

RDIMS #2188398

**J85**  
**PROPULSION GROUP SUSTAINMENT**  
**(PGS)**

**APPENDIX 7**

**DECISIONS OF SIGNIFICANCE**

## **7 Decisions of Significance**

### **7.1 General**

7.1.1 Canada will delegate decision-making authority to the Contractor to the maximum extent possible; however, the Contractor must defer to Canada for those decisions deemed “of significance”. Decisions of significance are divided into two categories: operational decisions and airworthiness decisions.

### **7.2 Operational Decisions**

7.2.1 Operational Decisions must be retained by Canada to ensure minimal disruption to RCAF operations.

7.2.2 Decisions that impact operations include, but are not limited to:

- a. Changes that affect RCAF conducted maintenance, operations, and training activities (which includes aircrew procedures and tactics);
- b. Taskings and queries to RCAF units and Headquarters; and
- c. Decision to proceed with on-aircraft troubleshooting of snagged propulsion group systems at 1<sup>st</sup> Line and/or to remove an engine and route to 2<sup>nd</sup> Line.

7.2.3 The following changes or deviations from the approved ILS baselines are also considered Operational Decisions:

- a. PG systems limits or specified tolerances relative to:
  - i. Performance;
  - ii. Reduction in reliability, maintainability or survivability;
  - iii. Weight, balance, moment of inertia;
  - iv. Interface characteristics;
  - v. Electromagnetic characteristics; and
  - vi. Other technical requirements in the equipment specifications.
- b. Contractor Plans approved by Canada;
- c. Operating or maintenance procedures at 1<sup>st</sup> and/or 2<sup>nd</sup> line;
- d. Transfer of scope and depth of PG systems maintenance between lines of maintenance;
- e. Disposal of Canada owned assets;
- f. Safety;
- g. Compatibility or interoperability with interfacing systems, support equipment, support software, spares, trainers or training equipment/software;
- h. Operation or maintenance manuals not managed by the Contractor;
- i. Interchangeability, substitutionality, or replaceability as applied to configuration items, and to all subassemblies and parts except the pieces and parts of non-repairable subassemblies;
- j. Sources of configuration items or repairable items at any level defined by source-control drawings; and
- k. Skills, manning, training, or human factors design.

### **7.3 Airworthiness Decisions**

7.3.1 Airworthiness authorities required in the conduct of the work will be delegated to the Contractor through the TAA Airworthiness Accreditation process. The detailed scope and depth of airworthiness authorities granted to the Contractor, including limitations, is identified in the Canada-approved Contractor Airworthiness Process Manuals (APMs). The Contractor will be permitted to make any airworthiness decision within the scope of its TAA-delegated authorities, the imposed limitations, and the accessibility of data:

- a. Scope. The Contractor must develop the capability to provide Canada with initial airworthiness, continuing airworthiness support and disposal expertise that satisfies the requirements of the Technical Airworthiness Manual (TAM), and establish and maintain a structured technical airworthiness management framework, including the achievement of appropriate accreditations required to support the airworthiness program elements and functions detailed in Table 1, below;
- b. Limitations. Although the Contractor will be permitted to make airworthiness decisions for which it possesses the requisite authority, the Contractor's airworthiness authority is limited by the Operational Decisions of Significance defined above. This means that the final approval (normally Technical Airworthiness Clearance (TAC)) on an airworthiness-related process that will result in a change or impact listed in the Operational Decisions above will be made by Canada; and
- c. Data. The Contractor must obtain the required OEM acceptable data and/or OEM approved data as required in support of engineering activities. As a general guideline, OEM acceptable data can typically be used to support activities considered minor design changes, whereas OEM approved data is typically needed for activities considered major design changes.

**Table 1: Contractor Scope & Depth of Airworthiness Authority for Engineering Support**

<b>Support Activity<sup>i</sup></b>	<b>Scope</b>	<b>Limitations</b>	<b>Required for Provisional/Full</b>
Design Change	<ul style="list-style-type: none"> <li>a. Approve design change categorization</li> <li>b. Approve certification plans</li> <li>c. Conduct Type Design Examinations</li> <li>d. Approve certification compliance matrix</li> <li>e. Make findings of compliance</li> <li>f. Grant airworthiness approval</li> <li>g. Grant technical airworthiness clearance</li> <li>h. Recommend modification closure</li> </ul>	<p>The design change activities must fall within the scope and depth of authority granted by the TAA through approval of the Contractor's EPM. Where the design change exceeds the Contractor's authority, the Contractor will manage the Certification process and obtain the required approvals, including OEM approved data as required. The Certification Plan will be used to manage Canada's level of involvement.</p> <p>Limitations:</p> <ul style="list-style-type: none"> <li>• Extensive Design Changes as defined in TAM Part 3 Chapter 2 require TAA oversight.</li> <li>• Consultation with OAA or 1 Cdn Air Div A4 Maint staff is coordinated through the WSM.</li> <li>• TAC for modifications affecting RCAF operations as limited by the Operational Decisions of significance.</li> </ul>	<ul style="list-style-type: none"> <li>a. Provisional</li> <li>b. Full</li> <li>c. Full</li> <li>d. Full</li> <li>e. Full</li> <li>f. Full</li> <li>g. Full</li> <li>h. Full</li> </ul>
Repair Design	Develop and certify new repair schemes.	As per design change.	Full
Airworthiness Limitations	AWL changes must be certified and are treated as per design change activity.	As per design change. Furthermore, all airworthiness limitations must be approved by DTAES.	Full
Alternate Parts	Alternate part approvals require drawing change and are certified and treated as per design change activity.	As per design change.	Provisional
Master Minimum Equipment List	Provide approved data to support the change.	Changes to the MMEL will be managed and approved by Canada.	Provisional
Approved Flight Manual	Provide approved data to support the change.	Changes to the AFM will be managed and approved by Canada.	Provisional

<b>Support Activity<sup>i</sup></b>	<b>Scope</b>	<b>Limitations</b>	<b>Required for Provisional/Full</b>
Preventive Maintenance Program	a. Categorize preventive maintenance change b. Airworthiness approval c. TAC	As per design change.	a. Provisional b. Full c. Full
Corrective Maintenance Program	a. Categorize maintenance program change b. Technical approval c. TAC	As per design change.	a. Provisional b. Full c. Full
Aeronautical Product Recertification	a. Approve inspection methods b. Approve inspection instruction c. Issue Certificate of Conformance (CoC)	Canada involvement is coordinated through the WSM.  This process can occur internal to the Contractor and sub-contractors. If it doesn't impact products delivered to Canada, the process is managed internally to the Contractor.	a. Provisional b. Provisional c. Provisional
Local Manufacture of Parts	Approve manufacturing instructions.	If the task is performed by embedded Contractor staff the approvals granted must be based on existing acceptable and/or approved data.	Full
Deviations to the Maintenance Program	Provide acceptable and/or approved data in support of the deviation request.	The deviation will be managed by Canada.  Limitations: Approval and release of the deviation by Canada.  If the task is performed by the embedded Contractor staff the approvals granted must be based on existing acceptable and/or approved data.	Provisional
Special Inspections	a. Provide acceptable and/or approved data and prepare Special Inspection package. b. Recommend Special Inspection closure.	Canada involvement is coordinated through the Special Inspection development process managed by the WSM.	a. Provisional b. Full
General Technical Queries	Provide acceptable and/or approved data in support of the technical query.	If the task is performed by embedded Contractor staff the information provided must be based on existing acceptable and/or approved data.	Provisional

<b>Support Activity<sup>i</sup></b>	<b>Scope</b>	<b>Limitations</b>	<b>Required for Provisional/Full</b>
Risk Management	Provide acceptable and/or approved data to support a Risk Assessment.	DND involvement is coordinated through the Risk Management process.  Limitations: Risk acceptance (including no-risk RARMs) and RARM release by Canada.	Provisional
Flight Permits	Provide acceptable and/or approved data to support the issue of a Flight Permit.	Canada involvement is coordinated through Flight Permit process that is managed by the WSM.  Limitations: Flight Permit approval and release by Canada.	Provisional
Configuration Management	Approve drawings and all substantiation reports used to establish and maintain the type design for the J85.	Configuration change requests and approvals are performed in accordance with the CT114 Configuration Management Plan.  Limitation: Changes to the Configuration Management Plans approved by Canada.	Provisional
In-service Logistics Support	a. Perform reliability evaluations b. Perform level of repair analysis c. Perform part obsolescence reviews	No limitations.	Provisional
Airworthiness Monitoring	Evaluate and propose engineering solutions to in-service problems identified by: <ul style="list-style-type: none"> <li>• OEM</li> <li>• Contractor suppliers</li> <li>• Other J85 users and operators</li> <li>• Regulatory bodies</li> </ul> a. Make findings of applicability b. Approve follow-on action plan	Canada involvement is coordinated through the WSM as required.	a. Provisional b. Provisional
Engine Structural Integrity Management Plan (ESIMP)	Develop and comply with the TAA-approved Engine Structural Integrity Program (ESIP), as soon as ESIP is developed.	The WSM will coordinate approval of the ESIMP with the TAA.	Full

<sup>i</sup> When required, the Contractor must coordinate with the WSM to seek Operational Airworthiness Authority or other Department of National Defence stakeholder's input to a proposed design change or other airworthiness process.