



# CAR 521

## APPROVAL OF—OR CHANGES TO—THE TYPE DESIGN OF AN AERONAUTICAL PRODUCT OR AN APPLIANCE

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Transport  
Canada

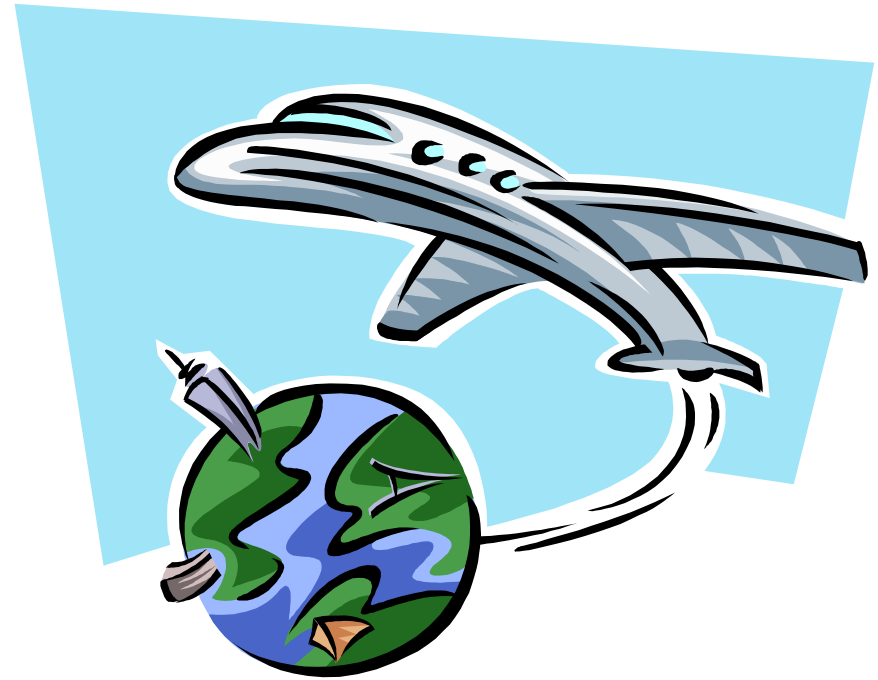
Transports  
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Canada

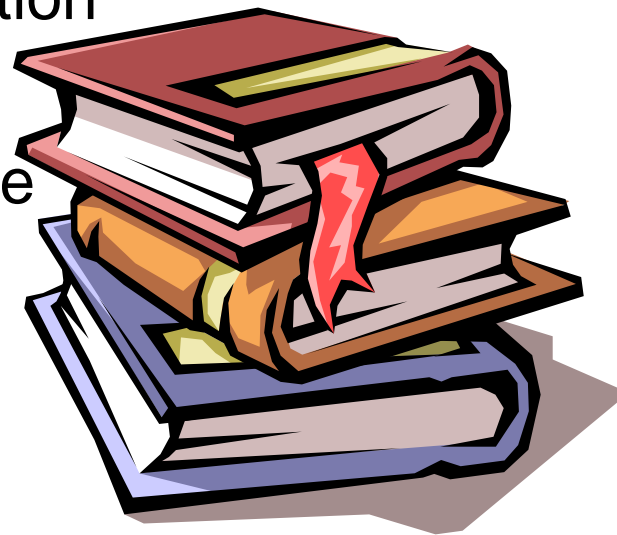
## Agenda

- ✓ Background
- ✓ Drafting Considerations
- ✓ CAR 521 Architecture
- ✓ Impact Assessment
- ✓ Next Steps
- ✓ Summary



## Background

- ✓ TCCA recognized as a partner in the FAA/JAA harmonization process
- ✓ TCCA involved in joint rulemaking initiatives
- ✓ Canadian certification process needed to be reviewed
- ✓ Increased frustration in finding information
- ✓ No commonality in regulation structure
- ✓ Challenge in harmonizing rule language



## Background

- ✓ Working Group established by CARAC Secretariat to
  - Develop a Certification process harmonized in structure and content with the FAA and JAA
  - Study the feasibility of one document
  - Make recommendations for a CAR 521
  - Identify phases and proposed implementation priorities



## Background

- ✓ Terms of reference approved 13 December 2000
- ✓ Final report and recommendations presented 22 May 2002
- ✓ All recommendations implemented or considered



## Background



- ✓ The External Advisory Committee on Smart Regulation's mandate had three elements:
  - To develop a regulatory strategy designed for the 21st century, supporting Canada as a sovereign trading nation that offers a high quality of life for its citizens;
  - To identify sectors and areas requiring regulatory reform in order to give Canada a strategic advantage; and
  - To review and provide an external perspective on specific issues identified by departments and stakeholders.



## Background



### ✓ International Regulatory Cooperation

- The primary and immediate focus of international regulatory efforts should be North America. The government should adopt international approaches wherever possible and limit specific Canadian regulatory requirements to where they are needed to support an important national priority, Constitutional values or unique Canadian circumstances.



## Background

500 - General

501 - Annual Airworthiness Information Report

505 – Delegation of Authority

511 - Approval of the Type Design of an Aeronautical Product

513 - Approval of Modification and Repair Designs

516 - Aircraft Emissions

537 - Aircraft Appliances and Other Aeronautical Products

591 - Service Difficulty Reporting

593 - Airworthiness Directives

522 - Gliders and Powered Gliders

523 - Normal, Utility, Aerobatic and Commuter Category Aeroplanes

525 - Transport Category Aeroplanes

527 - Normal Category Rotorcraft

507 - Flight Authority and Certificate of Noise Compliance

509 - Export Airworthiness Certificates

549 - Amateur-built Aircraft

561 - Manufacture of Aeronautical Products

563 - Distribution of Aeronautical Products

566 - Aircraft Maintenance Engineer (AME) Licensing and Training

571 - Aircraft Maintenance Requirements

573 - Approved Maintenance Organizations

529 - Transport Category Rotorcraft

531 - Manned Free Balloons

533 - Aircraft Engines

535 - Aircraft Propellers

541 - Airships

551 - Aircraft Equipment





## Drafting Considerations

- ✓ Industry input from the Working Group
- ✓ International impact
- ✓ Costs and benefits of incorporating recommendations
- ✓ EASA IR-21 selected as the “basic template”
- ✓ Most recently consulted, “harmonized”, closest to Canadian approach
- ✓ Harmonize at the regulation level
- ✓ Universal recognition of FAR 21, JAR 21 and IR-21 content and structure



## Drafting Considerations

- ✓ We are proposing
  - a CAR without a CAR Standard
  - to provide procedural guidance in the form of a “certification handbook” mirroring the CAR in Division structure
  - to document clearly in the RIAS that this is what we are doing



## CAR 521 Architecture

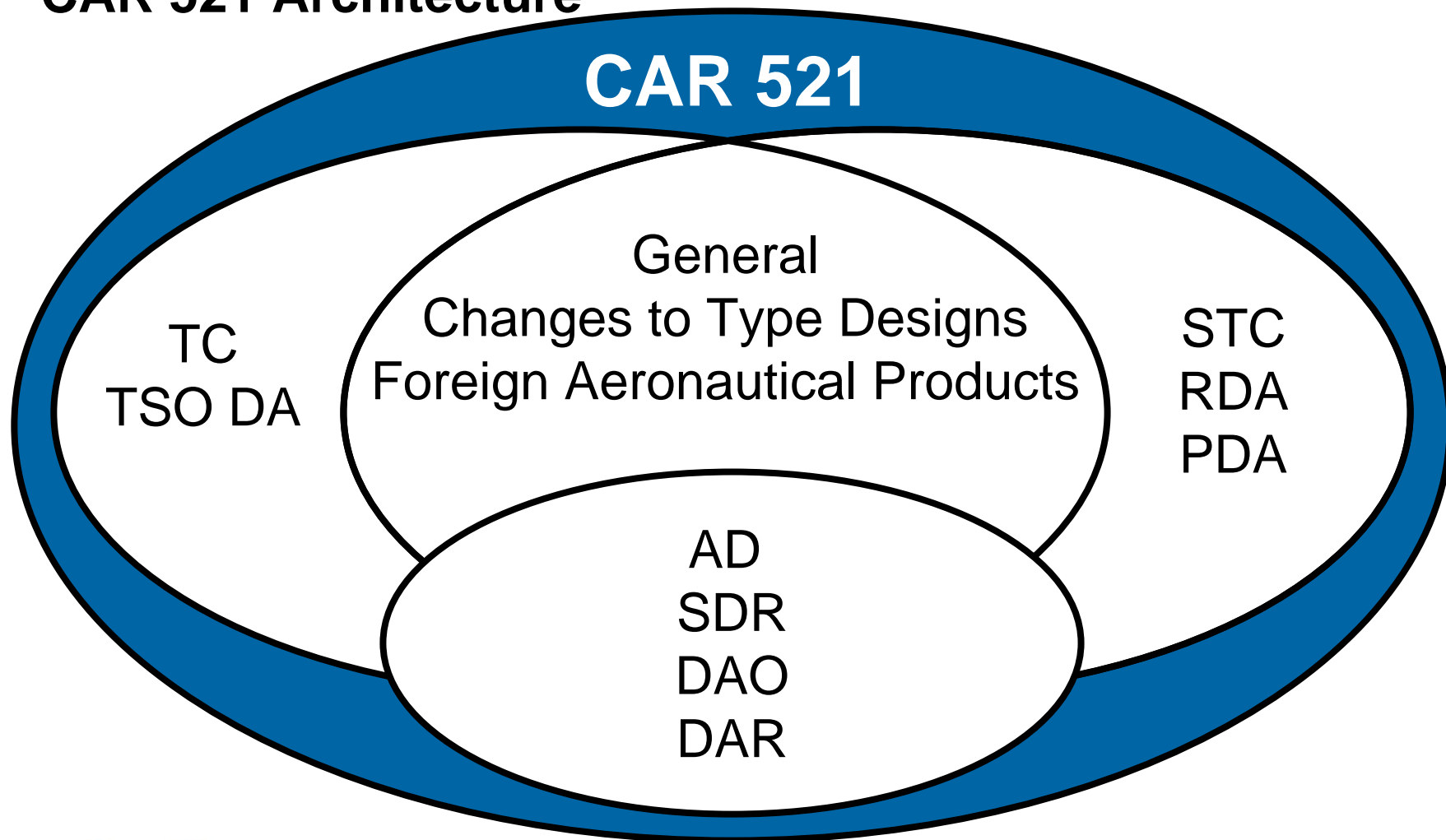
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**CAR 521**



## CAR 521 Architecture



## CAR 521 Architecture

- ✓ A - General
- ✓ B – Type Certificates
- ✓ D – Changes to Type Designs
- ✓ E – Supplemental Type Certificates
- ✓ J – Delegation of Authority to an Organizational Delegate
- ✓ K – Delegation of Authority to a Design Approval Representative
- ✓ M – Repair Design Approvals
- ✓ N – Issue of Foreign Type Design Approvals
- ✓ O – Technical Standard Order Design Approvals
- ✓ P – Part Design Approvals



## Impact Assessment

- ✓ Other CAR Subparts
- ✓ Designated provisions
- ✓ Delegation of Authority Schedules
- ✓ Agreements and similar arrangements
- ✓ Advisory and Guidance Material
  - Internal
  - External
  - Other Authorities
- ✓ Aircraft Certification Training Courses
- ✓ Web sites
- ✓ Fees



## Next Steps

- ✓ Present to CARC for approval
- ✓ Department of Justice for legal drafting
- ✓ Regulatory Impact Analysis Statement
- ✓ Canada Gazette I and II
- ✓ Other
  - Frequently Asked Questions list
  - Develop guidance and advisory material
  - Develop and conduct training
  - Develop publicity materials



## Summary

- ✓ What has been done
  - Proactively involved industry in project
  - Canadian certification process and intent has been reviewed
  - Sources of frustration have been removed
  - Harmonized in structure and content with the FAA and EASA
  - Proposed a single document
  - Administratively amalgamates existing CARs and AWMs
  - Incorporates previously approved NPAs





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