APPENDIX B1

AIRWORTHINESS REQUIREMENTS

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1 OPERATIONAL AREAS AND PREVIOUS FLIGHT PERMITS

1.1 The Contractor must provide a CAF UAS Services which will operate in Canada in restricted segregated airspace, in international waters under due regard.

1.2 The Contractor must provide a CAF UAS Services which will operate onboard a Halifax-class ship at sea in designated Class F Military Airspace or International Airspace.

1.3 The CAF UAS Services must allow for the UAS to be brought onto the CAF/DND Military Aircraft Register and be operated under CAF/DND airworthiness authority and command for the duration of the performance of the work described in this SOW.

1.4 The UAS used in the CAF UAS Services must already have a flight permit for operations by a NATO, Australian, or New Zealand military airworthiness agency or civilian regulatory body.

1.5 The UAS used in the CAF UAS Services must be in-service with at least one NATO, Australian, or New Zealand military.

1.6 The CAF UAS Services may be required to receive permission to fly overland of other countries from their respective airworthiness regulatory agencies.

2 AIRWORTHINESS AUTHORITIES

2.1 The Chief of Defence Staff (CDS) under direction of the Minister of National Defence (MND) delegates the Technical Airworthiness Authority (TAA) as the person responsible for the regulation of the technical airworthiness aspects of the design, manufacture, maintenance and material support of aeronautical products and the determination of the airworthiness acceptability of those products prior to operational service. Similarly, the Operational Airworthiness Authority (OAA) is the person delegated with the responsibility for the regulation of all flying operations. This includes responsibility for operational procedures, flight standards, operator training, qualification and licensing, aerospace control operations and operational airworthiness clearance of aeronautical products prior to operational service.

2.2 The TAA and OAA head independent regulatory organizations within CAF/DND having the responsibility for the management of the CAF/DND Airworthiness Program. The TAA and OAA are the approval authorities for the items necessary for issue of an airworthiness clearance and flight permit. The TAA and OAA have airworthiness authority internally within CAF/DND but no contractual authority in relation to the work being performed under this SOW. Therefore the Contractor must communicate with the TA for any and all airworthiness authority discussions.

2.3 The TAA is an organization within CAF/DND having the responsibility for the management of the CAF/DND Technical Airworthiness Program. The TAM contains the applicable rules and standards; however, not all TAM rules and standards may be applied to the work under this SOW, but rather only those necessary to ensure that the operation takes place at an acceptable level of safety will be imposed. Where a rule or standard is applied but contains specific criteria that are in excess of this activity, upon written request with justification, these criteria may be revised by the CAF/DND to provide relief, while still meeting the intent of the TAM and ensuring the appropriate level of technical safety.

2.4 The OAA is an organization within CAF/DND having the responsibility for the management of the CAF/DND Operational Airworthiness Program. The OAM, B-GA-104-000/FP-001, contains the operational airworthiness rules, standards and checklists.

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Chapter 3 is the primary reference for establishing the Operational Airworthiness Clearance (OAC) for the CAF/DND aircraft. Where a rule or standard is applied but contains specific criteria that are in excess of that required for this activity, upon written request with justification these criteria may be revised by the CAF/DND to provide relief, while still meeting the intent of the OAM and ensuring the appropriate level of operational safety.

2.5 All judgements and decisions that relate to, or impinge upon, airworthiness, the Airworthiness Clearance of the UAS type design, the certification of airworthiness for the UAS and the airworthiness clearance of any subsequent design changes must be performed in accordance with TAA and OAA requirements and be approved by individuals authorized by the TAA or OAA.

3 PREVIOUS AIRWORTHINESS CLEARANCES

3.1 The Contractor must comply with the provisions of the Canada Transportation Act, S.C. 1996, c. 10, the Aeronautics Act, R.S.C. 1985, c. A-2, the Canadian Aviation Regulations, SOR/96-433, B-GA-100-001/AA-000 National Defence Flying Orders, A-GA-135-001/AA-001 Flight Safety for the Canadian Forces, 1 Canadian Air Division Orders, C-05-005-001/AG-001 Technical Airworthiness Manual (TAM), B-GA-104-000/FP-001 Operational Airworthiness Manual (OAM), and with all directions, orders, rules and regulations made thereunder which are applicable to the work being provided under this SOW.

3.2 When conducting missions for the CAF/DND, the Contractor's UAS will be considered to be military aircraft for the purposes of the Aeronautics Act and the Ministerial Delegations to the Operational Airworthiness Authority (OAA), the Technical Airworthiness Authority (TAA) and the Airworthiness Investigative Authority (AIA).

3.3 When conducting missions for the CAF/DND, the CAF/DND will retain operational Command of the Aircraft and the crew while the Contractor will retain operational Control over the aircraft, its content and the crew thereof.

3.4 The Contractor must deliver Previous Airworthiness Clearance Supporting Documentation in accordance with CDRL AW-015. This documentation will be used by Canada to support the applications for Technical Airworthiness Clearance (TAC), Operational Airworthiness Clearance (OAC), Investigative Airworthiness Clearance (IAC), leading to an Airworthiness Clearance and a Release to Service (RTS).

3.5 The Contractor must provide UAS Service History, Design and Test Data in accordance with CDRL AW-016, as required to achieve airworthiness approval.

3.6 The Contractor must perform systems engineering in order to certify, maintain, and sustain the UAS in accordance with the airworthiness requirements as provided by the Technical Airworthiness Authority (TAA) and Original Equipment Manufacturer (OEM) requirements.

4 FLIGHT SAFETY

4.1 The Contractor must have an airworthiness investigative programme in accordance with Flight Safety for the Canadian Forces, A-GA-135-001/AA-001.

4.2 During the conduct of the missions for the CAF/DND, the aircraft and crews will be subject to the Canadian Forces flight safety reporting procedures established by the CAF/DND Airworthiness Investigative Authority (Directorate of Flight Safety (DFS)).

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4.3 The Contractor must develop, deliver, and maintain a Flight Safety Manual IAW CDRL AW-009.

4.4 The Contractor must follow the Flight Safety Program meeting the intent of A-GA-135-001/AA-001 Flight Safety Program for the Canadian Forces, as determined by the CAF/DND.

4.5 In accordance with the Aeronautics Act and other agreements, the responsibility for aviation accident investigations transfers to the CAF/DND during military missions. In the event of an accident, the Contractor must allow Aircraft Accident Investigators, appointed by the DFS, access to all relevant data, personnel, documentation, facilities and personnel to support a CAF/DND Flight Safety investigation. Documents to be provided include, but are not limited, to:

a. Company Operations Manual;

b. Company and Aircraft Standard Operating Procedures (SOPs);

c. Aircraft Flight Manual;

d. Aircraft Cockpit Checklist;

e. Aircrew Flight Training Records;

f. Aircraft Journey Log; and

g. Aircraft Maintenance and Parts Manuals.

4.6 The Contractor must provide subject matter experts to assist DFS with an accident investigation, upon request. Flight safety incidents and/or accidents will be reportable to the Transportation Safety Board, Transport Canada Foreign Inspection Division (for foreign operators) or National Operations - Airlines Division (for Canadian operators), as appropriate.

5 AIRWOTHINESS CERTIFICATION

5.1 The Contractor must provide all necessary information to obtain CAF/DND Airworthiness certification.

6 AIRCREW REQUIREMENTS

6.1 All Contractor personnel acting as flight crew and maintenance crew must be qualified and authorized to operate and maintain the UAS.

6.2 If at any time during the course of the operations, the flight crew, the maintenance crew or both are considered by Canada to be unsatisfactory for safety or other reasons such as but not limited to incompetence or inexperience in operating and maintaining the aircraft for normal operations, infractions of rules, regulations or orders, etc., the Contractor must immediately, upon receiving notification from Canada, withdraw and replace the crew specified in the notice.

6.3 The aircraft involved may be considered unserviceable until a satisfactory crew resumes operations.

7 INSPECTION

7.1 All services provided must be approved by Canada or its authorized representative who will have the right to inspect the UAS and documentation including flight plans or flight notifications, loading records, logs, aircrew logbooks, maintenance records, and training to ensure compliance with the conditions of the Contract.

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8 AIRWORTHINESS CLEARANCE

8.1 The Contractor must provide proof of airworthiness compliance with the Technical Airworthiness Manual (TAM), C-05-005-001/AG-001 and the Operational Airworthiness Manual (OAM), B-GA-104-000/FP-001 prior to providing the CAF UAS Service.

8.2 Certifying an aeronautical type design new to the CAF/DND requires significant effort by both the applicant and the airworthiness authority. The CAF/DND Technical Airworthiness Authority (TAA) may give credit to certification work performed by other airworthiness authorities and design organizations, provided that the work is acceptable to the TAA. Accordingly, the airworthiness program requirements will be applied to this UAS as far as is necessary to determine the level of safety for testing/training and operational activities, and to provide CAF/DND with a reasonable assurance that the level of safety can be maintained for the duration of the performance of the work described in this SOW. Where the assessed level of safety falls below that required, appropriate remedial action and risk assessment will be carried out. This is directly equivalent to the oversight of any other CAF/DND aircraft service program.

8.3 In broad terms, an Airworthiness Clearance is issued when:

a. The UAS meets the required level of safety;

b. The operations and maintenance personnel are adequately qualified and trained;

c. The operating and maintenance procedures are appropriate and adequate;

d. The logistics support system can maintain a level of activity commensurate with safe operation; and

e. The engineering and operations support network can deliver and maintain the required level of safety.

8.4 The Contractor must have an airworthiness or quality assurance programme in place that can provide the outputs required to address the relevant requirements of the CAF/DND airworthiness programme.

8.5 The Contractor must prepare an Airworthiness Clearance schedule and include it into the Integrated Master Schedule, CDRL PM-002.

8.6 The Contractor must include Airworthiness Clearance agenda items into the PRMs and Status Review Meetings.

8.7 The Contractor must prepare for and participate as an attendee and presenter at the Airworthiness Clearance Board. The Airworthiness Clearance Board will take place in Ottawa, Ontario, Canada and may be scheduled to coincide with Airworthiness Working Group (AWG) meeting.

9 CONTRACTOR'S AIRWORTHINESS MANAGEMENT TEAM

9.1 The Contractor must develop, deliver and maintain an Airworthiness Clearance Plan (ACP) in accordance with CDRL AW-002, which describes how all TAC and OAC requirements will be met and how the CAF/DND issued airworthiness clearance will be obtained.

9.2 The Contractor must perform the work necessary to obtain and maintain the airworthiness clearance in accordance with the airworthiness requirements of the TAA and OAA, including, as a minimum, preparing and submitting, or providing access to, all

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documentation referenced in the Airworthiness Clearance Plan needed to support the airworthiness clearance of the UAS.

9.3 The Contractor must develop, deliver and maintain an Airworthiness Management Plan in accordance with CDRL AW-012, which describes how the clearance will be maintained for the duration of the service.

9.4 The Airworthiness Management Plan must include the necessary Contractor support work and schedule management of that work to maintain both the UAS airworthiness clearance for the UAS and flight permit.

9.5 The Contractor must track the status of the Airworthiness Management Plan, and report their progress at PRMs, Annual Airworthiness Review Board (ARB) and Status Review Meetings.

9.6 The Contractor must develop, deliver and maintain an Airworthiness Team Organization and Resumes in accordance with CDRL AW-001.

9.7 The Contractor must designate an Airworthiness Manager who will be responsible for the management and implementation of the Contractor's airworthiness programme in accordance with this SOW.

9.8 The Contractor's Airworthiness Manager must act as the main Point of Contact (POC) for all airworthiness matters and may also be the Senior Design Engineer. If the Contractor Airworthiness Manager is changed, the Contractor must submit details of a proposed replacement Contractor Airworthiness Manager's relevant experience, at least 20 working days in advance.

9.9 The Contractors airworthiness management team must include at least a Senior Design Engineer, a Senior Maintenance Manager, and a Flight Safety Manager as detailed in this SOW. Suitable candidates for these positions will be authorized by the TAA to perform airworthiness related activities based on experience and credentials.

9.10 The Contractors airworthiness management team must have the experience, competency, mandate and capability within the Contractor's organization necessary to perform the airworthiness work described in this SOW and resulting from any changes to the approved UAS configuration.

10 AUTHORITY TO OPERATE

10.1 The authority to operate the UAS will be granted by means of a CAF/DND issued approval, which will be issued by the TAA in coordination with the OAA when:

a. The Unmanned Aircraft (UA) are registered on the CAF/DND Military Aircraft register and identified by registration number;

b. A Technical Airworthiness Clearance (TAC) has been issued by the TAA;

c. An Operational Airworthiness Clearance (OAC) has been issued by the OAA;

d. Authority to use the relevant command, control and communication radio frequency or frequencies in the area of operations has been obtained;

e. A Statement of Operational Intent (SOI) has been endorsed by the applicable service OPI (Office of Primary Interest) and approved by Commander 1 Canadian Air Division (1 CAD); and

f. An airspace integration plan has been approved by the CAF/DND authorities.

11 DESIGN CHANGES

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11.1 Once the Contractor receives Technical Airworthiness Clearance by the CAF/DND authority, all configuration changes to the UAS must be coordinated through the TA to ensure that the Technical Airworthiness Authority (TAA) and Operational Airworthiness Authority (OAA) endorse the proposed configuration change, and support issuing an amended Airworthiness approval.

12 FLIGHT PERMIT

12.1 The Contractor must develop and deliver applications such as but not limited to, Specific Purpose Flight Permit (SPFP) Application in accordance with the Technical Airworthiness Manual (TAM) and the Operational Airworthiness Manual (OAM).

13 UAS OPERATION DOCUMENTATION

13.1 A Statement of Operating Intent (SOI) will be written by Canada in consultation with the Contractor.

13.2 The Contractor must develop, deliver and maintain an UAS Operating Instructions in accordance with CDRL AW-003.

14 TYPE DESIGN EXAMINATION AND IN-SERVICE APPROVAL PROCESS

14.1 The Contractor must support the Type Design Examination process at the Contractor's facility, as required.

15 INVOLVEMENT OF ORIGINAL CERTIFICATION AUTHORITY

15.1 The Contractor may elect to use the UAS Original Certification Authority (OCA) if applicable and whenever practicable to minimize airworthiness clearance effort.

15.2 If the Contractor plans to involve the UAS OCA, as indicated in the Airworthiness Clearance Plan (ACP), for the UAS airworthiness clearance or change approvals, the Contractor must manage, facilitate and involve the participation of the OCA, if relevant, to include, but not limited to:

a. Meetings between the UAS OCA personnel and CAF/DND personnel;

b. Access to documentation and data as described in this SOW, and

c. Support the Type Design Examination (TDE) process.

16 PREVIOUS ORGANIZATION APPROVAL

16.1 The TAA may recognize, without formal accreditation, an organization approved by another regulator, or an organization such as the Original Equipment Manufacturer (OEM) for an aeronautical product who is capable and competent in design, manufacture, maintenance or materiel support. The assessment of an organization for TAA recognition will be conducted on a case-by-case basis. When an organization has been recognized or approved by the TAA, the relevant processes of the organization are considered equivalent to the technical airworthiness functions as described in the TAM. Approval of such organizations is usually documented in the TAA-approved airworthiness process manual for the organization.

17 CONTRACTOR'S UAS SUPPORT NETWORK

17.1 The Contractor must have a UAS Support Network, which is approved by the CAF/DND to carry out design, engineering, technical, manufacturing, and maintenance activities in support of the CAF UAS Services in accordance with the TAA and OAA airworthiness clearance requirements.

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18 SYSTEM SAFETY ANALYSIS

18.1 The Contractor must develop, deliver and maintain a UAS System Safety Analysis in accordance with CDRL AW-010, which takes into account all the considerations regarding airworthiness and safety related to performing the UAS missions, roles and tasks, under all operational circumstances and environments, as identified in the SOI.

19 AIRWORTHINESS WORKING GROUP MEETINGS

19.1 The Contractor must participate in the CAF/DND UAS Airworthiness Working Group (AWG) meetings, held in Ottawa, Ontario, Canada.

19.2 The Contractor must develop, deliver and present the Annual Airworthiness Report, in accordance with CDRL AW-013.

20 MASTER MINIMUM EQUIPMENT LIST

20.1 As part of the Airworthiness Clearance Plan, TAC and OAC requirements, the Master Minimum Equipment List (MMEL) establishes the UAS equipment allowed to be inoperative under certain conditions.

20.2 The Contractor must develop and deliver a MMEL in accordance with CDRL AW-004. For operational reasons, DND may develop a more restrictive Minimum Equipment List (MEL) than the Contractor submitted MMEL.

21 AIRWORTHINESS RISK MANAGEMENT PLAN

21.1 The Contractor must develop, deliver, and maintain a risk management plan in accordance with CAF/DND Airworthiness Risk Management Process found in the DGAEPM AF9000 Plus Manual of Aerospace Procedures (EMT01.003).

21.2 The Contractor must deliver and maintain information required by Canada for the completion of CAF Record of Airworthiness Risk Management (CAF-RARM) in accordance with CDRL AW-007.

22 PROCESS MANUALS

22.1 The Contractor must have an Engineering Process Manual and a Maintenance Process Manual in accordance with the Technical Airworthiness Manual (TAM).

23 CONFIGURATION MANAGEMENT, DEVIATIONS AND WAIVERS

23.1 The Contractor must perform Configuration Management as described in the Airworthiness Management Plan in accordance with CDRL AW-012.

23.2 The Contractor must not proceed with the production or implementation of changes prior to receipt of properly authorized documentation from the TA and Contract Authority.

24 SYSTEM AIRWORTHINESS RECORD

24.1 The Contractor must maintain a System Airworthiness Record acceptable to TAA and OAA, throughout the duration of the performance of work described in this SOW as per the Airworthiness Clearance Plan and Airworthiness Management Plan.

25 IN-SERVICE SUPPORT DOCUMENTS

25.1 The Contractor must address In-Service Support as part of the Airworthiness Clearance Plan, Airworthiness Management Plan, TAC and OAC requirements.

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25.2 The Contractor must as part of the Airworthiness Clearance Plan, Airworthiness Management Plan, TAC and OAC requirements follow all Airworthiness Directives and Service Bulletins issued by the CAF/DND.

26 AIRWORTHINESS CLEARANCE DOCUMENTATION

26.1 Subject to restrictions of national legislation or security requirements, applicable to the Contractor, the Contractor must provide access to, when requested by the Airworthiness Working Group or Airworthiness Clearance Board, or if appropriate to execute the Airworthiness Clearance Plan and Airworthiness Management Plan, and regardless of the source, any airworthiness clearance and military qualification information, documentation and design data which may be required to substantiate the airworthiness clearance. This documentation may include the following:

a. Original UAS approved records;

b. Original UAS military approved records;

c. UAS applicable previous approved records;

d. UAS applicable previous military approved records, and

e. UAS applicable variant approved records.

26.2 The Contractor must, when requested, provide full and unrestricted access to all proprietary UAS information and design data, for the purpose of executing the Airworthiness Clearance Plan and Airworthiness Management Plan.

26.3 The Contractor must, where appropriate, provide documentation to demonstrate systematically and comprehensively that the UAS design, System Safety Analysis and associated documentation is compliant with the CAF/DND Airworthiness Authority.

27 UAS CHECKLISTS AND STANDARD MANOEUVRE MANUAL

27.1 The Contractor must develop, deliver and maintain UAS Checklists and a Standard Manoeuvre Manual in accordance with CDRL AW-005 for ship-based and land based operation.

28 CONTRACTOR OPERATORS TRAINING AND STANDARDS

28.1 The Contractor must provide UAS operators which have been qualified under the Contractor's airworthiness program and have been issued a Canadian Forces (UAV) Instrument Rating (CF(UAV)IR) by 1 CAD prior to operating a CAF/DND registered UAS, in accordance with National Defence Flying Orders, B-GA-100-001/AA-000.

28.2 The Contractor UAS operators must maintain their currency throughout the performance of the work specified in this SOW, to either the Contractors or CAF/DND's currency requirements, whichever is more restrictive.

28.3 In order to validate the Contractor training program and currency standards and obtain a CF(UAV)IR for Contractor UAS operators, the Contractor must provide:

28.3.1 Documentation verifying the UAS specific training the UAS operators have received, their experience levels, qualifications and valid currency including, as a minimum for Contractor UAS operators;

a. A Commercial pilot licence with Instrument rating; or

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b. Training and experience that would equate to the standards identified for issuance of a CF(UAV)IR in accordance with National Defence Flying Orders, B-GA-100-001/AA-000, Book 2.

28.3.2 Documentation of any recognized standard to which UAS operators have been trained, and

28.3.3 Guidelines or regulations dictating what UAS operators must accomplish to maintain their currency/qualification.

28.4 The Contractor must develop, deliver and maintain a Summary of Contractor UAS Operator Qualifications and Authorizations, in accordance with CDRL AW-006.

29 CONTRACTOR MAINTAINERS TRAINING AND STANDARDS

29.1 The Contractor must provide UAS maintainers which have been qualified under the Contractor's airworthiness program.

29.2 The Contractor must develop, deliver and maintain a Summary of Contractor UAS Maintainers Qualifications and Authorizations, in accordance with CDRL AW-008.

30 AIRSPACE INTEGRATION PLAN

30.1 The Contractor must provide an airspace integration plan in accordance with DND Air Tasking Order (ATO).

31 AIRWORTHINESS INVESTIGATIVE AUTHORITY REQUIREMENTS

31.1 The Contractor must operate in accordance with Flight Safety protocols and procedures established by the DND Airworthiness Investigative Authority (AIA).

31.2 The Contractor must appoint a Flight Safety POC, at the deployed location, to act as a point of contact between the DND Flight Safety Officer and the Contractor. The Flight Safety POC must fully cooperate with and support DND accident or incident investigations.

31.3 On request, the Directorate of Flight Safety (DFS) must be provided access to the Contractor's deployed facilities for the purposes of conducting Flight Safety Surveys. These surveys may be conducted in conjunction with the National Defence Quality Assurance Region (NDQAR) and 1 Cdn Air Div Headquarters Flight Safety Representatives.

31.4 In the event of investigation of an incident or accident, Director of Flight Safety (DFS) is the authority for conducting all flight safety investigations even if the Contractor acknowledges culpability. DFS or representatives must be provided access to all operational and UAS documentation, personnel, records and any other material relevant to the investigation, including, but not limited to, the Contractor's premises.

31.5 The Contractor must provide data analysis and technical support to Flight Safety investigations at no additional cost to Canada.

31.6 Where a UAS or subsystem is involved in an incident, and DFS request that it be quarantined, the Contractor must either place the item(s) in secure storage, or surrender the items to CAF/DND for temporary storage. DFS is the release authority for such quarantine.

31.7 The Contractor must have a Flight Safety Program Manual or equivalent document, which satisfies the relevant portions of the CAF Flight Safety Policy.

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