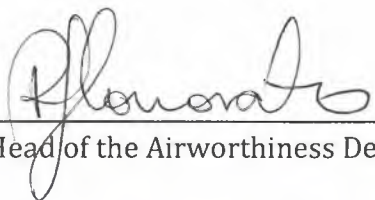# Collaboration Strategy 2025-2030

Certification Management Team

Head of the Airworthiness Department

Certification Director

Executive Director, Aircraft Certification Service

Director, Standards

ANAC

EASA
European Union Aviation Safety Agency

Transport Canada   Transports Canada

Revision 1: October 29th, 2024

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Background

On September 25, 2014, the Directors of the Certification Services/Departments of the Federal Aviation Administration (FAA), European Union Aviation Safety Agency (EASA), Transport Canada Civil Aviation (TCCA) and the Agência Nacional de Aviação Civil (ANAC) met in Washington DC for the annual quadrilateral collaboration meeting. The Authorities determined that the increasing globalization of the aviation industry necessitates greater collaboration among the Authorities in order to harmonize regulatory systems and effectively respond to common industry issues. Moreover, increasing levels of domestic certification activity and validation projects from other emerging States of Design are placing growing resource demands on the four Authorities. Therefore, maximizing the use of existing bilateral partnerships to fully recognize the findings made by the four Authorities is essential to reduce the efforts currently expended on validation programs. This cooperation is based on established confidence and knowledge of each other's systems, which under a risk-based approach, may be applied to enhance reciprocal acceptance.

On September 16, 2015, the Authorities signed the Charter establishing the Certification Management Team (CMT). This charter created a framework under which the Directors of the Certification Services/Departments of the FAA, EASA, TCCA and ANAC will jointly manage technical, policy, and bilateral agreement certification, manufacturing, export, and continued airworthiness issues common among the four Authorities. The CMT Directors committed to the creation of a formal governance structure that will manage collaboration efforts efficiently and effectively, promote the development and implementation of regulatory and policy solutions to common certification issues, and support greater harmonization of our systems.

The original CMT Collaboration Strategy was agreed in May 2016. It outlined 4 Strategic Focus areas namely, *Partnership Leveraging, Continued Confidence Building, Global Leadership, and Certification Policy Alignment*. This Collaboration Strategy promoted to CMT Authorities to apply risk-based approaches to their validation processes to reduce and further eliminate levels of involvement of the Validating Authority (VA). It resulted in the CMT's adoption and implementation of the following objectives in their respective bilateral agreements:

1. Reciprocal Acceptance of Certificates and Approvals– An approval in the Certificating Authority's (CA) system constitutes a valid approval in the VA's system without any technical involvement or issuance of approval by the VA (or importing authority).

2. Streamlined Validation of Certificates and Approvals- An approval by the CA leads to an issuance by the VA of its approval without any technical involvement.

3. Validation Work-Plan - The levels of involvement by the VA are established based on a set of risk-based principles rather than a comprehensive review of compliance findings made by the CA. This process required use of a work-plan that incorporates active management oversight to ensure common principles and procedures are applied to maximize reliance on the CA's findings.

Revision 1 to the CMT Collaboration Strategy provides a more focused approach to growing challenges with new regulatory requirements, emerging technologies, environmental sustainability, and to bring a set of strategic objectives to be pursued by the CMT for the next 5 years.

CMT Vision and Objective

The CMT Vision continues to rely on active confidence building initiatives and risk-based validation principles to enable acceptance of CA certification activities with limited or no technical involvement by the VA. The CMT aims to optimize implementation of their bilateral airworthiness agreements by enhancing the acceptance of CA approvals and findings of compliance without any further technical review by the VA. As a result, the CMT Authorities can maximize reliance on the CA to the greatest extent practicable.

The CMT Authorities recognize that while the ultimate objective is to achieve full acceptance by the VA, without any technical assessment or issuance of a validation approval, challenges remain. Therefore, the CMT Authorities are committed to implementing risk-based validation principles and taking steps to further reduce or eliminate technical involvement. Implementation of this strategy will reduce VA resource expenditure, ensure a high degree of safety, and promote regulatory cooperation and harmonization among the CMT Authorities.

CMT Strategic Focus Areas

In addition to defining the CMT Vision, this document identifies the high-level strategic focus areas the CMT Authorities will collaborate on in order to realize the above vision. The CMT will endeavor to work in a quadrilateral fashion to address these focus areas but realizes that each CMT Authority has agreements in place that are bilateral in scope and timelines will not always align. In light of this, CMT Authorities committed to develop bilateral roadmaps to address these strategic focus areas. The focus areas under Revision 1 to the CMT Collaboration Strategy are:
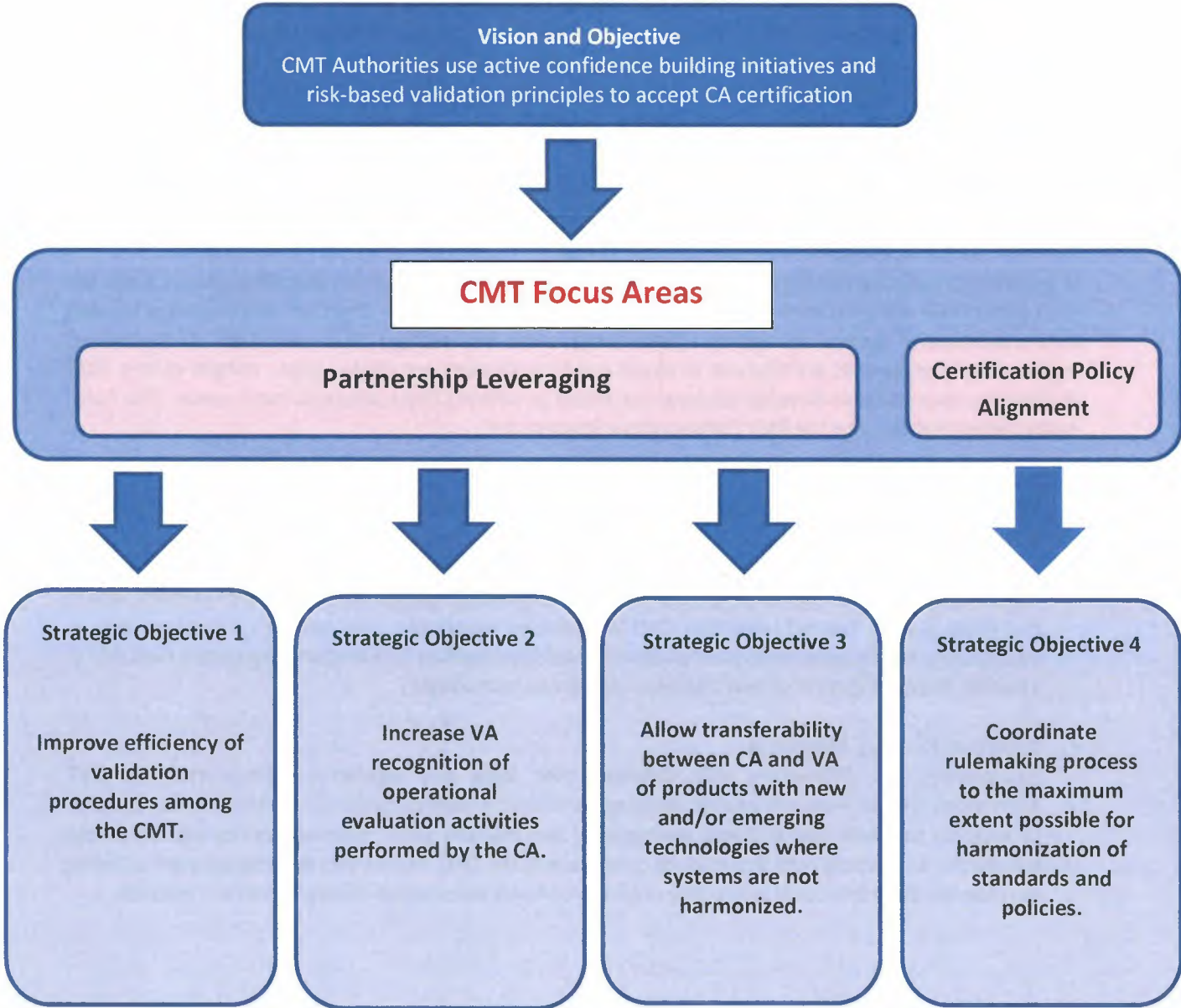
- **Partnership Leveraging**
  Based on the high level of confidence in each CMT Authority's certification capability as established through years of bilateral and multilateral cooperations, the CMT Authorities will leverage each other's certification systems to reduce or eliminate duplicative validation efforts. The CMT Authorities recognize that their limited resources should be applied to the areas of greatest risk to the flying public. Furthermore, the CMT Authorities recognizes they have an important role in contributing to the global efforts on environmental sustainability by exercising regulatory flexibility in enabling the certification of new and emerging green technology.)

- **Certification Policy Alignment**
  Recognizing that differences exist between their legal and regulatory frameworks, the CMT Authorities will work closely to align existing certification policies to allow for the seamless transfer of aviation products and efficient oversight of the industry while maintaining the highest safety standards. In keeping with the spirit of cooperation, the CMT Authorities will engage each other to develop common principles and policy in support of new rulemaking efforts, whenever possible.

CMT Strategic Objectives

The Strategic Objectives detailed below are intended to guide the CMT Authorities' focus and resources for the next 5 years. This Collaboration Strategy is intended to be a dynamic document and may be revised as the desired key results are met, or other priorities arise.

Vision and Objective
CMT Authorities use active confidence building initiatives and risk-based validation principles to accept CA certification

CMT Focus Areas

Partnership Leveraging

Certification Policy Alignment

Strategic Objective 1

Improve efficiency of validation procedures among the CMT.

Strategic Objective 2

Increase VA recognition of operational evaluation activities performed by the CA.

Strategic Objective 3

Allow transferability between CA and VA of products with new and/or emerging technologies where systems are not harmonized.

Strategic Objective 4

Coordinate rulemaking process to the maximum extent possible for harmonization of standards and policies.

CMT Strategic Objectives	Desired Outcome	Desired Key Results
Objective 1: Improve efficiency of the validation procedures among the CMT Authorities, maintaining the high level of safety.	The CMT Authorities will rely on the CA in all aspects where the Authorities have reached harmonization of requirements, the validation procedures will be standardized and predictable, and limited to requirements that are significantly different among the Authorities and may have relevant effects on safety.	**1.1. Performance Metrics** Implement performance metrics to measure the efficiency of bilateral validation procedures between each CMT Authority. **1.2. Maintenance of Confidence** Implement a maintenance of confidence program that allows CMT Authorities to monitor the outcomes of activities fully recognized or accepted from CA and support a recurrent confirmation of the bilateral confidence levels among CMT Authorities. **1.3. Validation Workplan** Establish a common model and procedure for use of Validation Work plans that provide predictability of the level of involvement, the path and duration of the bilateral validation processes among CMT Authorities. **1.4. Risk-based Validation** Implement improved risk-based validation criteria to CMT Authority Member bilateral agreements to allow increased recognition or acceptance of CA approvals or findings of compliance.

CMT Strategic Objectives	Desired Outcome	Desired Key Results
Objective 2: Increase VA recognition of operational evaluation activities performed by the CA, eliminating redundant/duplicative efforts by the VA.	The operational evaluation activities performed by the CA will be recognized/accepted by the VA where the procedures are sufficiently similar or equivalent.	**2.1. Validation of Operational Evaluation Activities** Establish common validation procedures for Operational Evaluation between CMT Authorities. **2.2. Recognition of Operational Evaluation Activities** Establish criteria for increased recognition of CA operational evaluation under bilateral agreement between CMT Authorities. **2.3. Recognition of Maintenance Review Board Reports (MRB) and Instructions for Continued Airworthiness (ICA):** Establish criteria for increased recognition by the VA of MRB report and ICA issued by the CA. **2.4. Recognition of Master Minimum Equipment List (MMEL):** Establish criteria for increasing the recognition by the VA of the MMEL issued by the CA.

CMT Strategic Objectives	Desired Outcome	Desired Key Results
Objective 3: Establish mechanisms between the CA and the VA to allow the transferability of products certified with new or emerging technologies, and where their respective regulatory systems may not be compatible or harmonized yet.	A product certified with new technologies and/or in line with environmental sustainability by the CA will be able to obtain approval or recognition by the VA with equivalent level of safety to domestic products	**3.1. Remotely Piloted Aircraft System (RPAS)** Identify and agree on common requirements and their Means of Compliance to cover aircraft and equipment approvals in support of Advanced Air Mobility operations, including autonomous flight. **3.2. Light Sport Aircraft (LSA)** Evaluate the procedural differences among CMT Authorities and develop agreement(s) to a common approach that reduces or eliminates redundant approval activities by the Importing Authority.

		3.3 New and Emerging Technology on Sustainability of aviation transportation Develop a common or harmonized certification approach to new or emerging technologies being adopted in support of an environmentally sustainable air transportation system, such as but not limited to: a) Electric Vertical Take-off and Landing (eVTOL); b) Electric/Hybrid Propulsion System; or c) Use of Hydrogen technology in aircraft propulsion system. **3.4 Artificial Intelligence** Identify and agree on common requirements and their Means of Compliance for Verification and Validation for Artificial Intelligence and Machine Learning (AI/ML) systems for part 25* as part of the aircraft approved type design. *Note: Once this Key Result is reached, others will be initiated, in a phased approach to address requirements for other parts as projects evolve and additional needs arise.

CMT Strategic Objectives	Desired Outcome	Desired Key Results
Objective 4: Coordinate during rulemaking processes (to the maximum extent possible) to seek harmonization of new (or revised) standards and/or policies.	The CMT Authorities will be able to discuss and coordinate on studies and development of new/revised standards during each other's rulemaking processes. The new/revised standards will be implemented in a harmonized manner, to the maximum extent, given specific CMT Authority's rulemaking processes. _Note:_ _There is no intent to have joint rulemaking processes or condition a CMT Authority's rulemaking process to another CMT Authority's, but rather to coordinate among CMT Authorities within the existing legal possibilities._	**4.1. Policy Harmonization** Approve joint reports on policy and interpretations to increase the level of harmonization of certification requirements, interpretations, and finding of compliance procedures. **4.2. Cooperative pre-rulemaking studies** Establish mechanism to allow CMT Authorities to jointly perform pre-rulemaking studies or coordination on topics of common interest to the CMT (e.g., EASA TSO Proportionality concept, Safety Management System, Changed Product Rule, etc.). **4.3. Systematic communication on rulemaking** Establish a routine of consultation/communication among the CMT Authorities on intended subjects for rulemaking, as well as ongoing rulemaking, considering the existing legal boundaries of each CMT Authority's rulemaking processes.