require the development of a plan consented between the Authorities based on the complexity and frequency of the requested certifications. In coordination with the requesting Authority these activities may be delegated to authorized persons or approved organizations.
- 5) When there is no plan consented between the Authorities, requests for witnessing of individual tests will be required to be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan will be required to be provided by an Authority, as appropriate, at least two weeks prior to each scheduled test.

- 6) An Authority's request for conformity of the test set-up and/or witnessing of tests will be sent electronically to the other.
- 7) Upon completion of test witnessing, the Authorities will send a report stating that the test was conducted in line with approved test plans, including the identification of any variations from those test plans, and confirming the test results, as well as any other documentation as notified in the request.

8.3. Compliance Determinations

- 1) An Authority may request that specific compliance determinations be made, which are associated with the witnessing of tests or other activities. Such statements of compliance will be made to the airworthiness or environmental standards of the requesting Authority.
- 2) The Authorities' statement of conformity will be sent in a formal manner, transmitted electronically, to the requesting Authority.

8.4. Conformity Certifications during Design Approval

- 1) An Authority, depending upon the country in which a supplier is located, may request prototype part conformity certifications from the other as appropriate.
- 2) Only requests from an Authority are permissible and the Authorities will not respond to a conformity certification request made directly by a manufacturer or supplier. Conformity certifications will be conducted only after consultations between the Authorities and a joint decision to perform the work have taken place. Conformity certifications may require the development of a plan consented between the Authorities based on the complexity of the requested certifications. Conformity certifications may be delegated, when consented with the requesting Authority, to authorized delegates or approved organizations.
- 3) Upon completion of each conformity certification conducted on each other's behalf, the Authorities will complete and return all documentation as notified. The Authorities will note all deviations from the requirements notified by them on the conformity certification for the particular part. Any non-conformity described as a deviation is expected to be brought to the attention of the Authorities for evaluation.

8.5. Airworthiness Determination

Neither conformity certification on prototype parts nor inspections on production parts are to be construed as being an export airworthiness approval, since a conformity certification does not constitute a determination of airworthiness. Airworthiness determinations remain the responsibility of the design holder and/or manufacturer and the CA.

8.6. Investigation and Enforcement

- 1) The Authorities have consented, subject to applicable laws and regulations, to provide mutual co-operation and assistance in any investigation or enforcement proceedings of any alleged or suspected violation of any laws or regulations under the scope of this Technical Arrangement. In addition, each Authority will notify the other promptly of any investigations when mutual interests are involved.
- 2) The Authorities retain the right to take enforcement action within their jurisdiction.
- 3) When appropriate, the Authorities may jointly investigate any serious airworthiness issues, including major defects and related incidents and accidents for matters within the scope of these Implementation Procedures, by mutual consent, and with reasonable prior notice.

9. SIGNATURE AND COMING INTO OPERATION DATE

These Implementation Procedures will commence on 8 September 2026.

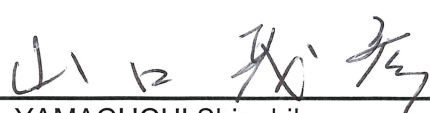
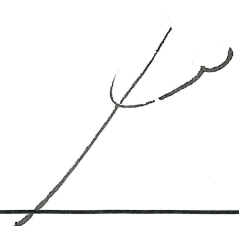
These Implementation Procedures may be modified by the Authorities upon their mutual consent.

Administrative and editorial changes may be made by the contact points after mutual consultation.

Either Authority may discontinue these Implementation Procedures by giving sixty (60) days' written notice to the other Authority.

Discontinuation will not affect the validity of activities conducted under these Implementation Procedures prior to their discontinuation.

These Implementation Procedures has been signed in Tokyo, Japan, on 8 September 2026, in two originals in the English language, each original being equally valid.

signed by	signed by
 Mr. YAMAGUCHI Shigehiko Director, Airworthiness Division for and on behalf of the Civil Aviation Bureau of Japan	 Mr. Baruch Bloch Director of Airworthiness for and on behalf of the Civil Aviation Authority of Israel
Date: 8 / September, 2026	Date: 8 SEPTEMBER 2026

ATTACHMENT A — Validation Procedures

A.1 General Principles

A.1.1. General Principles – Level of Involvement

- 1) The purpose of this Attachment is to provide a route by which a design or design change which has been determined as compliant by one Authority may be approved by the other without the need for a detailed, exclusive and in-depth re-examination of the airworthiness of the design.
- 2) Where it has been determined that the design will be automatically accepted by the VA no documentation will be issued.
- 3) The Authorities recognize that the main objective of this Attachment is to enable them, when acting as the VA, to satisfy their respective import requirements by relying on the approval or findings of compliance by the CA. To achieve this objective and without prejudice to their own responsibilities under their respective regulations and policies, the Authorities will:
 - a) work to minimize or eliminate redundant reviews of reports, duplication of inspections, tests and test demonstrations, evaluations and approvals; and
 - b) directly accept or give full credit to enable maximum acceptance of the compliance determinations made by the other.

A.1.2. General Principles – Applicable Aircraft Categories

- 1) The matters of these Implementation Procedures are applicable to the following product categories:

Product/Article	CAAI Certification Basis	JCAB Certification Basis (Relevant 14 CFR, etc.)	Note
Restricted category aircraft	ANR ⁽¹⁾ regulation 10	-	(2),(3)
Special Class category aircraft	ANR ⁽¹⁾ regulation 1a	-	(2)
Normal, utility, acrobatic, and commuter category airplanes	14 CFR Part 23	AIM Part II (14 CFR Part 23)	
Transport category airplanes	14 CFR Part 25	AIM Part III (14 CFR Part 25)	
Normal category rotorcraft	14 CFR Part 27	AIM Part IV (14 CFR Part 27)	
Transport category rotorcraft	14 CFR Part 29	AIM Part V (14 CFR Part 29)	
Aircraft engines	14 CFR Part 33	AIM Part VII (14 CFR Part 33)	(4)
Aircraft propellers	14 CFR Part 35	AIM Part VIII (14 CFR Part 35)	(4)
Gliders	EASA CS-22	AIM Part VI (EASA CS-22)	

Notes:

- (1) Israeli ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977.
 - (2) Requires separate project-specific arrangement between the authorities.
 - (3) The JCAB will certify in “Special Aircraft X”. Aircraft certified in the restricted category for purposes of agricultural, forest and wildlife conservation, aerial surveying, patrolling, weather control, aerial advertising, aerial dispensing of liquids, and other special purpose operations, will be dealt with on a case-by-case basis, as determined by the Authorities.
 - (4) For Israel, Aircraft engines and propellers are typically validated as an integral part of imported aircraft with an Israeli TC issued only for the aircraft. However, in some cases CAAI does validate and issue TCs for engines and propellers.
- 2) For each product category listed above the matters of these Implementation Procedures are applicable to all related design and production approvals, including (but not limited to) TC, STC, PC, PMA, design changes, repairs, etc.

A.2 Safety Elements

A.2.1. Safety Elements review

- 1) The VA will establish the scope of its technical review based upon the applicability of the Safety Elements provided below. For both Streamlined and Technical Validation the VA will rely, to the maximum extent possible, on the CA to make compliance determinations on its behalf.
- 2) If one or more of the following Safety Elements is applicable, the VA may conduct a Technical Validation:
 - a) For the first validation of each product category (e.g. first Part 25 aircraft).
 - b) special emphasis items (SEI): areas of VA interest for all products of a certain class; These include areas where acceptable methods of compliance, at an industry level, continue to evolve, there is subjectivity in their application, and VA awareness is necessary. Each Authority will publish, for public consumption, and periodically update a list of such generic certification issues for each product class. In the absence of such a published list, this criterion will not be invoked.
 - c) novel technology or features with which the VA is not familiar, or a novel application of existing technology in a manner with which the VA is not familiar;
 - d) new Methods of Compliance (MOCs), or novel application of existing MOCs in a manner with which the VA is not familiar;
 - e) significant standards differences (SSD);
 - f) sensitive issues usually associated with an accident or incident on a civil aeronautical product with similar design features;
 - g) unconventional use of a civil aeronautical product, for which it was not originally designed;
 - h) significant major change in aircraft type;
 - i) application of Certification Review Items (CRIs) or issue papers (this includes for example, Special Conditions, exemptions or Equivalent Level of Safety (ELOS); or
 - j) new VA standards with no or limited past experience

- 3) The VA will also conduct a Technical Validation for acoustical or emissions changes.

A.3 Application Processes

All validation processes require an application to the VA and issuance of a VA design approval. However, the intermediate steps between application and VA approval vary depending on which process (Streamlined or Technical Validation) is applied. Early coordination with the Authorities is encouraged to facilitate development of scope and timeline of validation projects.

A.3.1. Application

- a) Upon receipt of an application for validation from an applicant, the CA will send it to the VA after the CA has verified that:
 - a) the civil aeronautical product, design change or repair design is within the scope of Section 3 or 4 of these Implementation Procedures, and
 - b) is not eligible for acceptance.
- b) All applications must be submitted by the CA, who will ensure that the package (named the “Data Package”) contains the following information, as applicable and as known at the time of application:
 - a) A cover letter of concurrence from the CA identifying the following:
 - i. applicant requested timeline;
 - ii. if it is a Streamlined or Technical validation; and
 - iii. a description of the criteria that led to the Streamlined or Technical Validation categorization.
 - b) A completed VA application form
 - c) Issue papers or Certification Review Items raised during the CA’s certification activities related to the Safety Elements (paragraph A.2);
 - d) a copy of the CA’s TC or STC that identifies the certification basis upon which the design approval was based. In the absence of the STC, the CA should submit the document that defines the certification basis;
 - e) the date of application for a TC or STC to the CA;
 - f) the applicant’s proposed certification basis, which includes the amendment level of the applicable airworthiness and environmental requirements;

- g) a description of all novel or unusual design features known to the applicant or the CA, which might necessitate issuance of Special Conditions or may require a review of the acceptable means of compliance;
- h) all known or expected exemptions or deviations, or equivalent level of safety findings relative to the CA's standards for design approval that might affect compliance with the applicable VA's airworthiness and environmental standards; and
- i) available information on Japan or Israel based customers and delivery schedules.
- j) any other technical data requested by the VA in order to proceed with the application, including but not limited to the following:
 - i. Compliance Checklist;
 - ii. Aeroplane/Rotorcraft Flight Manual Supplement;
 - iii. Master Documentation List/Master Drawing List;
 - iv. Manufacturing and Installation Instruction Drawings;
 - v. Weight and Balance data; and
 - vi. Instructions for Continued Airworthiness.

The Authorities and the applicant may consent that additional technical data be submitted directly by the applicant to the VA.

Note:

For JCAB:

Application forms can be found at https://www.mlit.go.jp/koku/15_hf_000137.html

Application for the validation of TCs and STCs should be sent to hqt-cab-gij-kka@gxb.mlit.go.jp

For CAAI:

Application forms can be found at <https://www.gov.il/en/service/application-for-aircraft-type-certificate>

Applications for the validation of TCs should be sent to: caai-tc@mot.gov.il,

STCs should be sent to caai-stc@mot.gov.il

- c) Acknowledgement of Application: The VA will notify the CA of the subsequent procedures for the validation and its proposed certification basis. Upon payment of any applicable fees, the VA will begin working on the project.

A.4 Technical Validation Process

The Authorities recognize that the VA will use the following procedures for its approval of a TC or a design change to a civil aeronautical product that is type certified or has been previously validated in both Japan and Israel. The Authorities will use this procedure as a guide and may decide to vary it depending on project complexity and applicant/CA capability.

A.4.1. Application for a validation of a TC or STC

- d) An application for a validation of a TC or STC may be submitted for a civil aeronautical product:
 - a) that has been issued a TC by an Authority that is the State of Design (SoD) / State of Design of Modification (SoDM) of the product;
 - b) for which one of the Authorities is the State of Design (SoD) / State of Design of Modification (SoDM) for the design or design change; and
 - c) for which one of the Authorities has approved the design or design change through the issuance of its own TC or STC.
- e) Prior to communication with the VA, the CA will ensure that each application Data Package contains the information as required by A.3.1(b) above.

A.4.2. Review of Initial Documentation

The VA's appointed Project Certification Manager (PCM) will review the application package outlined above for completeness and consult with the CA and applicant for additional information as necessary.

A.4.3. Establishing the Certification Basis

- 1) For the purpose of Type Certification or Supplemental Type Certification by the VA, the certification basis will be developed:
 - a) using the VA's procedures and its applicable requirements as determined in a manner that is consistent with the criteria that is used to establish the certification basis for a domestic TC or STC of similar design.

- b) using the date of application to the CA for the TC/STC, as the date that is to be used for the purpose of determining the VA's certification basis;
 - c) using, in the case of a design change involving an acoustical or emissions change, the applicable environmental requirements of the VA on the date of application to the VA.
- 2) The VA may elect to include Special Conditions in the certification basis based on its knowledge of new technologies and any unique or unconventional features or intended unconventional usage of the civil aeronautical product as presented by the applicant. The certification basis may need to be changed during the validation process as the VA's knowledge of the design increases.

A.4.4. Technical Familiarization

- 1) A TC or STC validation requires that the VA familiarise itself with the civil aeronautical product in detail, the applicant, and the certification activity of the CA.
- 2) A technical familiarization session will be held when requested by the VA. It may include a briefing (remote or in-person) to obtain initial detailed information regarding the characteristics of the design, the certification conducted and/or proposed, and the CA certification basis. It will also be used to:
 - a) determine whether an on-site review will be required (i.e. the applicant's site will be visited); and
 - b) provide an opportunity for the VA's to brief the applicant and the CA about the VA's applicable airworthiness and environmental requirements, procedures, and policies.
- 3) The PCM of the CA, in consultation with the PCM of the VA, will propose an agenda for the familiarization meeting, and coordinate the necessary arrangements for conducting the meeting.
- 4) The depth of VA technical familiarization within each applicable Safety Element is guided by paragraph A.2 of Attachment A.
- 5) After technical familiarization, if the VA has no outstanding issues and is able to delegate to the CA all compliance determination, the VA will inform the CA accordingly.

A.4.5. Environmental Testing and Approval

- 1) The VA will review compliance demonstration plans and reports necessary to make a determination of compliance with its environmental requirements, giving due consideration to any compliance determination that the CA has already made, or is

able to make, on its behalf. The VA may delegate to the CA any or all of its functions related to environmental testing and approval, subject to mutual consent.

- 2) In the absence of any delegation of its functions related to environmental testing and approval to the CA, the VA may:
 - a) review and approve environmental certification compliance plans for noise, fuel venting and exhaust emissions;
 - b) evaluate the measurement and analysis methods and practices of the applicant noise and emission certification;
 - c) verify the conformity of the test article;
 - d) witness compliance demonstration tests; and
 - e) review and approve compliance reports.

A.4.6. Review of CA and applicant documentation and visits

- 1) The VA's technical specialists will review the compliance documentation supplied by the applicant, and communicate, as necessary, with their counterpart specialists from the CA and the applicant.
- 2) Items of concern or requiring further clarification on the applicant's substantiation or the conduct of the certification activity by the CA will be documented and notified by the VA to the CA.
- 3) The Authorities will coordinate the resolution of these items to the satisfaction of the VA, and document the decision reached between them. Differences on technical issues are expected to be resolved at the technical level as much as possible, but are expected to be raised promptly to the Authorities' management on a progressive level to avoid potential delays in the validation schedule.
- 4) When the VA finds that compliance concerns persist and resolution is not possible, the PCM may consider, for example, an on-site review of the specific area of concern. An on-site review is required to be coordinated with the CA.
- 5) In any case, during a review of the documentation, it may become apparent that a visit to the applicant's facility by a team of technical specialists from the VA is required. The aim should be for the VA to conduct its activities during a single comprehensive visit.
- 6) The VA will coordinate any visits with the applicant and the CA, and relay team composition, the schedules and specific goals. The counterpart specialists from both the CA and the applicant will be made available to the visiting validation team for the duration of the visit(s). Visits should take place as early as possible in the validation schedule in order to permit timely design changes.

- 7) A formal debrief should take place at the conclusion of any visit or if not possible, findings or observations should be communicated to the applicant and the CA shortly thereafter. The Authorities will coordinate the resolution of any outstanding findings or observations to the satisfaction of the VA and document the decision reached.

A.4.7. Concluding the Validation

The VA will notify the CA upon completion of its validation exercise and will then issue its corresponding approval for the TC or STC.

A.4.8. Issuance of the Type Certificate or Supplemental Type Certificate

The VA will issue a TC or STC for a civil aeronautical product when:

- a) the applicant has demonstrated and declared compliance to the VA's certification basis;
- b) the CA has issued a statement of compliance to the VA's certification basis;
- c) the CA has issued its own TC or STC for the product; and
- d) the VA has completed its validation procedures for a TC or STC as outlined above.

A.5 Streamlined Validation Process

The Streamlined Validation process is an administrative action conducted by the VA to issue its design approval based on the corresponding CA approval.

A.5.1. Streamlined Validation Process

- 1) Streamlined Validation is applicable only to aircraft categories that have been previously certified by the CA and validated by the VA, with no outstanding non-compliances identified.
- 2) The applicant will apply through their CA for a validation of their design by the VA. In that application it will include a Data Package to be reviewed by the VA.
- 3) The VA will acknowledge the application and if the VA is satisfied that the Data Package contains complete information so as to ensure that the purpose of the technical familiarization is fulfilled, it may issue its own approval without further involvement.
- 4) If the Data Package is incomplete or the VA needs a more thorough understanding of the design, then it may request that the applicant present suitable and satisfactory information to the VA in order for it to fully understand the design. This presentation may take the form of meetings or submitted documentation. A consultation may be required between the VA and the CA, if further consideration of whether a Technical Validation is a more appropriate process for the applicant's design.

- 5) In most instances and immediately after the steps outlined in the sub-paragraphs above are complete, the VA will issue the corresponding design approval or letter of acceptance, as appropriate.

A.6 Major Repair Designs

A.6.1. Validation of Major Repair Design Approvals

- 1) The CA will submit a repair design approval application of a major repair design on behalf of the applicant to the VA. The application will be made in the manner prescribed by the VA.
- 2) If one or more of the Safety Elements in paragraph A.2 of Attachment A is found to be applicable during the data package review, the VA will validate this application using the Technical Validation process outlined in section A.4 of Attachment A.
- 3) In other cases, the repair design approval may be issued without further technical review through the Streamlined Validation process in section A.5 of Attachment A.
- 4) If the application must go through a Technical Validation process, the data package will contain, but will not be limited to the following:
 - a) drawings, specifications and other data necessary to define the configuration and design features of the repair;
 - b) a compliance summary that identifies the applicable airworthiness standards, methods of compliance, and compliance results;
 - c) substantiation for continued applicability of existing ICAs, or supplemental ICAs, if any;
- 5) The VA will issue a repair design approval based on the above together with a declaration from the CA that the applicant has met the VA's requirements.

A.7 Operational and maintenance considerations

A.7.1. Evaluation of Operational and Maintenance Aspects

- 1) The Authorities will evaluate the operational and maintenance aspects of the TC, STC, and repair design using their own internal procedures, or using a common procedure that provides for a single assessment acceptable to both Authorities.
- 2) Acceptance or validation, as appropriate, of ICA, will be determined by the VA. The CA will review the ICA unless the VA indicates otherwise. Changes to ICA which have not been approved by the CA will be validated by the VA using the Technical Validation procedures above.

A.8 Manuals approval

A.8.1. Initial Approval of Manuals

The Authorities recognize that the CA will submit to the VA for review and acceptance all Approved Manuals as part of the validation procedures outlined in this Attachment.

A.8.2. Changes to Approved Manuals

CA approved Changes to Approved manuals are accepted without further showing by the VA, for products that have been validated.

Aeroplane/Rotorcraft Flight Manual & Flight Manual Supplement:

A.8.2. applies in line with the following process:

- (1) The VA will notify the CA and the applicant in advance of any VA unique requirements and instructions for the Flight Manual.
- (2) When the applicant intends to revise the Flight Manual, the applicant submits an application for the revision only to the CA and obtain approval from the CA.
- (3) If the revision affects any VA unique requirements in the Flight Manual, the applicant submits the proposed revisions both to the CA and the VA.
- (4) If the VA finds any problems with the proposed revisions under (3) above, the VA will notify the CA.
- (5) Regarding items (2) and (3) above, the CA approves the Flight Manual on behalf of the VA.
- (6) The applicant sends the approved flight manual to the VA and the user of the product.

A.8.3. Authorization to Approve

The authorization of an Authority to sign on behalf of the other will be required to be documented clearly between the Authorities. Authorizations approved by these Implementation Procedures do not require further documentation.

ATTACHMENT B: ACRONYMS

AD	Airworthiness Directive
AMOC	Alternative Means of Compliance
ANR	Air Navigation Regulations
APA	Aeronautical Parts Approval
CA	Certificating Authority
CAAI	Civil Aviation Authority of Israel
CFR	Code of Federal Regulations
CMR	Certification Maintenance Requirements
CRIs	Certification Review Items
ELOS	Equivalent Level of Safety
EU	European Union
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
JCAB	Japan Civil Aviation Bureau
MOCs	Methods of Compliance
MOPS	Minimum Operational Performance Standards
PCM	Project Certification Manager
PMA	Parts Manufacture Approval
SA	Specification Approvals
SAR	Search and Rescue
SEI	Special Emphasis Items
SoD	State of Design
SoDM	State of Design of Modification
STC	Supplemental Type Certificate
STCH	Supplemental Type Certificate Holder
TA	Type Approvals
TC	Type Certificate
TCH	Type Certificate Holder
TCDS	Type Certificate Data Sheet
UAS	Unmanned Aircraft System
RPA	Remotely Piloted Aircraft
RPAS	Remotely Piloted Aircraft System
VA	Validating Authority

WA

Working Arrangement

ATTACHMENT C: TABLE OF REVISIONS

Revision	Date	Change content