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of Transportation
**FEDERAL AVIATION
ADMINISTRATION**

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ADVISORY CIRCULAR

EXPORT AIRWORTHINESS APPROVAL PROCEDURES

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Production and Airworthiness Certification Division
Washington D.C.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory

**Subject: EXPORT AIRWORTHINESS
APPROVAL PROCEDURES**

Date:
Initiated by: AIR-200

AC No. 21-2H
Change

1. PURPOSE. This advisory circular (AC) contains guidance and information on procedures for exporting aeronautical products and related special requirements submitted to the Federal Aviation Administration (FAA) by other governments.
2. CANCELLATION. AC 21-2G, Export Airworthiness Approval Procedures, dated July 9, 1992, is hereby canceled.
3. PRINCIPAL CHANGES.
 - a. A significant portion of the text of this AC has been revised to include current guidance.
 - b. Appendix 1, Figure 4. Completed FAA Form 8130-3 is deleted.
 - c. Appendix 2, Special Requirements of Importing Countries, has been updated as follows:
 - (1) Special requirements have been added for The Bahamas, Barbados, China, Malawi, and Russian Federation (formerly Soviet Union).
 - (2) Special requirements have been revised for Argentina, Bangladesh, Brazil, Germany, Ireland, Malaysia, Norway, Pakistan, Portugal, Saudi Arabia, South Africa, Spain, Sweden, and Taiwan.
 - d. Appendix 3, FAA Aircraft Certification Offices responsible for civil aviation matters in other countries, has been revised to reflect updated addresses. Addresses for International Flight Standards Field Offices have been added.
 - e. Appendix 4, International Civil Aviation Office (ICAO) Member States, has been revised to reflect updated listings.
4. FORMAT. The special requirements contained in appendix 2 are provided in their original format as submitted by each country. Therefore, incorrect format and nonconformance with the United States (U.S.) Government Printing Office Style Manual and FAA Directives may be noticed. For any assistance with interpretations, contact: FAA, Production and Airworthiness Certification Division (AIR-200), 800 Independence Avenue, SW., Washington, D.C. 20591.

5. GENERAL.

a. This AC provides general information and guidance concerning issuance of export airworthiness approvals primarily for Class I products. Additionally, this AC provides guidance for completion of applications for export airworthiness certification for Class II and Class III products. This AC sets forth an acceptable means, but not the sole means, for compliance with applicable Federal Aviation Regulations (FAR). FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products, and 14 CFR part 21 (part 21), Subpart L, of the FAR provide additional explanation and guidance. FAA Order 8130.21, Procedures For Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag, provides specific guidance for exportation of Class II and Class III products. Paragraphs 6 through 12 of this AC correspond with the FAR section under discussion.

b. Persons desiring additional information or advice on obtaining an export airworthiness approval may contact the nearest FAA Flight Standards District Office, International Flight Standards Field Office, Aircraft Certification Office, or Manufacturing Inspection District/Satellite Office. Persons in other countries who wish to import aeronautical products from the U.S. or U.S. citizens located in other countries may contact the appropriate FAA Aircraft Certification Office or FAA International Flight Standards Field Office listed in appendix 3.

c. The special requirements of the importing country referred to in FAR part 21, Subpart L, include special conditions and/or additional requirements specified by the Civil Aviation Authorities (CAA) of the importing country. When conditions or additional requirements are imposed by importing countries, the FAA must certify the exporter's compliance except as noted below:

(1) Special requirements are administrative requirements which must be satisfied as a condition of shipment at the time of export. For example, they may involve the requirement for a U.S. Export Certificate of Airworthiness, copies of logbooks, flight manuals, etc. When a product does not meet the special requirements of an importing country, a written statement must be obtained by the exporter from the CAA of the importing country, indicating the CAA will accept the deviation. This statement must accompany FAA form 8130-1, Application for U.S. Export Certificate of Airworthiness.

(2) Additional requirements are those found necessary by the importing country, in addition to the exporting country's certification or approval basis, to provide a level of safety and environmental quality equivalent to the importing country's certification basis. When these requirements cannot or will not be satisfied, the exporter must obtain a written statement from the CAA of the importing country indicating acceptance of the deviation. This statement must accompany the FAA Form 8130-1. Exporters are encouraged to obtain information on additional requirements from the importing country's CAA. Additional requirements by the importing country should be documented on FAA Form 8130-1, block 10 when they constitute a difference to the type design.

(3) Special conditions are airworthiness standards issued to cover novel and unusual design features that are not adequately covered by a country's applicable laws, regulations, or requirements. These special conditions should be included in the Type Certificate Data Sheets (TCDS) or Supplemental Type Certificates (STC) as applicable. Special conditions for U.S. type certifications are issued in accordance with FAR § 21.16. Exporters are encouraged to obtain information on special conditions from the importing country's CAA.

NOTE: Appendix 2 refers to various importing country's internal technical documents. These documents are not normally available in FAA offices. In such cases, it will be necessary for interested parties to obtain those documents directly from the importing country's embassy.

d. FAA Form 8130-4, Export Certificate of Airworthiness, certifies compliance with applicable airworthiness requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. Information and guidance concerning appropriate airworthiness certificates, flight permits, and special flight authorizations are contained in AC 20-65, U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft.

6. FAR § 21.323, ELIGIBILITY. Individuals engaged in exporting civil aircraft and related products, including individual aircraft owners and their representatives, are eligible for an export airworthiness approval for a Class I or Class II product provided all pertinent requirements are met. A Class III product export airworthiness approval may only be issued by manufacturers (or their authorized suppliers) who have in their employ a designated representative of the Administrator authorized to issue that specific approval. The manufacturer must be a production approval holder (PAH) for that Class III product, that is, hold a Production Certificate (PC), an Approved Production Inspection System (APIS), Parts Manufacture Approval (PMA), or Technical Standard Order Authorization (TSOA). Class III products, including standard parts designated as AN, NAS, SAE, etc., not produced under an FAA production approval are therefore not eligible for an export airworthiness approval.

NOTE: Export airworthiness approval for Class II or Class III products is issued in the form of Airworthiness Approval Tags, FAA Form 8130-3. Procedures for completion and use of FAA Form 8130-3 may be found in FAA Order 8130.21.

7. FAR § 21.325, EXPORT AIRWORTHINESS APPROVALS.

a. This section covers products which may be approved for export and are defined in FAR § 21.325(b). A sample export airworthiness approval form, FAA Form 8130-4, is shown in appendix 1.

b. The date of issuance for an export airworthiness approval is the date the product was inspected by the FAA or authorized designee and found to comply with the pertinent requirements. An export airworthiness approval means that AS OF THE DATE OF ISSUANCE the product covered was found airworthy by the FAA and in compliance with the applicable requirements. In order to preclude

complaints from other countries and subsequent investigations by the FAA, it is recommended the exporter ensure the product meets its type design, is in a condition for safe operation, and meets the importing country's CAA requirements when delivered to the importer.

8. **FAR § 21.327, APPLICATION.** A separate application must be made for each aircraft, aircraft engine, and propeller; except that one application may be made for more than one engine or propeller, if all are of the same type and model and are exported to the same purchaser and country. One application may be submitted for more than one Class II product when the products are separated and identified as to the type and model of the related Class I product and are exported to the same purchaser and country. Class II products manufactured by a PC holder and Class III products produced by any PAH do not require a written application. In these cases, an oral application or request should be made to the FAA as specified in FAR § 21.327. A sample of FAA Form 8130-1, Application for Export Certificate of Airworthiness, is shown in appendix 1. Part I of the application should be completed for Class I products and Part II for Class II products.

NOTE: A Class I product is defined as a complete aircraft, aircraft engine, or propeller. A Class II product is a major component of an aircraft, aircraft engine, or propeller, the failure of which would jeopardize the safety of the aircraft, engine, or propeller. A Class III product is any part or component that is not a Class I or Class II product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc.

a. Guidance for completion of Part I of FAA Form 8130-1 (For Class I Products).

(1) Export Certificate No. - Leave blank.

(2) Items 1 and 2 - Self-explanatory.

(3) Item 3 - Self-explanatory except for aircraft owned by a U.S. company being leased to a company in another country. Under these circumstances, obliterate the word "PURCHASER" and insert "LESSEE."

NOTE: All requirements for export of a Class I product must be met, as applicable, including FAR § 21.335(e). Used aircraft located in any country other than the United States must possess a valid U.S. airworthiness certificate. Other Class I products must be maintained in accordance with applicable U.S. Civil Air Regulations (CAR) and Federal Aviation Regulations (FAR).

(4) Item 4 - Self-explanatory.

(5) Item 5 - Description of product(s) - Self-explanatory, except as follows:

(i) For an aircraft not under U.S. registry, insert in the Identification No. block the nationality and registration marks supplied by the country of registry or intended registry that are displayed on the aircraft. For U.S. registered aircraft, insert the identification marks as assigned under FAR part 47.

Any questions concerning the marking requirements of the importing country should be resolved between the exporter/importer and the CAA of that country.

(ii) Under FAA Spec. No., insert the pertinent specification number or TCDS number, whichever is applicable.

(iii) For new and used aircraft, insert the operating hours since the annual type inspection required by FAR § 21.329(c) and total time in service. Since used aircraft engines and propellers which are not being exported as part of a certificated aircraft must have been newly overhauled in accordance with FAR § 21.329(e) to be eligible for export, the operating time since overhaul would reflect only run-in time as required to complete the overhaul process.

(iv) For aircraft, the blocks for engine and propeller should be completed to reflect the applicable information.

(6) Items 6 and 7. These items are self-explanatory; however, if the No box is checked, explain the deviations in Item 10 and attach the original or legible unaltered copy covering statements specifying the product will be acceptable with the deviations listed, as obtained from the CAA of the importing country.

(7) Item 8. This item provides a means of establishing a date the ownership of the Class I product is expected to pass to the purchaser. If leased aircraft, enter N/A in this block and explain in Item 10.

(8) Item 9. This item provides a means of documenting the status of preservation and damage treatment as required by the type certificate (TC) holder's approved procedures or other procedures acceptable to the Administrator.

(9) Item 10. This space is used to convey the information required under items 6 and 7. This space may also be used by the exporter to convey any other information necessary to facilitate issuance of the export airworthiness approval. Documentation required to be submitted with the application should be listed and additional sheets may be attached and cross-referenced as necessary. After review by the FAA representative, documents required to be furnished to the importing country under FAR § 21.335 will be returned to the applicant.

(10) Item 11. This certification is to be dated and signed in a permanent type ink by the exporter with the name of the person signing the application typed or printed below. If the person signing the application is the exporter's representative, insert the representative's title in the space provided.

b. Guidance for completion of Part II of FAA Form 8130-1 (for Class II Products).

(1) Items 12 through 14. Self-explanatory.

(2) Item 15. Insert the make and model of the aircraft, aircraft engine, or propeller on which the Class II product(s) are eligible for installation, and the FAA specification or TCDS applicable to such

aircraft, aircraft engine, or propeller. If the product is eligible for installation on more than one model, enter "various." Where Class II products are TSO items, state "TSO Article N/A" since eligibility for installation for TSO articles is determined at the time of installation. In the FAA Spec. No., enter the complete TSO number.

NOTE: The information in Block 15 only relates to the basic type or model. It does not constitute authority to install any product on a particular aircraft, engine, or propeller.

(3) Item 16. Self-explanatory.

(4) Item 17. This provides for a description and listing of the Class II products being exported. If the quantity and variety of the parts are too numerous to list in the space provided, check the second block, and on the line provided, specifically identify (and attach) a copy of the exporter's shipping document covering the parts concerned. Otherwise, check the first block and list the parts in the space provided. In either case, if more than one type of Class II products are involved, they are to be listed according to the Class I product to which they pertain. List serial numbers or equivalent means of identifying each physical product.

(5) Item 18. This item is self-explanatory; however, if the No box is checked, explain the noncompliance in Item 10 and attach the written confirmation of deviation acceptance from the CAA of the importing country.

(6) Item 19. This item provides a means of documenting the status of preservation and damage treatment as required by the manufacturer's approved procedures or other procedures acceptable to the Administrator. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) Item 20. This certification is to be dated and signed in a permanent type ink by the exporter with the name of the person signing the application typed or printed below. If the person signing the application is the exporter's representative, insert the representative's title in the space provided.

9. FAR § 21.329, ISSUE OF FAA FORM 8130-4, EXPORT CERTIFICATE OF AIRWORTHINESS, FOR CLASS I PRODUCTS. Under the provisions of this section, an aircraft of U.S. manufacture need not possess a standard or restricted airworthiness certificate, but it must meet the airworthiness requirements for such a certificate. Conversely, an aircraft manufactured by a non-U.S. manufacturer is required to be appropriately registered and possess a valid U.S. Standard Airworthiness Certificate issued under the provisions of FAR § 21.183(c).

10. FAR § 21.331, ISSUE OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG FOR CLASS II & CLASS III PRODUCTS. FAA Order 8130.21, Procedures For Completion And Use of FAA Form 8130-3, Airworthiness Approval Tag, contains guidance for the use of this tag for export approval.

11. FAR § 21.335, RESPONSIBILITIES OF EXPORTERS.

a. When title to a U.S. registered and certificated aircraft passes to a purchaser in another country, FAR § 21.335 requires the exporter to:

(1) Request cancellation of the U.S. registration and airworthiness certificates, giving the date of title transfer, the name and address of the new owner;

(2) Return the registration and airworthiness certificates, AC Form 8050-3 and FAA Form 8100-2, to the FAA Aircraft Registry; and

(3) Submit a statement certifying the United States registration marks have been removed from the aircraft in compliance with FAR § 45.33.

b. The information required in paragraph 11a should be submitted to the following address:

Federal Aviation Administration
Aircraft Registration Branch, AFS-750
P.O. Box 25504
Oklahoma City, OK 73125-4939

c. Showing that a product meets the requirements of FAR §§ 21.329, 21.331, and 21.333 carries with it the responsibility of making the product available to the FAA representative for any inspection considered necessary. Inspection will consist of a review of the written application and related documents, and an inspection of the finished product to determine its eligibility, proper identification, configuration, condition for safe operation, and compliance with the importing country's special requirements. It should be noted that a finding of conformance is extremely difficult, if not impossible, without the manufacturer's design and manufacturing data. A product not meeting the requirements of FAR §§ 21.329, 21.331, or 21.333 may be exported if the importing country's CAA indicates acceptance in writing. Requirements which are not met shall be listed or referenced on FAA Form 8130-4 in the Exceptions block, or referenced in the Remarks block on FAA Form 8130-3, as applicable.

12. FAR § 21.339, SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT. When aircraft are exported under the provision of FAR § 21.339, and title of the aircraft has passed to a purchaser from another country, the exporter is to comply with FAR § 21.335(e) (reference paragraph 11a and b of this AC).

13. DETERMINATION OF NEW, NEWLY OVERHAULED, AND USED PRODUCTS.

a. The regulations do not define new or used products. However, there are requirements that are pertinent to both new and used in the regulations and in the special requirements of certain countries.

b. Aircraft engines, propellers, Class II or III products that are removed for any reason and exported without any previous time in service, are considered new.

c. An aircraft may be considered new as long as its ownership is retained by the manufacturer or dealer and there is no intervening private owner, lease or time sharing arrangements, and the aircraft has not been used in any pilot training school and/or air taxi operation. An aircraft is still considered new regardless of the amount of operating time logged by the manufacturer or dealer when:

(1) The aircraft has been maintained in accordance with the maintenance provisions of FAR part 43 and part 91 as applicable; and

(2) The application for the Export Certificate of Airworthiness reflects the serial number of the aircraft and the total number of operating hours accumulated. The aircraft engine(s) and propeller(s) should also be identified by serial numbers followed by the total number of operating hours of each and the total elapsed time since the last 100 hour/annual inspection, if such inspection has been accomplished; and

(3) The U.S. Export Certificate of Airworthiness reflects the information required by paragraph 13c(2) of this AC.

(4) The aircraft has not been used in any revenue flights.

d. Under FAR § 21.321, the words newly overhauled (when used to describe a product) mean the product has not been operated or placed into service except for functional testing since having been overhauled, inspected, and approved for return to service in accordance with the applicable FAR. Class II products eligible for export approval may only be new or newly overhauled and conform to the requirements of FAR part 43.2(a), be in a condition for safe operation; identified with at least the manufacturer's name, part number, model designation (when applicable), and serial number or equivalent; and meet the special requirements of the importing country. Class II products not meeting these requirements may be exported if the CAA of the importing country provides written confirmation stating acceptance under FAR § 21.327(e)(4). Class III products are eligible for export when the applicant shows the product conforms to the approved design data applicable to the Class I or Class II product of which it is a part; the product is in a condition for safe operation; and the product meets the special requirements of the importing country. A Class III product that is not new may be exported only when the CAA of the importing country provides written confirmation stating acceptance of the product under FAR §§ 21.333(b) and 21.327(e)(4).

NOTE: Although newly overhauled products technically are used, in order to distinguish between products eligible for FAA Form 8130-3, the terms new and newly overhauled are prescribed in FAR part 21 Subpart L. Any products which are not NEW or NEWLY OVERHAULED are considered USED. Flight Standards Information Bulletin (FSIB) for Airworthiness, Bulletin Number FSAW 94-04 provides additional guidance when exporting used avionics. Contact your local FSDO for current information.

e. If for any reason the previously listed information results in controversy or is contrary to existing special requirements, the issue is to be settled between the exporter, importer, and the CAA of the importing country.

14. RESPONSIBILITY FOR ISSUANCE AND REVISION.

a. The issuance, revision, or cancellation of material in this AC is the responsibility of the FAA, Production and Airworthiness Certification Division (AIR-200). Future changes will be issued as required to carry out the responsibility of the FAA. Interested persons are invited to submit recommendations for revisions or new material to keep this AC current.

b. Proposed material for inclusion in this AC should be forwarded to:

Federal Aviation Administration
Production and Airworthiness Certification Division, AIR-200
800 Independence Avenue, SW.
Washington, DC 20591
FAX Number (202) 267-5580

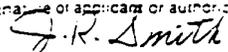
or

Federal Aviation Administration
Regulatory Support Division, AFS-600
P.O. Box 25082
Oklahoma City, OK 73125
FAX Number (405) 954-4104

c. Information submitted should clearly identify the substance of the material. The CAA of other countries should submit new material or revisions to special requirements in English language and format to meet the intent of their requirements.

Michael Gallagher
Manager, Production and Airworthiness
Certification Division

Figure 1. Completed FAA Form 8130-1, Application for Export Certificate of Airworthiness

|  APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS | | | | | FORM APPROVED: O.M.B. No. 2120-0018 | |
|---|--|-----------------------|--|-------------------------|--|-------|
| | | | | | Export Certificate No. E30016 | |
| INSTRUCTIONS — This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only. | | | | | | |
| Part I — APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS (Complete items 1-11) | | | | | | |
| 1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are): <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED Aircraft <input type="checkbox"/> NEWLY OVERHAULED | | | | | | |
| 2. Name and address of exporter ABC Airplane Corporation Cleveland, Ohio 44111 | | | 3. Name and address of foreign purchaser Tokyo News Service Tokyo, Japan | | 4. Country of destination JAPAN | |
| 5. Description of product(s) | | | | | | |
| Type (a) | Make and model (b) | Identification No. | Serial Nos. (c) | FAA Spec. No. (d) | Operating time (hours) (e) | |
| | | | | | Since overhaul | Total |
| A. AIRCRAFT | ABC Airplane Corp. Model C-5 | JA-VOX | 2468 | 6A17 | | 51 |
| B. ENGINES | AIRECO Model IO-470-2 | (L/H) | 18976 | E-88 | | 50 |
| | | (R/H) | 18978 | | | 51 |
| C. PROPELLERS | Senharc Hub Model: SC-32XK-2 Blade Model: X8498C-2 | (L/H) | 21375 | P-99 | | 50 |
| | | (R/H) | 21412 | | | 51 |
| 6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO (Explain in Remarks) | | | | | | |
| 7. Have applicable special requirements of the importing country been complied with? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (Explain in Remarks) | | | | | | |
| 8. Date title passed or is expected to pass to foreign purchaser: October 30, 1991 | | | | | | |
| 9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage (L.S.: Spec. No. or Title) Effective duration of above methods: Not applicable to Fly-away delivery. | | | | | | |
| 10. Remarks The aircraft described above complies with all applicable FAA requirements, except that a temporary auxiliary fuel system has been installed for the delivery flight. Documents required by FAR 21.327, as applicable, are provided herewith. Total Time since annual/100 hour inspection: Aircraft 2 hours Engine(s) 2 hours (L.H) S/N 18976, 2 hours (R/H) S/N 18978. Propeller(s) 2 hours (L/H) S/N 21375, 2 hours (R/H) S/N 21412. | | | | | | |
| 11. EXPORTER'S CERTIFICATION — The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks" above. | | | | | | |
| Signature of applicant or authorized representative  J. R. Smith | | | Title Sales Manager | | Date October 30, 1991 | |

FAA Form 8130-1 (11-88) Supersedes Previous Edition

Figure 2. Completed FAA Form 8130-1, Application for Export Certificate of Airworthiness - (Reverse Side)

| | | | | | | |
|---|--|--|--------------------|-------------------------|-------------------------------|-------|
|  US Department of Transportation Federal Aviation Administration | APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS | FORM APPROVED: O.M.B. No. 2120-0018 Export Certificate No. E30016 | | | | |
| INSTRUCTIONS — This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11, as applicable. For engines and propellers, omit item 5A. Part III is for FAA use only. | | | | | | |
| Part I — APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS (Complete items 1-11) | | | | | | |
| 1. Application is made for an export certificate of airworthiness to cover the product(s) described below which is (are): <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED (Aircraft) <input type="checkbox"/> NEWLY OVERHAULED | | | | | | |
| 2. Name and address of exporter ABC Airplane Corporation Cleveland, Ohio 44111 | 3. Name and address of foreign purchaser | 4. Country of destination | | | | |
| 5. Description of product(s) | | | | | | |
| Type (a) | Make and model (b) | Identification No. | Serial Nos. (c) | FAA Spec. No. (d) | Operating time (Hours) (e) | |
| | | | | | Since overhaul | Total |
| A. AIRCRAFT | | | | | | |
| B. ENGINES | | | | | | |
| C. PROPELLERS | | | | | | |
| 6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks") | | | | | | |
| 7. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks") | | | | | | |
| 8. Date title passed or is expected to pass to foreign purchaser: | | | | | | |
| 9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage (List Spec. No. or Title): Effective duration of above methods: | | | | | | |
| 10. Remarks | | | | | | |
| 11. EXPORTER'S CERTIFICATION — The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks." above. | | | | | | |
| Signature of applicant or authorized representative | | | Title | | Date | |

Figure 3. Completed FAA Form 8130-4, Export Certificate of Airworthiness - Issued for Class I Products

The United States of America
Department of Transportation
Federal Aviation Administration
Washington, D.C.

No. E30016

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)¹ of the Federal Aviation Administration, Numbered 6A17, E88, and P99 has been examined and as of the date of this certificate, is considered airworthy, in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

| | | |
|--|--|--------------------------------|
| <i>Product:</i> | Airplane | <u>Engine Model</u> |
| <i>Manufacturer:</i> | ABC Airplane Corp. | AIRECO IO-470-2 |
| <i>Model:</i> | C-5 | Serial Nos. 18976 and 18978 |
| <i>Serial No.:</i> | 2468 | Total Time 50 hrs. and 51 hrs. |
| <i>New</i> <input checked="" type="checkbox"/> | <i>Newly Overhauled</i> <input type="checkbox"/> | <u>Propeller Model:</u> |
| <i>Used Aircraft</i> <input type="checkbox"/> | | Senhart SC-82XK-2 hub with |
| | | X8498C-2 blades, Hub Serial |
| | | Nos. 21375 and 21412. |
| | | Total Time 50 hrs. and 51 hrs. |

Country to which exported: Japan

Exceptions: A temporary auxiliary fuel system has been installed in this aircraft in conformity with ABC Drawing AF-1 to facilitate its delivery flight. This certificate is valid when the temporary installation is removed.

| | |
|--------------|--|
| | <u>Total Time since annual/100 hour inspection</u> |
| Aircraft | 2 hours |
| Engine(s) | 2 hours (L/H) S/N 18976, 2 hours (R/H) S/N 18978. |
| Propeller(s) | 2 hours (L/H) S/N 21375, 2 hours (R/H) S/N 21412. |

J.R. Smith
J. R. Smith, FAA Delegation Option Authorization
Signature of Authorized Representative

October 1, 1991
Date

ABC Airplane Corp. (PC75)
Direct Office or Designer Number

¹ For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this export certificate, will have been forwarded to the appropriate governmental office of the importing country.

FAA Form 8130-4 (7-88) Formerly Form FAA 26 ☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 - 773-234/133/7

APPENDIX 2 - SPECIAL REQUIREMENTS OF IMPORTING COUNTRIES

1. This appendix contains special requirements which have been stipulated by a number of governments as being applicable to aeronautical products imported into their countries from the United States. Revisions of the appendix will be made from time to time following receipt of official notification and documentation from the governments concerned.
2. The material in appendix 2 is quoted from the requirements submitted by import countries, therefore, changes were not made to conform to the Government Printing Office Style Manual or FAA directives. Where the FAA added information for clarification, the information is enclosed in double brackets.
3. The following governments have filed their requirements with the Federal Aviation Administration.

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REPUBLIC OF ARGENTINA - SPECIAL REQUIREMENTS

(Revised - May 1992)

1. GENERAL

1.1 Purpose: This document specifies the Special Requirements that any applicant from the U.S. must comply with, if he intends to export civil aeronautical Class I, II, and III products from the United States of America to the Republic of Argentina; in accordance with the terms and scope of the Bilateral Airworthiness Agreement signed between the United States of America and the Republic of Argentina on June 22, 1989, and with the Schedule of Implementation Procedures of said agreement signed on June 25, 1991, between the Federal Aviation Administration and the "Dirección Nacional de Aeronavegabilidad."

1.2 Definition of terms and abbreviations as applied in this document.

1.2.1 DNA Dirección Nacional de Aeronavegabilidad (National Airworthiness Directorate of Argentina).

1.2.2 DNAR Reglamento de Aeronavegabilidad de la República Argentina (Argentine Airworthiness Regulations).

1.2.3 RNA Registro Nacional de Aeronaves (National Aircraft Registry).

1.2.4 FAA Federal Aviation Administration.

1.2.5 FAR Federal Aviation Regulations.

1.2.6 TSO Technical Standard Order.

1.2.7 Civil Aeronautical Products: (Referred to in this document as "Product") means any civil aircraft, aircraft engine, propeller, or appliance, material, part or component which is to be installed in an aircraft, aircraft engine or propeller registered in the Republic of Argentina, and which complies with the Requirements established in the DNAR.

1.2.8 A Class I Product is an aircraft, aircraft engine, or propeller completely assembled, which:

(i) Has been type certificated in accordance with the applicable DNAR and for which type certificate data sheets have been issued; or

(ii) Is identical to a type certificated product specified in paragraph (b)(1)(i) of this section in all respects except as is otherwise acceptable to the civil aviation authority of the importing state.

1.2.9 A Class II Product is a major component of a Class I Product (e.g., wings, fuselages, empennage, assemblies, landing gears, power transmissions, control surfaces, etc.) the failure of which would jeopardize the safety of a Class I Product, or any part, material, or appliance, approved and manufactured under the Technical Standard Order (TSO) System in the "C" series.

1.2.10 A Class III Product is any part or component which is not a Class I or Class II Product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc.

1.2.11 Imported to the Republic of Argentina: For an aircraft, it means a complete aircraft to be registered in the Argentine RNA; and for all other products, it means that it is intended to be installed in an aircraft registered in the Republic of Argentina.

1.3 The DNA develops and ensures the application of the policies and procedures for the Type Certification, Supplementary Type Certification, Production, Airworthiness Certification and related approvals, including the policies necessary for the implementation of Bilateral Agreements. It is also responsible for the Ownership Certification and Registry of aircraft in the Republic of Argentina.

1.4 The DNAR is based on the adoption and adaptation of the regulations contained in the FAR of the FAA from the USA. The DNAR Part 21 establishes the procedures for the airworthiness certification of civil aeronautical products and parts, including the products imported into the Republic of Argentina.

2. ARGENTINE IMPORT REQUIREMENTS FOR CLASS I PRODUCTS.

2.1 For aircraft, the DNAR Part 21, Section 21.183(c) and Section 21.185(c) (Adopted from FAR Part 21) establishes that an "aircraft imported" to the Republic of Argentina, with a Type Design approved by the DNA in accordance with Section 21.29(a) (Adopted from FAR Part 21, Section 21.29) is eligible for an Argentine Airworthiness Certificate in the corresponding category, if the FAA certifies and the DNA finds that the aircraft is in accordance with the Design configuration approved according to the Argentine Type Certificate issued by the DNA to the holder of the Type Certificate issued by the FAA and that the aircraft is in a condition for safe operation.

2.2 The FAA certification must be documented through the Airworthiness Certificate for Export (FAA Form 8130-4), including a detail statement of the corresponding Argentine Type Certificate Data Sheet, or a Certification stating that the aircraft corresponds to and complies with the Type Design approved by the DNA and that is in a condition for safe operation. The aircraft must be completely assembled, flight tested, and the engines and propellers must be performance tested before the FAA issues the Airworthiness Certificate for Export.

2.3 The aircraft admitted to the Republic of Argentina under a lease agreement, with or without a purchase option, and intended for operation in accordance to the provisions of the DNAR, Parts 121, 127 or 135 must also comply with this requirement, even if they retain the registration and registration markings issued by the FAA Aircraft Registry.

2.4 Applicable Regulations and Requirements.

2.4.1 DNA Regulations: The regulations related to the issuance of Airworthiness Certificates for new or used aircraft registered in the Republic of Argentina are contained in the DNAR Part 21. They apply to the aircraft manufactured in the United States of America and exported to the Republic of Argentina. Additional requirements must also be fulfilled according to the provisions of DNAR Part 34, 36, 39, 45 and 91 (Adapted from FAR), before the aircraft can be operated in Argentina.

2.4.2 Airworthiness Requirements: The airworthiness requirements contained in the DNAR are adopted from FAR Parts 23, 25, 27, 29, 31, 33, and 35.

2.4.3 Noise Requirements: The noise requirements are those established in the DNAR Part 21, Sections 21.93(b), 21.183(e) or 21.185 (Adopted from FAR Part 21); DNAR Part 36, Noise Standards (Adapted from FAR Part 36); and Volume I, Annex 16 - Aircraft Noise - from the ICAO.

2.4.4 Exhaust Emissions and Fuel Venting Requirements, established in DNAR Part 34 (Adapted from FAR Part 34), and Volume II Annex 16 - Aircraft Engine Emissions -, from the ICAO.

2.4.5 The aircraft must have an identification plate in accordance with DNAR Part 21, Section 21.182 (Adopted from FAR, Part 21) which shall meet the requirements of DNAR Part 45, Subpart B (Adopted from FAR Part 45).

2.4.6 When the aircraft is exported from the United States of America to the Republic of Argentina, it must comply with the registration requirements of the "Registro Nacional de Aeronaves" from the Republic of Argentina.

2.4.7 The Aircraft Flight Manuals must be approved by the DNA during the approval procedure of the Type Design, and they may be written in English or in Spanish.

2.4.8 The markings and placards required for passenger instructions, emergencies, cargo and baggage compartment, and any other indications to be used by the ground support personnel, must be bilingual (English-Spanish).

2.4.9 Maintenance Requirements and Logbooks: The aircraft must have the Maintenance Records and Logbooks as specified in the DNAR Part 91, Section 91.417 (Adopted from FAR Part 91) and all required inspections, service life limits, etc., must be recorded.

2.4.10 Airworthiness Directives. Evidence must be submitted showing that all Airworthiness Directives issued under FAR Part 39 have been applied at the moment the product is exported from the United States of America to the Republic of Argentina; if any has not been applied it shall be documented at the time of export.

2.4.11 For each certification procedure of a Type Design and/or major modification of the Type Design, approved by the FAA, the applicant must submit the following documents to the DNA:

- (1) Application for Type Certificate (DNA Form 8110.12).
- (2) Copy of the FAA Type Certificate (FAA Form 8110.9).
- (3) FAA Type Certificate Data Sheet.
- (4) General Description and Specifications of the Product.
- (5) Three-view Drawing.
- (6) Drawings of the Interior Configuration.
- (7) Certification Compliance Checklist.
- (8) List of Engineering Reports of the Type Design approved by FAA.
- (9) Master Drawing List.
- (10) Wiring Diagram.
- (11) Electrical Loads Report.
- (12) Airplane Flight Manual approved by the FAA.
- (13) Maintenance and Repair Manual.
- (14) Operation Manual.
- (15) Weight and Balance Manual.
- (16) Master Minimum Equipment List.
- (17) FAA Demonstration Flight Test Specification.
- (18) Production Flight Test Guide.
- (19) Applicable AD's and SB's List.

- (20) Illustrated Parts Catalog.
- (21) Listing of service life of the critical parts subject to fatigue.
- (22) Pilot Checklist.
- (23) Airport Planning Manual for Aircraft Operation.
- (24) Engine Installation Manual.

(25) Once the Type Design has been approved by the DNA, the manufacturer shall deliver the Airplane Flight Manual approved by the DNA.

2.4.12 For each aircraft with a Type Design approved by the DNA, exported from the United States of America into the Republic of Argentina, the US exporter must submit the following documents to the DNA:

- (1) Airworthiness Certificate for Export (FAA Form 8130-4).
- (2) Copy of Airworthiness Approval for Export from third countries (products imported to the USA, installed in the aircraft to be exported to the Republic of Argentina).
- (3) Minimum Equipment List.
- (4) Pilot Checklist.
- (5) Airport Planning Manual for Aircraft Operation.
- (6) Production Flight Test Reports.
- (7) List of Applied AD's and SB's.
- (8) Amendments applicable to the Airplane Flight Manual approved by the DNA.
- (9) Weight and Balance Sheet.
- (10) List of Modifications introduced to the Type Design approved by the DNA.
- (11) Engine Bench Test Reports.
- (12) Aircraft, Engine and Propeller Logbooks.

2.4.13 The DNA may carry out an engineering review of the Certification program in the facilities of the manufacturer or holder of the Type Certificate. This revision shall include meetings with the manufacturer and the FAA. As a result of said revision, additional technical conditions, necessary for the completion of the certification program, may be prescribed.

2.4.14 In the case of aging aircraft for which it may be difficult or impossible to contact the holder of the corresponding Type Certificate, the DNA shall prescribe, for each particular case, the requirements to be applied.

2.4.15 A statement by the manufacturer stating that the DNA has been included in his mailing list so as to receive regular updates and all other documents published by the manufacturer in relation to the aircraft.

3. AIRCRAFT ENGINES, PROPELLERS, MATERIALS, PARTS, AND APPLIANCES.

3.1 The DNAR Part 21, Section 21.500 (adopted from FAR Part 21) provides for the acceptance of the airworthiness of the aircraft engines or propellers manufactured outside Argentina, which have previously been issued an Argentine Type Certificate. Said products are considered approved for its installation in an aircraft registered in the Republic of Argentina when the FAA has issued an Airworthiness Certificate for Export (FAA Form 8130-4) which certifies that the engine or propeller:

(1) Is in accordance with the Type Design approved by the DNA and is in a condition for safe operation.

(2) The manufacturer has verified the final operational acceptance.

3.2 For the type certification in the Republic of Argentina of aircraft engines and propellers, the applicant must submit the following documents:

(1) Application for Type Certificate (DNA Form 8110.12).

(2) Copy of the FAA Type Certificate (FAA Form 8110.9).

(3) FAA Type Certificate Data Sheet.

(4) General Description and Specifications of the Product.

(5) Drawing with Cross-Sections (engines).

(6) Drawings with General Layout (propellers).

(7) Master Drawing List.

(8) Statement of the standards applied in the Type Design Certification.

(9) Certification Compliance Checklist.

(10) List of Engineering Reports for the Certification.

- (11) Operation Manual.
- (12) Installation Manual.
- (13) Maintenance Manual.
- (14) Parts Catalog.
- (15) Certification Flight Test Program.
- (16) Applicable AD's and SB's List.
- (17) List of Applied AD's and SB's.
- (18) Listing of service life of the critical parts subject to fatigue.
- (19) Necessary descriptive information and data requested by the DNA for the approval of the Type Design and the Argentine Type Certificate Data Sheet.

4. CLASS II AND III PRODUCTS.

4.1 The DNAR Part 21, Section 21.502 (Adopted from FAR, Part 21) provides for the acceptance of the airworthiness of the materials, parts and appliances (essentially replacement and modification parts) manufactured outside the Republic of Argentina for which some kind of approval has been issued by the DNA. These products are considered approved for its installation in an aircraft registered in the Republic of Argentina, when an Airworthiness Approval for Export (FAA Form 8130-3) issued by the FAA certifies it conforms to the Type Design approved by the DNA, and that is in a condition for safe operation at the time the certificate has been issued.

4.2 The DNAR Part 21, Section 21.617(c) (Adopted from FAR, Part 21) refers to the products with a design approved by means of a Letter of TSO Design Approval in accordance with the TSO specifications. When such products are exported from the United States of America to the Republic of Argentina, they must have a design approved by the FAA, and when exported they must be accompanied by an Airworthiness Approval for Export (FAA Form 8130-3). In order to meet the requirements for the design approval in Argentina, the DNA shall request:

- (1) A statement from the FAA which certifies that the design and performance of the product meets the TSO minimum applicable standards,
- (2) The technical data required by the TSO and approved by the FAA has been forwarded by the applicant for approval, and;

(3) Evidence by the part manufacturer that the DNA has been included in the mailing list so as to receive updates of the documents related to the product.

4.3 The data required related to the installation, performance, operation and maintenance of the product to be imported to the Republic of Argentina and manufactured in accordance with a TSO must be written in Spanish or in English.

5. IDENTIFICATION PLACARDS AND MARKINGS.

5.1 The aircraft engines and propellers to be installed in an aircraft registered in the Republic of Argentina must be identified as specified in the provisions of DNAR, Part 45 (Adopted from FAR, Part 45).

5.2 Critical components to be installed as spare, replacement or modification parts in an aircraft registered in the Republic of Argentina or in aircraft engines or propellers must be identified with a part number and a serial number.

5.3 The products with a design approved by the DNA by means of a Letter of TSO Design Approval in accordance with a TSO must be marked in accordance with the requirements established in the DNAR, Part 21, Subpart O, and with any other additional marking requirement specified in the TSO.

5.4 With the exception of the products approved in accordance with a TSO, the FAA must issue the corresponding Airworthiness Approval for Export (FAA Form 8130-3) for all parts and materials to be used as spare, replacement or modification parts in aircraft registered in the Republic of Argentina. This document must contain all information related to the make and aircraft model, with an Argentine Type Certificate, eligible for the installation of the part or material.

6. SUPPLEMENTAL TYPE CERTIFICATE.

6.1 The approval of changes to a Type Design (for example, model changes) requested by the holder of a Type Certificate shall be issued by the DNA as amendments to that TC.

6.2 As established in the certification procedure described in Section 23, Chapter II of the "Schedule of Implementation Procedures for the U.S./Republic of Argentina Airworthiness Bilateral Agreement":

6.2.1 The DNA shall consider the approval of changes to the Type Design of a product manufactured by the applicant in the United States of America provided the product has been previously type certificated in the Standard Airworthiness Category.

6.2.2 The application for a Supplemental Type Certificate related to products certificated in nonstandard airworthiness categories and the design approvals for field modifications authorized under FAA field approval procedures shall be dealt with on a case-by-case basis by the DNA.

6.3 Application for a Supplemental Type Certificate for Import. The applicant shall submit the application for a Supplemental Type Certificate (DNA Form 8110.12) to the DNA through the FAA, providing the following basic information:

- (1) Description of the change, together with the make and model of the product,
- (2) Copy of the exporting authority approval document and certification basis; and
- (3) Information on any equivalent safety findings or exemptions granted by the FAA for the Supplemental Type Certificate.

For those cases, where the technical complexity of the type design change justifies it, the DNA may request additional technical documents on the basis of the documents listed under point 2.4.11, Appendix 2, of this Advisory Circular.

6.4 Applicable Airworthiness Criteria. The requirements for the approval of the Supplemental Type Certificates shall be those applied originally in the approval procedure established by the FAA plus the additional technical conditions, which may be required by the DNA for each case in particular.

6.5 Approval Procedures. The DNA will review the documents submitted by the applicant and may eventually perform additional technical evaluations including, for example, aircraft flight tests, when the complexity of the modification thus requires it.

7. NOTE.

7.1 All statements hereby included constitute a general guideline, and though developed in detail, it does not contain all possible cases.

7.2 The Advisory Circular 21-23 of the DNA, entitled "Airworthiness Certification for civil aircraft, aircraft engines, propellers, or related products imported to the Republic of Argentina," provides information concerning the DNA objectives, its DNAR and general procedures for the acceptance of civil aeronautical products to be imported to the Republic of Argentina for its airworthiness certification or related approval. This AC is available at the request of the interested party.

7.3 Therefore, in order to facilitate all proceedings and to avoid unnecessary delays, it is advisable to establish a close contact with the DNA so as to obtain the adequate advice specific for each case.

8. DNA MAILING ADDRESS.

Junín 1060 - 3° Piso
(1113) Bs.As. - Republic of Argentina
Phone: 54-1-826-8749/8745
Telex: 27928 DNA FAA AR
FAX: 54-1-826-8758
FAX: 54-51-69-4157

COMMONWEALTH OF AUSTRALIA - SPECIAL REQUIREMENTS

(Revised - March 1991)

SECTION 1 - INTRODUCTION. A bilateral agreement between Australia and the United States (U.S.) came into effect by the Exchange of Notes in December 1974, and June 1975, and superseded the agreement of 1959 relating to the reciprocal acceptance of aeronautical products. The manner in which this agreement will be implemented is described below.

A. Administration and Procedures.

(1) The procedures which must be followed to obtain Australian import certification are dealt with in the current issue of Part 100 of Australian Civil Aviation Orders (CAO's).

(2) A U.S. Export Certificate of Airworthiness for export to Australia (or agreed alternative) with pertinent data will be required in connection with any Class I product and engine modules exported from the United States to Australia. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in Australia must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations. The requirement for an Export Certificate of Airworthiness for an aircraft exported to Australia may be waived on production, to the Australian CAA delegate, of:

(i) documentary evidence that the aircraft was registered in a Contracting State and that a standard Certificate of Airworthiness in accordance with ICAO Annex 8 was in force in respect of the aircraft at the time of export from the Contracting State;

(ii) certification by the holder of an appropriately rated Certificate of Approval that the aircraft has been inspected in accordance with manufacturer's instructions for continued airworthiness to the extent necessary to establish that the aircraft is satisfactory for the issue of an Australian Certificate of Airworthiness; and

(iii) certification, made in relevant log books by the Certificate of Approval holder that, following an inspection of the aircraft, including its engine(s), made by the holder of an appropriately rated Certificate of Approval, compliance has been verified with the relevant Type Certificate Data Sheet and applicable Supplemental Type Certificates and all modifications comply with the applicable design standards.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, the certificate shall be issued within a period of 90 days or 50 operating hours, whichever is the lesser period, immediately preceding the date of application for Australian certification or validation, as appropriate, except as otherwise acceptable to Australia in a particular case. The Export Certificate of Airworthiness shall be accompanied by a document (e.g., aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD's) with which

compliance has been achieved. This document shall also identify those AD's containing repetitive compliance requirements, and when compliance is next due to be satisfied. All applicable FAA AD's must have been complied with prior to issuance of the U.S. Export Certificate of Airworthiness.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other Australian Special Requirements (identified in Section 2), as appropriate, for the particular product being exported to Australia and all applicable sections of FAR 21, Subpart L, before the U.S. Export Certificate of Airworthiness can be issued.

(5) Copies of CAO's may be perused at the various aircraft certification or regional offices of the Federal Aviation Administration, or may be obtained by mail from the Civil Aviation Authority Publication Centre, P.O. Box 1986, Carlton South, Victoria, 3053, Australia, Facsimile No. 61-3-3474407.

B. Acceptance of Aircraft.

(1) Prior to issue of a Certificate of Airworthiness to an aircraft exported to Australia, the aircraft must be of a type and model as defined on the FAA Type Certificate Data Sheet or Specification that either:

(a) has previously been issued with a Certificate of Airworthiness by the Australian authority; or

(b) is the subject of a Certificate of Type Approval issued by the Civil Aviation Authority of Australia.

(2) The Civil Aviation Authority may require documents other than the FAA Type Certificate and Type Certificate Data Sheet to be supplied for continuing airworthiness control purposes prior to issue of the first Australian Certificate of Airworthiness on a new type or model. Design familiarization for technical specialists may also be required for the same reason.

(3) Compliance with Australian Air Navigation (Aircraft Noise) Regulations is required. Subsonic jet aircraft added to the Australian register after January 1, 1991, will not be permitted to operate unless they meet ICAO Chapter 3 noise standards.

C. Acceptance of Engines, Auxiliary Power Units, and Propellers.

(1) Aircraft engines, auxiliary power units, and propellers which are exported to Australia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Australian aircraft must comply with the type design, be new or newly overhauled as defined in Part 21 of the United States FAR's and have a relevant logbook. Before installation in, or fitment to, an aircraft in Australia, such products are required to conform with any applicable Australian Airworthiness Directives.

(2) A U.S. Export Certificate of Airworthiness will be accepted as evidence that an engine or propeller conforms with the type design and is either new or newly overhauled as the case may be.

(3) Engines and propellers need not incorporate modifications or manufacturer's service documents made mandatory by Australian AD's prior to export of the product to Australia. However, since it may be difficult to determine in Australia whether the product complies with the mandatory documents, information as to the modification status of a particular product would be of help to the Australian user. An appropriate statement, either in a logbook or separately issued by the person or organization issuing the U.S. Export Certificate of Airworthiness or appropriate certification document, will be accepted as evidence of the modification status.

D. Acceptance of Appliances and Components.

(1) Items classified as Class II and Class III products by FAR 21 (Subpart L, Section 21.321) and which are exported to Australia as spares, i.e., not as parts of a particular aircraft, must conform to the type design and must be new or newly overhauled as defined in FAR 21 in order to be eligible for use on Australian aircraft. Before installation in, or fitment to, an aircraft in Australia, such products are required to conform with any applicable Australian Airworthiness Directives.

(2) An Airworthiness Approval Tag, FAA Form 8130-3, issued in accordance with the requirements of FAR 21, or other document specified in CAO's Part 100* or otherwise specified or approved by the CAA, will be accepted as evidence that the products conform with the type design and are either new or newly overhauled.

(3) Products need not incorporate modifications or manufacturer's service documents made mandatory by Australian Airworthiness Directives. However, since it may be difficult to determine in Australia whether the product complies with the mandatory documents, information as to the modification status of a product would be of help to the Australian user. A statement by the person issuing the airworthiness approval tag or alternative document will be accepted as evidence of the modification status of the products.

*Documents specified in CAO's Part 100 for this purpose are detailed in Section 2, Special Requirements (paragraph c).

E. Restricted and Limited Category Aircraft. Aircraft certificated in the United States only in the Restricted Category could be eligible for export to and certification in Australia in the Agricultural Category in accordance with Section 101.17 of the CAO's. Aircraft certificated in the United States only in the Limited Category will not normally be eligible for certification in Australia.

SECTION 2 - SPECIAL REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export, for a particular product to be eligible for Australian airworthiness acceptance.

A. Aircraft, First of a Particular Type or Model.

(1) An Export Certificate of Airworthiness may be issued when the aircraft complies with FAA requirements.

(2) An Australian Certificate of Airworthiness will, however, only be issued after issue of an Australian Certificate of Type Approval, flight manuals have been submitted and approved, all maintenance publications have been received and compliance with Civil Aviation Order Section 100.2 established.

(3) FAA approved Supplemental Type Certificates (STC) are now automatically acceptable in Australia. STC's must be listed on the Export Certificate of Airworthiness and any required Flight Manual Supplements will be required to comply with Australian requirements and be approved by the Australian CAA prior to issue of an Australian Certificate of Airworthiness.

(4) Applicants for first-of-type acceptance of aircraft in the Transport Category should anticipate being expected to comply with an Australian Maintenance Requirements Document.

B. Aircraft Not First of a Particular Type or Model.

(1) An Export Certificate of Airworthiness may be issued when the aircraft complies with FAA requirements.

(2) The documents and data required by the CAO's to be supplied to the CAA need only appertain to the individual aircraft (not to the type or model). Two copies of the Flight Manual are required to be submitted to the CAA prior to the issue of an Australian Certificate of Airworthiness.

C. Aircraft Products and Components.

(1) In the case of FAA Class I products. A United States of America, Federal Aviation Administration Form 8130-4 (Export Certificate of Airworthiness);

(2) In the case of FAA Class II products. A United States of America, Federal Aviation Administration Form 8130-3 (Airworthiness Approval Tag);

(3) In the case of FAA Class III products.

(i) A United States of America, Federal Aviation Administration Form 8130-3 (Airworthiness Approval Tag); or

(ii) A Technical Standard Order (TSO) authorization granted under United States of America, Federal Aviation Regulations Part 21, Subpart O; or

(iii) A document issued by the manufacturer of the component and which contains a certification to the effect that the component was manufactured under;

(a) A Production Certificate granted under United States of America, Federal Aviation Regulations Part 21, Subpart G; or

(b) An FAA Parts Manufacturing Approval (PMA) granted under United States of America, Federal Aviation Regulations Part 21, Subpart K.

(4) In the case of any aircraft component. A document issued by an FAA Certificated Repair Station and which quotes the certificate number issued to that Repair Station under United States of America, Federal Aviation Regulations, Part 145.

NOTE: Class I, II, and III are defined in United States of America, Federal Aviation Regulations, Part 21, Subpart L, Section 21.321.

SECTION 3 - VALIDATION. The CAA has the facility to validate a U.S. Certificate of Airworthiness or Export Certificate of Airworthiness, for the purposes of aircraft delivery to Australia, if the applicant wishes to place the aircraft on the Australian Register of Aircraft, but does not wish that an Australian Certificate of Airworthiness be issued for such delivery. A Flight Manual validation certificate will normally be processed at the time of validation certificate processing. Particular restrictions are applied to flight on a validated foreign Certificate of Airworthiness.

COMMONWEALTH OF THE BAHAMAS - SPECIAL REQUIREMENTS

(New - January 29, 1993)

1. The Bahamas currently regulate Aviation through the 1961 Colonial Air Navigation Order (ANO). The United Kingdom (UK) Civil Aviation Authority (CAA) provides an advisory service to The Bahamas' government and aviation requirements are based on the requirements of the UK.

2. Export certification is required as defined in the ANO and amplified through Airworthiness Notice No. 17. All Class I, II, and III products, to be eligible for export to The Bahamas, must be processed in accordance with the applicable provisions of FAR Part 21, Subpart L.

3. The address for The Bahamas' Department of Civil Aviation is as follows:

Department of Civil Aviation
P.O. Box CB 10994
Nassau, Bahamas

Cable Address: Bordair Nassau
FAX: 809-327-5288

PEOPLE'S REPUBLIC OF BANGLADESH - SPECIAL REQUIREMENTS

(Revised - September 1, 1993)

1. INTRODUCTION.

1.1 To be eligible for certification by the Civil Aviation Authority of Bangladesh (CAAB), all Class I, II, and III products should be issued Export Certificate of Airworthiness or Export Airworthiness Approvals in accordance with the provisions of Part 21, Sub-part L of the Federal Aviation Regulations.

2. DOCUMENTS AND ADDITIONAL REQUIREMENTS.

2.1 One copy each of the following Certificates/Records/ Documents/Manuals shall be furnished by the Manufacturer to the CAAB. The importer shall provide written confirmation from the relevant manufacturers that amendments, revision and new issues of Service Bulletins and other documents will be supplied to the CAAB free of cost as soon as they are issued.

2.2 CERTIFICATES AND RECORDS FOR NEW AIRCRAFT.

- * (a) Type Certificate.
- * (b) Type Certificate Data Sheet.
- * (c) Certification Compliance Record Book.
- (d) Noise certificate.
- (e) Supplemental Type Certificate (if any).
- (f) Complete list of Service Bulletins incorporated in the production version of the aircraft.
- (g) List of Customer requested modifications incorporated.
- (h) Aircraft, Engine, Propeller, and APU log book with total time in service or certified computerized record.
- (i) Concessions or deviation from Design Standard (if any) and acceptance by the Purchaser/Operator.
- (j) Flight Data Recorder calibration certificate (in case of DFDR, the algorithms used to convert recorded bits into engineering units be provided).
- (k) Cockpit Voice Recorder replay quality report.
- (l) List of all service bulletins incorporated on the aircraft, engine, propeller, and appliances as applicable.

- (m) Compliance status of all one time Airworthiness Directives (AD), AD amendment number, date or time of compliance, as applicable.
- (n) Compliance status of all recurrent AD's stating the time or date of compliance and next due time or date when compliance with the AD is required.
- (o) List of all non applicable AD's with brief reason for non-applicability.
- (p) A copy of the current major alteration to each airframe, engine, propeller, rotor and appliances as applicable (if any).
- (q) Time/Life limitation of the aircraft structure (if any).
- (r) List of all controlled components and assemblies installed on the aircraft and/or engine, by part number, serial number and position regardless of whether they are monitored on Hard Time (HT), On Condition (OC), or Condition Monitored (CM) basis.
- (s) List of life limited (retirement) components, whose life limitations are governed by the aircraft Type Certificate and Maintenance Review Board (MRB) report, i.e., landing gears, engine discs, etc.
- (t) Equipment list and Weight and Balance reports.
- (u) Flight Test Report.
- (v) List of all deferred defects/maintenance (if any), at the time of issue of the Export Certificate of Airworthiness which will require maintenance actions subject to acceptance by the Purchaser/Operator.

2.3 DOCUMENTS AND MANUALS FOR NEW AIRCRAFT.

- * (a) Maintenance Review Board Report.
- * (b) Aircraft Maintenance Planning Document or Recommended Maintenance Schedule/Programme.
- * (c) Maintenance Manual.
- * (d) Flight Manual.
- * (e) Flight Crew Operating Manual.
- * (f) Master Minimum Equipment List.
- * (g) MEL Despatch Procedures (Operations & Maintenance).
- * (h) Aircraft Service Bulletins.

- * (i) Engine Service Bulletins.
- * (j) Propeller Service Bulletins.

2.4 Items marked with an asterisk (*) in sub-para 2.2 and 2.3 are required only for the first aircraft of the type on Bangladesh Register of civil aircraft.

2.5 USED AIRCRAFT.

In addition to the documents/records referred in the sub-para 2.2 and 2.3, the followings are also required for used aircraft from the Vendor/Seller. If the records are maintained on computer or Automatic Data Process (ADP), then the current ADP or computerized print-outs shall be signed, dated and attested by an authorized person(s) on behalf of the company as to its accuracy.

- (a) A complete history of the aircraft, engine, components, and equipment including:
 - (i) The number of the landings and pressurization cycles where the aircraft is subject to mandatory life limitations.
 - (ii) The maintenance program to which the aircraft have previously been maintained and copy of the approval document issued by the FAA.
- (b) The flight time, since new, of any components of the aircraft, engines, or equipment which are subject to mandatory life limitations.
- (c) The flight time, since new or overhaul, as appropriate of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.
- (d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.
- (e) Details of major structural repairs including the nature of damage in each case (if any).
- (f) List of modification performed since the original aircraft delivery, which deviate from the certified configuration and still existent on the aircraft (if any).
- (g) List of Service Bulletins incorporated into the aircraft and/or engines.
- (h) Records of Compass Swing.
- (i) MEL for the aircraft including Despatch Procedure.

3. REGENCY OF CERTIFICATE FOR COMPLETE AIRCRAFT (NEW OR USED).

3.1 Export Certificate of Airworthiness (FAA Form 8130-4) for complete aircraft (new/used) should have been issued within 30 (Thirty) days prior to the date of arrival of the aircraft in Bangladesh and also not more than 50 (Fifty) flight hours since issuance of the Export Certificate of Airworthiness.

4. CERTIFICATION REQUIREMENTS FOR AIRCRAFT PARTS.

4.1 CLASS I PRODUCTS (ENGINE/PROPELLERS).

- (a) Export Certificate of Airworthiness, FAA Form 8130-4.
- (b) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

4.2 CLASS II PRODUCTS.

- (a) Airworthiness Approval Tag, FAA Form 8130-3.
- (b) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

4.3 CLASS III PRODUCTS AND APPLIANCES.

- (a) Airworthiness Approval Tag, FAA Form 8130-3 (if the part has a serial number); or
 - (b) A Technical Standard Order (TSO) authorization granted under FAR Part 21, Sub-part O; or
 - (c) A document issued by the manufacturer of the component which contains a certification to effect that the component was manufactured under;
 - (i) A Production Certificate (PC) granted under FAR Part 21, Sub-part G; or
 - (ii) An FAA Parts Manufacturing Approval (PMA) granted under FAR Part 21, Sub-part K;
- and
- (d) FAA Certificate of Conformity if the item was manufactured under TSO/PC/PMA;
- and
- (e) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5. CORRESPONDENCE.

5.1 All correspondence regarding Registration and Certification of civil aircraft should be addressed to:

CIVIL AVIATION AUTHORITY OF BANGLADESH
AIRWORTHINESS & ENGINEERING LICENSING DIVISION
CAAB HQRS
ZIA INTERNATIONAL AIRPORT
DHAKA-1229
BANGLADESH
FAX : 880-2-893322
TLX : 632210 CCAAB BJ
AFTN : VGHQYAYL
TEL : 880-2-894268

BARBADOS - SPECIAL REQUIREMENTS

(Revised - August 16, 1994)

1. GENERAL.

a. Any aircraft to be eligible for issue of a Certificate of Registration issued by the Government of Barbados must qualify for certification in the United States of America in the standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, must be issued in accordance with Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

c. If the aircraft is to be entered on the Barbados Register of Civil Aircraft prior to departure from the United States of America, the importer will make application to the Technical Director - Aviation, Barbados for the necessary Certificate of Registration, appropriate Permit to Fly and Radio Station Licence, which must be on board the aircraft during the delivery flight.

d. It is desirable at the time of export certification to supply additional available data which may subsequently be required for such purposes as the approval of design changes, maintenance and air transport operations. These data may include:

(1) The manufacturer's specifications for special processes and materials used in manufacture and maintenance.

(2) Location drawings for all radio antennas.

(3) Master minimum equipment list (MMEL).

(4) Maintenance planning document (MPD).

(5) Manufacturer's Maintenance schedule.

e. The aircraft must be marked and equipped for the conditions under which it is intended to operate in accordance with the Barbados Civil Aviation (Air Navigation) Regulations, 1984, CAP 288A. This will include fire proof owner's nameplate, registration marks and emergency exits.

f. An engineer's report in the appropriate format is required.

g. The appropriate logbooks for airframe, engine(s), propeller(s) and Auxiliary Power Unit as appropriate must be maintained for all aircraft to be registered in Barbados.

2. APPLICATIONS. Applications should be addressed to:

Technical Director - Aviation
Air Traffic Services Building
Grantley Adams International Airport
Christ Church
Barbados
WEST INDIES

Telephone: (809) 428-0930
FAX: (809) 428-2539

and should include the following:

- (a) a technical specification or a description of the aircraft including system schematics
- (b) a complete list of all avionics equipment not in the detailed specification
- (c) list of any special installations required by the applicant

Any enquiries should also be made to the aforementioned address.

3. SPECIAL CONDITIONS.

(a) If special conditions are required the Technical Director - Aviation will advise which conditions will be required using the UK Additional Requirements and Special Conditions (CAP 480) as the basis. These additional requirements will be discussed and agreed with the prospective operator in association with the manufacturer/supplier of the aircraft concerned.

(b) An audit of the aircraft and associated records will be conducted by the Technical Director - Aviation or any person authorized by his office.

4. AIRCRAFT - FIRST OF THE TYPE TO BE REGISTERED IN BARBADOS. The following documents and data are required for aircraft to be entered in the Register of civil aircraft:

a. A complete set of maintenance and overhaul manuals, with amendment service, for:

- (1) Aeroplane.
- (2) Engine(s).
- (3) Propeller(s) as appropriate.
- (4) Auxiliary Power Unit (APU).
- (5) Any avionics equipment installed.
- (6) Non-destructive testing when applicable.
- (7) Special structural inspection program when applicable.

b. A full set of Service Bulletins, Letters and Modification Leaflets issued by the manufacturer(s) in respect of the airframe, engine(s), propeller(s), APU, and installed equipment during the period the aircraft is on the Barbados Register.

c. A copy of the Type Certificate or equivalent document which certifies compliance with applicable airworthiness/special requirements, if not already held by the Office Technical Director - Aviation.

d. Summary of modifications, repairs, service bulletins, operator options and equipment incorporated since initial build.

e. Statement of compliance with Federal Aviation Administration Airworthiness Directives for United States of America manufactured aircraft.

f. One copy of the flight manual for the aircraft; one copy of the pilot's checklist.

g. One copy of the production flight test report issued by the manufacturer.

h. One copy of the delivery documentation with relevance to the airworthiness or flight operation of the aircraft.

i. One copy of the approved maintenance program which meets with Barbados requirements for continuing airworthiness.

j. One copy of the Weight and Balance report showing the weights and arms of the main components and a list of installed equipment.

k. The Export Certificate of Airworthiness, FAA Form 8130-4.

l. Data to identify essential and optional equipment and location of emergency equipment.

5. AIRCRAFT - FOR WHICH A BARBADOS CERTIFICATE OF AIRWORTHINESS IS TO BE ISSUED. In addition to the relevant items in paragraph 3 (Aircraft First of Type), the following documentation is required for an aircraft to be registered in Barbados that is not first of type.

a. A statement, signed by an official representative of the manufacturers, showing that all mandatory modifications and special conditions required by Barbados have been complied with.

b. A listing of all the data submitted in the original type certifying Authority for showing compliance with the Airworthiness standards. Identified data will include structural analysis, structural fatigue, and flight test reports.

6. VALIDATION. The office of Technical Director - Aviation has the facility to validate a Certificate of Airworthiness or Export Certificate of Airworthiness, for the purposes of aircraft delivery to Barbados, if the applicant wishes to place the aircraft on the Barbados register of Aircraft but does not

wish that a Barbados Certificate of Airworthiness be issued for such a delivery. A Flight Manual validation certificate will normally be processed at the time of validation processing. Particular restrictions are applied to any flight on a validated foreign Certificate of Airworthiness.

KINGDOM OF BELGIUM - SPECIAL REQUIREMENTS

(Revised - January 6, 1995)

1. INTRODUCTION. This document prescribes requirements supplementing the Agreement on the reciprocal acceptance of Export Certificates of Airworthiness. It is based on the Bilateral Agreement between the Governments of the United States and Belgium of May 14, 1973.
2. GENERAL.
 - 2.1. Aircraft and other Class I products to be eligible for export to Belgium must, in addition to the requirements prescribed in Part 21, Subpart L of the U.S. Federal Aviation Regulations, be eligible for airworthiness certification in the United States "Standard" classification and comply with the applicable additional requirements under paragraph 4 of this document.
 - 2.2. Class II and III products to be eligible to export to Belgium must comply with the applicable provisions of Part 21, Subpart L of the U.S. Federal Aviation Regulations.
 - 2.3. Since January 1, 1992, the following Technical Regulations and Administrative Procedures are applicable in the European Communities: CEE n° 3922/91 regulations from the Council.
3. DOCUMENTS AND DATA REQUIRED. When an aircraft is exported to Belgium, the documents listed below must be provided to the Belgian Civil Aeronautics Administration:
 - 3.1. For each individual new aircraft:
 1. The FAA Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered into Belgium;
 2. The weight and balance report containing a complete inventory of all equipment and instruments;
 3. A list of radio communication and navigation equipment installed, including make and model, capacity and frequencies.
 4. The FAA approved flight manual. A pilot's operating handbook or similar manual will be provided in addition to or when no approved flight manual is required by the FAA.
 5. The list of modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU) and the list of AD notes complied with during manufacturing.
 6. A copy of the manufacturer production flight test report applying to the aircraft being operated.

3.2. For each individual used aircraft. In addition to the documents listed in paragraph 3.1, the following technical data are required:

1. The certified logbooks, or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs and modifications, status of parts with limited lifetime.
2. A detailed listing of all modifications, including the operator's modifications Service Bulletins or equivalent documents, and Airworthiness Directives complied with.
3. The past maintenance schedule and programs.
4. The components operating and storage limits.

3.3. For aircraft first of the type exported to Belgium. In addition to the documents listed in paragraphs 3.1. and 3.2., the following technical data are required:

1. One copy of the Type Certificate and Type Certificate Data Sheets for the aircraft, the engine(s), and the propeller(s).
2. Two copies of the FAA approved flight manual. The pilot's operating handbook will be provided in addition to or when no flight manual is required by the FAA.
3. One complete set of current technical manuals for the aircraft operation, service, maintenance, overhaul and repair manuals, catalog of spare parts.
4. Same technical manuals as in [[paragraph]] 3 above for the engines(s) and the propeller(s), if they are of a model exported to Belgium for the first time.
5. A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, the engine(s), the propeller(s), and associated equipment.
6. One set of the following current technical documents: Master Minimum Equipment List; Maintenance Review Board document; Maintenance Planning document.
7. A statement by the manufacturer, or its authorized representative, to the effect that all pertinent information, modification, services bulletins, and revisions of such bulletins and manuals will be automatically distributed to the Aeronautics Administration of Belgium, to guarantee the airworthiness of the aircraft, the engine(s), the propeller(s), and the major components.

8. A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

9. Three-view drawings of the major assemblies, installations, and primary structure.

10. A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

11. The list of reports and notes prepared for U.S. type certification of the aircraft.

4. SPECIAL TECHNICAL REQUIREMENTS.

4.1. Noise limits. An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits laid down in Chapter 3 of Annex 16.

4.2. Radio equipment. Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Belgium for the first time, one copy of the following documentation will be furnished:

- The manufacturer's statement of conformance submitted to FAA.
 - The letter of acceptance issued by FAA.
 - The technical manuals and bulletins (Service Bulletins, etc.).
- Special technical requirements regarding the radio equipment are:

- VHF radio-communication equipment must be compatible for use with 25 MHz spacing in the frequency band 118.00 MHz - 136.975 MHz.
- VHF radio-navigation equipment must be compatible for use with 50 kHz spacing between VOR and LOC channels and 150 kHz between associated Glide Slope channels.
- Communication and navigation antennas are to be distinct.
- VOR/LOC and Glide Slope antennas are to be distinct.

4.3. Flight instruments.

- Air speed indicators must show airspeed in KNOTS only.
- Altimeters must be of the sensitive type, showing altitude in FEET, with adjustable setting in MILLIBAR scale.
- Aircraft intended for use in IFR operation must be equipped with 2 sensitive altimeters.
- Variometers must be equipped with needle stops at maximum UP and DOWN indications.
- Aircraft intended for use in IFR operation and equipped with reciprocating non injecting engine(s) must be equipped with carburetor heat temperature indicator(s).

4.4. Flight data recorder and cockpit voice recorder. Turbine powered transport category airplanes of a maximum weight of over 5,700 kg must be equipped with an approved flight data recorder. When the maximum weight is over 27,000 kg, an approved cockpit voice recorder is also required. The technical manuals and the last calibration charts pertinent to the installed recorders will be furnished.

4.5 Equipment.

- The front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.
- Passengers seats must be fire blocked in accordance with FAR 25.853(b) for aircraft intended [[for]] use in commercial operation.
- Each lavatory compartment must be equipped:
 - (a) with a smoke detector system or equivalent system that provides a warning light or audio warning in the passengers cabin which would be readily detected by an attendant.
 - (b) with a built in fire extinguisher for each disposal receptacle for towels, paper or waste located within the lavatory.
- Life jackets must be FAA approved and comply with TSO C13C.
- ELT must be installed for aircraft intended [[for]] use in commercial operation.

NOTE: In the case of an aircraft intended for use in IFR operation, a complete equipment list, mentioned the avionics equipment with number, make, model PN, SN, and frequency range will be furnished by the exporter or by the government of the country of origin for approval before delivery of the aircraft.

5. NOTES.

5.1. The aircraft must be equipped in accordance with the requirements of the Belgian regulations for its intended use.

5.2. Complementary information may be obtained at:

Administration de l'Aeronautique
Direction Technique
rue de la Fusee, 90
B - 1130 BRUSSELS (BELGIUM)

FASIMILE: 32/2/7240201

REPUBLIC OF BOLIVIA - SPECIAL REQUIREMENTS

(New - August 13, 1976)

1. Bolivian Special Requirements are applicable to the import of aeronautical products. The requirements are in accord with the procedural requirements for the issue of U.S. Export Airworthiness Approvals under Federal Aviation Regulations (FAR) Part 21, Subpart L.
2. The Director General of Civil Aviation requests that the FAA issue export airworthiness approvals applicable to Class I, II and III aeronautical products being exported to Bolivia. Eligibility for importing aeronautical products into Bolivia, in addition to the provisions of Subpart L of Part 21 of the Federal Aviation Regulations, must comply with applicable special requirements prescribed below:
 - a. All aircraft exported to Bolivia via flyaway should display Bolivian nationality and registration marks and carry the following documents on the delivery flight:
 - (1) Bill of Sale;
 - (2) Bolivian Certificate of Registration;
 - (3) Bolivian authorization for the delivery flight;
 - (4) Export Certificate of Airworthiness;
 - (5) Notification of the Aircraft having been canceled from the U.S. aircraft registry;
 - (6) Authority to cover the use of the installed communication equipment for the duration of the delivery flight; and
 - (7) Approved airplane flight manual, maintenance and operation manuals, logbooks and such documents essential to the safe operation of the aircraft including loading charts.
 - b. Types and models of aircraft which have been exported to Bolivia previously, shall have the following additional documents and data delivered to the purchaser:
 - (1) Maintenance, overhaul and repair manuals, including maintenance/inspection schedule.
 - (2) Airworthiness Directives (AD) and Type Certificate Data Sheets or specifications and manufacturer service bulletins applicable to the aircraft.
 - (3) List of inventory of equipment installed by make, model, and serial number.

- (4) Historical records of aircraft, engine(s), propeller(s) and time or life controlled items.
- (5) Weight and balance report, including a loading schedule or chart.
- (6) Engine(s) must not have operated in excess of 500 hours and propellers(s) 1,000 hours since new or approved overhaul.
- (7) Aircraft and FAA time controlled components must not have operated in excess of 50% of whichever is the lesser of the FAA approved or manufacturer recommended overhaul times.
- (8) Shall have installed and functional a minimum of:

Single Engine Aircraft:
1-VOR/ILS, 1-ADF, 1-HF, 1-VHF, 1-DME, 1-ELT,
1 altimeter calibrated in inches and millibars.

c. An aircraft being the first of its type and model exported to Bolivia, shall in addition to the above, furnish to the purchaser and to the Director General of Civil Aviation the following documents:

- (1) Parts catalog for the aircraft, engine, propellers, and installed major auxiliary equipment.
- (2) Instructions or information essential to the assembly and rigging of the aircraft is to be assembled at the point of destination.
- (3) List of special tools, equipment and tolerance charts essential to the servicing and maintenance of the aircraft, engines, propeller, and major auxiliary units or components.
- (4) General arrangement and three-view drawing of the aircraft.

REPUBLIC OF BOTSWANA - SPECIAL REQUIREMENTS

(Revised - April 1981)

1. GENERAL.

a. Any aircraft to be eligible for the issue of a Certificate of Airworthiness by the Government of the Republic of Botswana must qualify for certification in the United States of America in the Standard or Restricted Category and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant Section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3 is acceptable.

c. If the aircraft is to be entered on the Botswana Register of Civil Aircraft, the importer must make application to the Botswana Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly, and Radio Station License which must be carried during the delivery flight.

d. Inquiries should be addressed to the Director of Civil Aviation, P.O. Box 250, Gaborone, Botswana, marked to the attention of the Chief Flight Safety Engineer.

2. FIRST AIRCRAFT OF TYPE TO BE REGISTERED IN THE REPUBLIC OF BOTSWANA.

a. The following documents and data are required:

(1) A complete set of maintenance, overhaul, and repair manuals, and parts catalogs for:

(i) Airplane

(ii) Engine(s)

(iii) Propeller(s)

(iv) Any equipment not previously imported to the Republic of Botswana.

(2) A full set of service bulletins, instructions, letters, modification leaflets, etc., issued by the manufacturer with respect to the airframe, engine(s), propeller(s), and installed equipment.

(3) A statement confirming that any amendments or new issues of the above manuals and catalogs will be forwarded to the Department of Civil Aviation as they are issued.

(4) A copy of the Type Certificate Data Sheet or Aircraft Specification unless this is already held by the Department of Civil Aviation.

(5) Three identical copies of the Flight Manual for the aircraft, including a copy allocated to the specific aircraft.

3. EACH AIRCRAFT FOR WHICH A BOTSWANA CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED.

a. A statement must be signed by a manufacturer's representative to the effect that all mandatory modifications have been embodied, that all Airworthiness Directives have been complied with, and that any special inspections required have been complied with.

b. An Export Certificate of Airworthiness, FAA Form 8130-4.

c. Two copies of the Flight Manual including a copy allocated to the specific aircraft.

d. A statement confirming that all amendments to the Flight Manual(s) will be forwarded to the Department of Civil Aviation as they are issued.

e. Two copies of the Weight and Balance information for the specific aircraft.

f. Two copies of the Equipment List for the specific aircraft, marked to show the installed equipment.

g. An Emergency Locator Beacon must be installed in the aircraft. Such unit must be equipped with a voice transmission facility and be installed with a control switch operable from the pilot's seat to activate the unit when required in the manual mode. Full details for the operation of the unit are to be installed on a placard mounted adjacent to the access panel in the cabin.

FEDERATIVE REPUBLIC OF BRAZIL - SPECIAL REQUIREMENTS

(Revised - September 15, 1994)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to Brazil, which are based on the Bilateral Agreement for reciprocal acceptance of Airworthiness Certificates signed between the Governments of the United States and the Republic Federative of Brazil in June 16, 1976.

2. BRAZILIAN AIRWORTHINESS AUTHORITIES. The responsibility for controlling flight safety of civil aviation in Brazil is a task of the following organizations of the Air Ministry:

2.1 DAC - Departamento de Aviacao Civil (Department of Civil Aviation). Is the central organization of the Flight Safety System responsible for the issuance of the Brazilian Airworthiness Regulations (RBHA - Regulamentos Brasileiros de Homologacao Aeronautica).

The DAC is also responsible for the issuance of maintenance, operation and related approvals including the "Certificados de Aeronavegabilidade" (Airworthiness Certificate).

The RBHA "Regulamentos Brasileiros de Homologacao Aeronautica" (Brazilian Requirements for Aeronautical Certification) adopts the U.S. FAR airworthiness requirements Parts 23, 25, 27, 29, 31, 33 and 35 which are used as Brazilian requirements for design approval of aircraft, aircraft engines and propellers. However, the RBHA is not limited to the FAR requirements and may incorporate additional Brazilian [[the word "own" deleted]] requirements.

DAC address:

Departamento de Aviacao Civil
Praca Senador Salgado Filho S/N
Aeroporto Santos Dumont - 5 Andar
20021 - Rio de Janeiro - RJ

Fax: (55) (21) 220-5177

Phone: (021) 220-7478

2.2 CTA - Centro Tecnico Aeroespacial (Aerospace Technical Center). The CTA is responsible for the issuance of design and production approvals for aircraft and other aeronautical products and therefore issues the following documents:

CHT - "Certificado de Homologacao de Tipo" (Type Certificate) for aircraft, aircraft engines and propellers;

CHST - "Certificado de Homologacao Suplementar de Tipo" (Supplemental Type Certificate) for aircraft, aircraft engines and propellers;

APAA - "Atestado de Produto Aeronautico Aprovado" (Attestation of Approved Aeronautical Products) for Class II or III products and,

CHE - "Certificado de Homologacao de Empresa" (Production Approval Certificate) for manufacturers of approved aeronautical products.

CTA address:

Centro Tecnico Aeroespacial
Instituto de Fomento e Coordenacao Industrial
Divisao de Homologacao Aeronautica
P.O. Box 6001
Sao Jose Dos Campos - SP - 12225

Telex No. 1233393 BR
Fax No. (55) (123) 41-4766
Phone No. (123) 41-4600

2.3 DEPV - Directoria de Eletronica e Protecao ao Voo (Electronics and Flight Protection Directorate). The DEPV is responsible for the Air Traffic Control System.

DEPV address:

Diretoria de Eletronica e Protecao ao Voo
Praça Senador Salgado Filho, S/N
Aeroporto Santos Dumont - 4 Andar
20021 - Rio de Janeiro/RJ

Phone No. (021) 220-0515

2.4 CENIPA - Centro de Investigacao e Prevencao de Acidentes Aeronauticos (Aeronautical Accidents Investigation and Prevention Center). The CENIPA is responsible for accidents investigation.

CENIPA address:

Centro de Investigacao e Prevencao de Acidentes
Aeronauticos Anexo Do M.Aer. 1 Andar

Esplanada Dos Ministerios - Bloco "M"
70045 - Brasilia/DF

Fax No. (061) 313-2597
Phone No. (061) 313-2345

3. CERTIFICATION REQUIRED.

3.1 Except as provided in paragraph 3.6, to be eligible for registration on the Brazilian Registry, any aircraft model exported to Brazil (under a purchasing or leasing agreement) regardless of being new or used, must receive a Brazilian Type Certificate for import, issued on the basis of a U.S. Type Certificate, following the procedures established in [[paragraph]] 4.

3.2 To be eligible for registration on the Brazilian Registry, an aircraft model modified in accordance with an FAA Supplemental Type Certificate exported to Brazil, must receive a Brazilian Supplemental Type Certificate for import issued on the basis of the U.S. Supplemental Type Certificate following the procedures established in [[paragraph]] 5.

3.3 Except as provided in paragraph 3.6, to be eligible for installation on Brazilian registered aircraft, any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must receive a Brazilian Type Certificate for Import, issued on the basis of a U.S. Type Certificate following the procedures established in [[paragraph]] 6.

3.4 To be eligible for installation on Brazilian registered aircraft for which a Type Certificate is required, any Technical Standard Order (TSO) approved product exported to Brazil, must receive a Brazilian approval for installation issued on the basis of a U.S. Technical Standard Order approval, following the procedures established in [[paragraph]] 7.

3.5 Other class II or class III products installed on Brazilian aircraft for which a Type Certificate is required, will be approved for installation through the Brazilian Type Certificate, following the procedures established in [[paragraph]] 8.

3.6 Certain models of aircraft, aircraft engines and propellers which have been exported to Brazil at a time where a Type Certificate for Import has not been required, may continue to be exported with an exemption of the certification requirements established in this paragraph. To benefit from such exemption the applicant shall obtain a statement from the DAC validating the FAA type certification for operation in Brazil.

4. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT.

4.1 An application Form [[FDH-300-11A]] (sample enclosed as Annex I) or an application letter shall be completed by the U.S. manufacturer of the concerned aircraft and forwarded to the DAC through the FAA, together with sufficient engineering information to permit the DAC to become acquainted with the type design.

4.2 The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.

4.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.

4.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form.

4.5 The Airplane Flight Manual shall be identified as a Brazilian Airplane Flight Manual and shall include a statement regarding its applicability to Brazilian registered aircraft. Alterations eventually required to be incorporated in the Airplane Flight Manual will therefore be included directly on the affected pages of the Brazilian Airplane Flight Manual.

4.6 The barometric setting units of the altitude indication instruments including stand by altimeters and cabin altitude indicators shall be presented in "mbar" or "hPa". All other instruments must display usual and traditionally accepted units. However, the units used on the instruments shall be consistent with those presented in the Flight and Service Manuals. For the required markings and placards in Portuguese, the International System of Units or the alternative traditionally accepted units (such as: kg, psi, etc.) shall be used.

4.7 Copies of the final validation report and/or any clarification regarding the requirements for acceptance of any particular aircraft model as needed shall be requested to the CTA (address in paragraph 2.2).

4.8 An engineering review of the type certification program conducted in the USA, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the aircraft model. This review shall be conducted through meetings with the manufacturer and FAA representatives. At the end of such meetings the CTA will present a final validation report listing the requirements for acceptance of the aircraft model.

4.9 The CTA data needs will be listed in the validation report mentioned in the above paragraph and shall include all published documents (Airplane Flight Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft in Brazil.

The published documents shall be supplied in duplicate, being one copy destined to the CTA and the other to the DAC. Both organizations must be included in the manufacturer's mailing list to receive regular updates of such documents.

4.10 At least the following documents are also required for each aircraft delivered:

- Weight and Balance report.
- Electrical load analysis.
- Wiring diagrams.
- Production flight test report.
- List of applicable FAA AD's indicating compliance status.
- Summary of maintenance, repairs, and alterations performed during the aircraft life (for used aircraft only).

4.11 To be eligible for operation under the Brazilian Registry, compliance with the DAC operating regulations (IAC) and special regulations appropriate to the envisaged flight operations, must be established. These regulations, which are incumbent upon the Brazilian operator, may require the installation of equipment and/or application of standards in addition to those required for airworthiness certification. Such installations will be reviewed and approved by the CTA during the engineering review mentioned in [[paragraph]] 6 above.

4.12 A Brazilian CHT - "Certificado de Homologacao de Tipo" (Type Certificate) and corresponding "Especificacao de Aeronave" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in [[paragraph]] 7 above.

5. PROCEDURES FOR ISSUANCE OF IMPORT SUPPLEMENTAL TYPE CERTIFICATES FOR AIRCRAFT.

5.1 An Application Form [[FDH-300-11A]] (sample enclosed as Annex I) or an application letter shall be completed by the U.S. holder of the FAA Supplemental Type Certificate (STC) and forwarded to the CTA through the FAA, together with sufficient engineering information to permit the CTA to become acquainted with the modification introduced in the type design.

5.2 A copy of the FAA Supplemental Type Certificate and its Addendum together with the text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.

5.3 A compliance check list with the requirements affected by the modification indicating for each item how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.

5.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form, unless otherwise prescribed by the CTA.

5.5 The Airplane Flight Manual Supplement shall be identified as a Brazilian Airplane Flight Manual Supplement and shall include a statement regarding its applicability to Brazilian registered aircraft.

5.6 An engineering review of the supplemental type certification program conducted in the USA, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the modified aircraft model.

This review shall be conducted through meetings with the holder of the FAA STC and FAA representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the modified aircraft model.

5.7 The CTA data needs will be listed in the validation report mentioned in the above paragraph and shall include all alterations of the aircraft published documents developed by the STC holder (Airplane Flight Manual, Operations Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the modified aircraft in Brazil.

The alterations of the published documents shall be supplied in duplicate, being one sample destined to the CTA and the other to DAC. Both organizations must be included in the STC holder mailing list to receive regular updatings of such documents.

5.8 At least the following documents are also required for each aircraft delivered:

- Updated weight and balance report.
- Updated electrical load analysis.
- Updated wiring diagrams.
- Production flight test report.
- List of applicable FAA Airworthiness Directives (AD) indicating compliance status.
- Summary of maintenance, repairs and alterations performed during the aircraft life (for used aircraft only).

5.9 A Brazilian CHST - "Certificado de Homologacao Suplementar de Tipo" (Supplemental Type Certificate) and corresponding "Adendo" (Addendum) will be issued upon compliance with the requirements established on the validation report referred in [[paragraph]] 6 above.

6. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT ENGINES AND PROPELLERS.

6.1 An Application Form [[FDH-300-11A]] (sample enclosed as Annex I) or an application letter shall be completed by the U.S. manufacturer of the concerned aircraft engine or propeller, and forwarded to the CTA through the FAA, together with sufficient engineering information to permit the CTA to become acquainted with the type design.

6.2 The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CTA for review and approval.

6.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the CTA for review and approval.

6.4 An engineering review of the type certification program conducted in the USA, shall be performed by the CTA, to establish the Brazilian requirements and special conditions for acceptance of the aircraft engine or propeller model. This review shall be conducted through meetings with the U.S. manufacturer and FAA representatives. At the end of such review the CTA will present a final validation report listing the requirements for acceptance of the aircraft engine or propeller models.

6.5 The CTA data needs will be listed in the validation report mentioned in the above paragraph and shall include all published documents (Installation and Operation Manual, Maintenance and Overhaul Manual, Illustrated Parts Catalog, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft engine or propeller in Brazil.

The published documents shall be supplied in duplicate, being one copy destined to the CTA and the other to DAC.

Both organizations must be included in the manufacturer mailing list to receive regular updatings of such documents.

6.6 A Brazilian CHT - "Certifacado de Homologacao de Tipo" and corresponding "Especificacao de motor ou helice" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in [[paragraph]] 4 above.

7. PROCEDURES FOR ISSUANCE OF INSTALLATION APPROVALS FOR TSO APPROVED PRODUCTS.

7.1 An Application Form [[FDH-300-11A]] (sample enclosed as Annex I) or an application letter shall be completed by the U.S. manufacturer of the concerned equipment and forwarded to the CTA through the FAA, enclosing the following:

- Sufficient technical data to describe the product and its intended utilization;
- Installation and operational instructions;
- Copy of the certification basis including the adopted standard or specification;
- Statement of compliance with the certification basis including a list (by title and number) of the substantiation reports developed for FAA certification; and
- The published documents such as: Maintenance and Overhaul Manuals, Parts Catalog, Service Bulletins, etc., may be also required.

7.2 After reviewing such documents, the CTA will advise the applicant by letter of any additional Brazilian requirements or special condition to approve the installation of the product on Brazilian aircraft.

7.3 A CTA letter of installation approval will be issued upon compliance with the requirements established in [[paragraphs]] 1 and 2 above.

8. PROCEDURES FOR APPROVAL OF OTHER CLASS II AND CLASS III PRODUCTS.

8.1 The U.S. manufacturer of such equipment may be required to supply information and documentation as may be deemed necessary by the CTA to justify its installation on a Class I product for which Brazilian certification is sought.

8.2 The Brazilian approval of such equipment will be granted by the issuance of the CTA Type Certificate for the Class I product on which they are installed.

9. CONTINUING AIRWORTHINESS. The U.S. manufacturer of a product which has received a Brazilian design approval according to paragraphs 4 thru 8, shall be responsible for maintaining the CTA informed of all relevant information regarding the continuous airworthiness of its product in Brazil. This shall include prompt remittance to CTA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and FAA Airworthiness Directives.

10. NOISE REQUIREMENTS.

10.1 The manufacturer who applies for an import type certification of a new type of aircraft, i.e., aircraft of a type which does not operate in Brazil, or for an Amendment to an existing CTA Type Certificate for a new model of aircraft, shall comply with the noise requirements of the RBHA (Brazilian Requirements for Aeronautical Certification) No. 36 or the ICAO Annex 16 rules.

10.2 The manufacturer who applies for an import type certification of an aircraft model whose type operates already in Brazil, although not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA No. 36, i.e., the model for which certification is sought shall not exceed the noise levels of the aircraft model of the same type which operates already in Brazil or the acoustical changes of the ICAO Annex 16 rules.

10.3 The STC holder who applies for an import supplemental type certification of an aircraft model which operates already in Brazil, regardless of having been or not type certificated by the CTA, shall comply with the acoustic alteration requirements of the RBHA No. 36, i.e., the modified aircraft model shall not exceed the noise levels of the basic model or the acoustical changes of the ICAO Annex 16 rules.

11. EXPORT AIRWORTHINESS APPROVALS. Each Class I, II or III product exported to Brazil shall receive an FAA export airworthiness approval in accordance with Subpart L of FAR 21 which shall indicate that the product is in compliance with the Brazilian special requirements established in the final validation report.

ANNEX I

| | | | |
|--|--------------------------------|--|--------------------------|
| Application for Type Certificate, Production Certificate, Supplemental Type Certificate and Attestation of Approved Aeronautical Product | | Centro Técnico Aeroespacial Instituto de Fomento e Coordenação Industrial Divisão de Homologação Aeronáutica | |
| 1. Name and address of applicant | 2. Application made for | | 3. Product involved |
| | Type Certification | | Aircraft |
| | Production Certification | | Engine |
| | Suppl. Type Certificate | | Propeller |
| | Attest. of Approved Acr. Prod. | | Parts/Components |
| 4. Type Certification | | | |
| A. Model Designation(s) | | | |
| (All models listed are to be completely described in the required technical data, including drawings, representing the design, material, specifications, construction, performance of the aircraft, aircraft engine, propeller & parts.) | | | |
| 5. Production Certification | | | |
| A. Factory Address | | | |
| for: | <input type="checkbox"/> | New P C | Certificate n° in force |
| | <input type="checkbox"/> | Modifications to P C | Pattern Class Date |
| C. Applicant is holder of or a licensee under TC or STC n° | | | |
| D. Type of Service (under legislation in force) | | | |
| E. Remarks: | | | |
| A. If necessary, list the additional details on products or service for which the certification is required. | | | |
| B. List the documents attached to this application. | | | |

ANNEX I (continued)

| | |
|--|-----------------------------|
| 6. Supplemental Type Certification | |
| A. Make and Model Designation of product to be modified | |
| B. Description of Modification | |
| C. Will data be available for sale or release to other persons? | |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| D. Will parts be manufactured for sale? | |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| 7. Attestation of Approved Aeronautical Product | |
| A. Parts or Components designation | |
| B. Specification adopted | |
| (For a better identification of the product, technical data (drawings, test reports, material specifications) must be included.) | |
| C. Factory address | |
| 8. Applicant statement, signature and date | |
| I certify that I am authorized to make these statements and that the above information are true. | |
| _____ | _____ Signature |
| Date | _____ Title |

FDH-300-11A

BRUNEI DARUSSALAM - SPECIAL REQUIREMENTS

(Revised - February 13, 1991)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Brunei Darussalam of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation
Brunei International Airport
Bandar Seri Begawan, 2015
Brunei Darussalam

1.3 Brunei Darussalam does not issue Type Certificates.

1.4 Eligibility for the issue of a Brunei Certificate of Airworthiness is determined by:

(a) Compliance with the appropriate requirements of paragraphs 2, 3 and 4 of this document (but see also paragraph 5).

(b) Compliance with:

(i) Additional directives issued by the United Kingdom Civil Aviation Authority.

(ii) Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

NOTE: Compliance with this sub-paragraph (b) is not essential before export to Brunei Darussalam. However, as it may be difficult to establish conformity in Brunei Darussalam, details of any relevant service document and modification status will be helpful to the Brunei user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO BRUNEI DARUSSALAM.

2.1 Class I, II, and III products must comply with the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in Subpart H of FAR Part 21 unless otherwise agreed by the DCA.

3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to the FAR certification basis which must be satisfied for a particular aircraft type to be eligible for Brunei certification.

3.2 Additional Requirements for Brunei certification are not specified for fixed wing aircraft:

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Transport or Aerial Work Categories.

NOTE: Brunei air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Brunei Darussalam. Equipment required to be carried on flights for the purpose of public transport, to satisfy Brunei air navigation legislation, will also be specified.

4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Brunei registered aircraft.

Applicability Code:

+ Required only with first of type and model exported to Brunei Darussalam.

* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12500 lbs).

4.2 All Aircraft.

* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Brunei Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletins incorporated must identify:

(i) Production versions of the Service Bulletins.

- (ii) Service Bulletins.
- (iii) Alert Service Bulletins.
- (b) Copy of the production flight test report or a statement that no flight test has been completed.
- (c) Modification standard. This must include:
 - (i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.
 - (ii) Service Bulletins compliance.
 - (d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).
- + (e) A copy of the aircraft Type Certificate Data Sheet.
- (f) Details of any alterations which may have been embodied under the Supplemental Type Certificate (STC) procedure.

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Brunei Certificate of Airworthiness is issued.

- (g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Brunei operator.
- (h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.
 - (i) Airframe/engine/propeller/auxiliary power unit log books.
 - * (j) Seating configuration approval document, where relevant.
 - + (k) Maintenance Review Board document, where relevant.
 - + (l) A summary of FAA approved retirement life limitations.
 - + (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

- + (n) FAA approved Master Minimum Equipment List, where applicable.
- (o) Weighing report and associated weight schedule.

+ (p) Manuals required by the DCA:

NO. REQUIRED

| | |
|---|-------------------------|
| i) The FAA approved Flight Manual or Pilot's Operating Handbook. | 2 (but see also 4.2(h)) |
| ii) Airframe Maintenance Manual. | 1 |
| iii) Operations Manual. | 2 |
| iv) Weight and Balance/Loading Procedures. | 1 |
| v) Engine Maintenance Manual. | 1 |
| vi) Structural significant items. | 1 |
| vii) Maintenance planning guide including manufacturers recommended component overhaul lives. | 1 |
| viii) Set of Service Bulletins and Service Letters or equivalent documents. | 1 |

NOTE: A condition of Brunei certification of the first of a type is the provision by the Brunei applicant for certification of a continuing amendment service for the required manuals.

- (q) Record of compass system and magnetic compass swings.
- (r) Record of rigging checks.
- (s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.
- (t) Detailed list of equipment constituting the navigation and communications installation.

+ (u) Noise Type Certificate.

4.3 Used Aircraft.

In addition to the requirements specified in paragraph 4.2 (but (b) need not necessarily be complied with) the following information is required for used aircraft:

* (a) Maintenance program to which these aircraft have previously been maintained including:

- i) previous check cycle.
- ii) future check cycle.

* (b) Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

* (d) Component and structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records, to the satisfaction of the DCA, before the issue of a Brunei Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicant's proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Brunei Darussalam.

4.4 Requirement For Export Certificates Of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Brunei Darussalam.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty [[days]] prior to the date of presentation for Brunei certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 [[paragraph 3.4 not enclosed in this advisory circular.]] of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Brunei Darussalam is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Appliances - General.

(a) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a United Kingdom Civil Aviation Authority (CAA) registration number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor.

(b) In the case of an appliance which has not been granted a CAA registration number and which meets either of the following alternatives then application for acceptance of the appliance shall be made to the DCA.

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in FAR, Subpart O and FAR 21.305 (b); or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(iii) Individual appliances will be accepted by the DCA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by authorized persons delegated by the FAA, and the FAA assumes full responsibility for the certification.

(c) In the case of an appliance by which approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user and be supplied with an FAA Airworthiness Approval Tag.

4.6 Radio Appliances. The DCA may require a declaration of design and performance in the format specified in the current issue of British Standard Specification G.100. Details for any individual type of radio appliance will be supplied on written request.

NOTE: Where a radio appliance has been approved by the United Kingdom Civil Aviation Authority, the item will be accepted by the DCA without further investigation. The relevant CAA approval number must be quoted on the FAA Airworthiness Approval Tag.

4.7 Products other than aircraft or appliances.

(a) Engines (including APUs), engine modules, and propellers:

(i) Export Certificate of Airworthiness (refer to paragraph 4.4).

(ii) Service Bulletin compliance statement.

(b) Class II as defined in Subpart L of FAR Part 21:

(i) FAA Airworthiness Approval Tag.

(c) Class III as defined in Subpart L of FAR Part 21:

(i) FAA Airworthiness Approval Tag, or

(ii) A certification by the manufacturer of the product concerned was manufactured under a Production Certificate granted under Subpart F of FAR Part 21, a Parts Manufacturing Approval granted under Subpart K of FAR Part 21, or a Technical Standard Order authorization granted under Subpart O of FAR Part 21 as appropriate.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applications for Brunei Darussalam certification are advised to give early notification to the DCA of any aircraft type in this classification.

CANADA - SPECIAL REQUIREMENTS

(Revised - December 14, 1994)

SECTION 1. - INTRODUCTION.

The manner in which Canada accepts aeronautical products from the United States is governed by the Canada-U.S. Bilateral Airworthiness Agreement which was effected by an Exchange of Notes on August 31, 1984. The means of implementing this Canada-U.S. Bilateral Airworthiness Agreement is specified in a Schedule of Implementation Procedures signed by the Administrator of the FAA and the Administrator of the Canadian Air Transportation Administration in January 1985. (Note that the title Administrator, Canadian Air Transportation Administration has now changed, following reorganization, to Assistant Deputy Minister, Aviation, in the Transport Canada Aviation (TCA).)

SECTION 2. - PRODUCT TYPE DESIGN APPROVAL. Before an aeronautical product is accepted for operation in Canada, it is important to establish that the type design is approved by TCA. The following section summarizes the TCA position on Type Design Approval.

2.1 Aircraft.

(a) U.S. Designed and Manufactured. All U.S. aircraft types require either Canadian Aircraft Type Approvals or TCA acceptance of the FAA Type Certificates. In the past, it has been customary for TCA to issue Canadian Aircraft Type Approvals only for Transport Category, Commuter Category (SFAR 41C) and Restricted Category aircraft types. Aircraft in other categories have been accepted, based on the applicable FAA Type Certificate.

Effective June 1, 1989, all new U.S. aircraft types not previously accepted for use in Canada, will require a Canadian Aircraft Type Approval prior to the aircraft being eligible for Certificate of Airworthiness. U.S. applicants (Type Certificate holders) should make their request for Canadian Aircraft Type Approval through the applicable FAA Aircraft Certification Office (ACO) which processed the FAA Type Certificate.

The TCA will advise the U.S. applicant, through the FAA, of the TCA Additional Technical Conditions. These Additional Technical Conditions are the requirements, including Special Conditions, Canadian Additional Airworthiness Requirements, environmental and operational requirements, that might be specified by TCA in addition to the FAA basis of certification to assure compliance with the Canadian Type Approval basis.

Except for simple Normal Category [[airplanes]], a prior condition for the determination of the Additional Technical Conditions will be a technical briefing to the TCA by the applicant, followed by a familiarization inspection of the aircraft and its type design at the applicant's facility. This familiarization may involve a review of the type design data and the basis of type certification, as well as test flights of a representative aircraft.

All such familiarization visits are coordinated through the applicable FAA ACO. Since there is often a delay of several months, following receipt of the application, before such a familiarization can be made by TCA, it is important that requests for an Aircraft Type Approval are made in a timely manner. An additional condition for the acceptance of an application is that there must normally be a bona fide, committed, Canadian customer for the aircraft.

(b) Designed and Manufactured in a Third Country (other than Canada or the U.S.). All aircraft types which were designed and manufactured in a country other than Canada or the United States (third country) require Canadian Aircraft Type Approvals. The Type Approval is based on a validation/familiarization by TCA of the type certification issued by the airworthiness authority in the third country. The procedure is similar to that specified in Section 2.1(a) above, except of course, that the TCA will deal with the third country airworthiness authority, and not the FAA.

(c) Designed and Manufactured in the U.S. and a Third Country. Aircraft having a type design approval in one country and being manufactured in another country, one of which is the United States, are eligible for Canadian Certificates of Airworthiness providing there is a Canadian Type Approval and a written agreement on continuing airworthiness responsibilities between the FAA, TCA and the third country airworthiness authority.

2.2 Engines and Propellers.

(a) U.S. Designed and Manufactured. Any U.S. designed and manufactured engine or propeller installed in an aircraft type which is to be issued with a Canadian Aircraft Type Approval, will require a Canadian Type Approval. U.S. applicants should make their request for the Canadian Type Approval through the applicable FAA Aircraft Certification Office (ACO) which processed the engine or propeller Type Certificate. This approval may require a TCA familiarization inspection at the engine or propeller type design holder's facility.

(b) Designed and Manufactured in a Third Country (Other than Canada or the U.S.). When an engine or propeller designed and manufactured in a third country, other than the U.S. or Canada, is intended for installation on an aircraft which has been issued with a Canadian Aircraft Type Approval, then a Canadian Type Approval is required. The application should be made to the TCA through the third country airworthiness authority and may require a validation/familiarization inspection at the applicant's facility.

2.3 Technical Standard Order (TSO) Products. No separate Canadian equipment approval is required for a TSO product where an FAA letter of design approval has been issued to an applicant located in the United States or Canada. The FAA letter of approval is acceptable to TCA without any further validation being necessary.

2.4 Parts Manufacturing Approvals (PMA). A PMA issued to a U.S. applicant for the design of a part installed on a product which was certificated by the FAA to FAR 21.21 (U.S. domestic type certification) is normally acceptable to TCA without any additional design approval.

A PMA issued for the design of a part installed on a product which was certificated to FAR 21.29 (foreign type certificate) will require TCA approval before that part can be fitted to a Canadian registered aircraft, unless the PMA holder is a supplier to the foreign type certificate holder or has a licensed manufacturing agreement from the foreign type certificate holder.

2.5 Supplemental Type Certificates/Supplemental Type Approvals. A product type design which has been approved in both the U.S. and Canada may be altered in the United States by an applicant who has obtained an FAA Supplemental Type Certificate (STC).

A number of these STC's are automatically recognized by TCA without any additional approval procedure being required. However, any STC's relating to the following categories of aircraft will require review by TCA and an approval, which will be issued as a Canadian Supplemental Type Approval:

(1) Canadian manufactured aircraft for which Transport Canada holds the type design responsibilities.

(2) Third country manufactured aircraft which were later granted either an FAA Type Certificate or a Canadian Type Approval.

(3) Canadian or U.S. manufactured aircraft originally designed for Normal, Utility, Aerobatic or Transport Category which were later converted to Restricted Category, or when by virtue of the effected change(s), these aircraft would normally have been subject to a separate Type Approval had these changes been proposed by the manufacturer (e.g., change in number of engines or engine types using different propulsion systems).

(4) U.S. manufactured aircraft type certificated in either Transport, Restricted or Commuter Category (SFAR 41C), which under the present regulations and policies would require a Canadian familiarization of their FAA Type Certificate. The above policy also applies to older aircraft which were accepted in Canada solely on the basis of their FAA certification, without the conduct of a formal DOT familiarization at the time of import, and thus were not issued with a corresponding Canadian Type Approval, e.g., Boeing 707, 727, McDonnell Douglas DC-8, etc.

(5) U.S. manufactured aircraft modified to accommodate the installation of equipment for which no approved civil airworthiness standard exists for that particular change in type design (e.g., Steep Approach Approvals).

(6) Any aircraft whose related STC addresses the operational design requirements prescribed in either the Air Regulations, Air Navigation Orders, Engineering and Inspection Manual, or the Airworthiness Manual.

(7) Any aircraft whose related STC provides relief or alternate means of compliance with Canadian Airworthiness Directives.

(8) Any aircraft whose related STC authorizes the use of unusual methods of fabrication or unconventional design features (e.g., canard flight controls).

A design approval granted under the FAA field approval procedures is not generally recognized by TCA, although it may be reviewed on a case by case basis and, where compliance against applicable requirements can be shown by the applicant, a TCA approval will be issued.

2.6 TCA Contacts. All questions relating to Canadian type design approval of aeronautical products, as specified in Section 2 above, should be addressed to:

Chief, Programs (AARDE)
Airworthiness Branch
Transport Canada Aviation
Centennial Towers
200 Kent Street
Ottawa, Ontario, Canada K1A 0N8

Facsimile: (613) 996-9178

Telephone: (613) 952-4339

SECTION 3 - TCA CONDITIONS FOR ACCEPTANCE OF AERONAUTICAL PRODUCTS.

3.1 Class I Aeronautical Products - Aircraft. Imported aircraft are eligible for use in Canada where it can be shown and TCA is satisfied that the aircraft conforms to the Canadian approved type design and is in a condition for safe operation.

For an imported aircraft the preferred method of showing conformity is by means of an Export Certificate of Airworthiness.

When an aircraft is imported without an Export Airworthiness Certificate, or other acceptable document, the aircraft will be ineligible for use in Canada until it has been completely overhauled pursuant to Section 507.207(c)(3) of the Airworthiness Manual or its

conformity and condition has been completely verified by an inspection performed by an authorized person or organization in accordance with Section 507.207(c) to (j).

In either case the requirement of Airworthiness Manual Chapter 507 D, Subchapter D must be complied with before the aircraft will be eligible for a Canadian Certificate of Airworthiness.

To be acceptable each export airworthiness certificate must be properly certified by an authorized representative of the FAA and shall include the following information:

- (1) a certification of conformity to the type design specified in the Canadian type approval;
- (2) a list of any major modifications and major repairs approved by the country of export and embodied in the product; and
- (3) a list of all applicable airworthiness directives or equivalent mandatory notices, issued by the country of export, indicating which have been complied with.

3.2 Class I Aeronautical Products - Aircraft Engines and Propellers. Imported aircraft engines or propellers are eligible to be installed on Canadian registered aircraft where it can be shown and TCA is satisfied that the aircraft engine or propeller conforms to the Canadian approved type design and is in a condition for safe operation.

For an imported aircraft engine or propeller the preferred method of showing conformity is by means of an Export Certificate of Airworthiness.

Each imported aircraft engine or propeller must conform to the approved Canadian type design and be accompanied by an export airworthiness certificate.

When an aircraft engine or propeller is imported without an export airworthiness certificate, or other acceptable document, the aircraft engine or propeller will be ineligible for use in Canada until its conformity and condition has been completely verified by an inspection performed by an authorized person or organization in accordance with Airworthiness Manual Section 507.205(c)(4) of the Manual.

When an aircraft engine or propeller does not pass the inspection and cannot be certified it will require a complete overhaul and re-certification before it will be eligible for installation in a Canadian registered aircraft.

To be acceptable to the Minister each export airworthiness certificate must be properly certified by an authorized representative of the FAA and shall include the following information:

- approval;
- (1) a certification of conformity to the type design specified in the Canadian type approval;
 - (2) a list of any major modifications and major repairs approved by the country of export and embodied in the product; and
 - (3) a list of all applicable airworthiness directives or equivalent mandatory notices, issued by the country export, indicating which have been complied with.

3.3 Class II Aeronautical Products - Parts and Appliances. Imported parts and appliances will be eligible for installation on Canadian registered aircraft where:

- (1) the product is new or newly overhauled and conforms to approved design data;
- (2) the product is in a condition for safe operation;
- (3) the product is identified pursuant to Air Regulations, Series II, No. 1.

For Class II aeronautical products imported directly from the United States, the TCA will accept as proof of conformity:

- (1) a signed certification on a company inspection release note, tag or other shipping document stating the name and address of the company, and FAA approval number of Production Certificate (PC), Parts Manufacturing Approval (PMA), Technical Standard Order (TSO) authorization, or Repair Station Certificate as applicable;
- (2) a signed certification, showing the name and address of the supplier, referencing the original documentation issued by a company holding a PC, PMA, TSO authorization or Repair Station Certificate. An acceptable alternative would be for the supplier to attach a copy of the original documentation to his certificate; or
- (3) an FAA Airworthiness Approval Tag, Form 8130-3 signed by an FAA airworthiness representative.

3.4 Class III Aeronautical Products - Standard Aircraft Parts and Materials. Standard aircraft parts and materials are eligible for installation for use on Canadian registered aircraft where:

- (1) the product conforms to the design data for the Class I or Class II aeronautical product which they are a part or component; or
- (2) the product conforms to a recognized government or industry national standard (e.g., AN, SAE, NAS, etc.); and
- (3) the product is identified with the manufacturer's name and part number, either on the product or the packaging whichever is appropriate; and
- (4) the product is in a condition for safe operation.

TCA will accept as proof of conformity a company release document with a statement certifying the product conforms to its recognized standard or specification.

3.5 Aircraft Manuals. When the first aircraft of a type or model is exported to Canada, the exporter is required to provide to the TCA at no charge, seven copies of the Flight Manual, Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, Service Bulletins, and subsequent amendments thereto. In the case of Transport Category aircraft, the required number of manuals, and their format, may be negotiated with the TCA when the aircraft type is first imported into Canada.

3.6 Product Identification. Products imported into Canada must be identified with an identification plate in accordance with Chapter 507 of the Canadian Airworthiness Manual.

3.7 Licensing Conditions for flyaway aircraft. To facilitate the licensing of an imported aircraft in Canada, the following documentation should be forwarded by the U.S. exporter to the TCA Regional Director, Aviation Regulation, in the Transport Canada Aviation Region in which the purchaser is located (addresses of the six Regions and their geographical boundaries are contained in the Attachment 1).

- a) FAA Export Certificate of Airworthiness (C of A), as specified in Section 3.1 above.
- b) Evidence of transfer of ownership to the Canadian purchaser from the last U.S. recorded owner, or in the case of a new aircraft, the manufacturer.

The appropriate TCA Regional Director, Aviation Regulation, should be informed by telegram or telex of the issuance of an Export Certificate of Airworthiness. The following is an example of the required message.

"Export C of A No. _____ covering (make and Model of Aircraft), Serial No. _____ assigned Canadian identification markings _____ purchased by (Canadian Purchaser) being prepared.

Name and address of FAA inspector or designer"

Aircraft being exported to Canada must display Canadian nationality and registration marks. These marks may be obtained by the Canadian purchaser on application to a TCA regional Office.

CANADA (Continued)ATTACHMENT 1REGIONAL OFFICES AND GEOGRAPHICAL BOUNDARIES

Listed below are the addresses (and the geographical boundaries) of the six Regional Offices of the Canadian Department of Transport:

a. Pacific Region

Regional Director, Airworthiness
Transport Canada Aviation
800 Burrard Street, Room 220
Vancouver, British Columbia
Canada V6C 2J8

NOTE: British Columbia, excluding the area north and east of a line ten miles west of the Alaska Highway.

b. Western Region

Regional Director, Airworthiness
Transport Canada Aviation
1100-9700 Jasper Avenue
Edmonton, Alberta
Canada T5J 4E6

NOTE: Alberta, the Northwest Territories west of the 110th meridian, Yukon Territories and that part of British Columbia north and east of a line ten miles west of the Alaska highway, including Deace Lake, British Columbia.

c. Central Region

Regional Director, Airworthiness
Transport Canada Aviation
P.O. Box 8550
Winnipeg, Manitoba
Canada R3C 0P6

NOTE: Manitoba, Saskatchewan, Western Ontario as far east as the 88th meridian and the Northwest Territories lying to the north, more particularly described as follows: That part of Canada bounded by the meridian of 110 degrees W, the Canada-United States border between 110 degrees W, and 88 degrees W, the meridian of 88 degrees W between the Canada-United States border and latitude 60 degrees N, the parallel of 60 degrees North latitude between 88 degrees N and 80 degrees W and the meridian of 80 degrees W, north of 60 degrees N but not including Mansel Island.

CANADA ATTACHMENT 1 (Continued)

d. Ontario Region

Regional Director, Airworthiness
Transport Canada Aviation
4900 Young Street
Suite 300
Willowdale, Ontario
Canada M3N 6A5

NOTE: Ontario east of the 88th meridian.

e. Quebec Region

Regional Director, Airworthiness
Transport Canada Aviation
700 Leigh Capreol
Dorval, Quebec
Canada H4Y 1G7

NOTE: Quebec and those parts of the Northwest Territories to the north and east of the Central Region, not including the Magdalen Islands and Labrador.

f. Atlantic Region

Regional Director, Airworthiness
Transport Canada Aviation
P.O. Box 42
Moncton, New Brunswick
Canada E1C 8K6

NOTE: New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland, including Labrador and the Magdalen Islands.

REPUBLIC OF CHINA - SPECIAL REQUIREMENTS

(New - December 8, 1994)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to China, these special requirements which must be satisfied at the time of export for a particular product.
2. CHINESE AIRWORTHINESS AUTHORITY. The responsibility for controlling flight safety of civil aviation in China is a task of the General Administration of Civil Aviation of China. (hereinafter referred to as CAAC) the Aircraft Airworthiness Department (AAD) of CAAC is responsible for certification of civil aviation products.

CAAC-AAD address:

ATTN: Director, Airworthiness Liaison Division
Aircraft Airworthiness Department
Civil Aviation Administration of China
#155 Dong Si Street West
Beijing 100710 P.R. China
FAX: (86-1) 4033087
Phone: (86-1) 4031730

CAAC-AAD, Regional Airworthiness Offices:

ATTN: Director, Aircraft Airworthiness Division
North China Administration of CAAC
Beijing Capital Airport
100621 Beijing P.R. China

ATTN: Director, Aircraft Airworthiness Division
East China Administration of CAAC
Shanghai Hongqiao Airport
200335 Shanghai P.R. China

ATTN: Director, Aircraft Airworthiness Division
Southwest China Administration of CAAC
Cheng Du Shuangliu Airport
601202 Cheng Du P.R. China

ATTN: Director, Aircraft Airworthiness Division
Northeast China Administration of CAAC
Shenyang Dong Ta Airport
110043 Shenyang P.R. China

ATTN: Director, Aircraft Airworthiness Division
Northwest China Administration of CAAC
Xian Xiguan Airport
723000 Xian P.R. China

ATTN: Director, Aircraft Airworthiness Division
South and Center Administration of CAAC
Guangzhou Bai Yun Airport
6510406 Guangzhou P.R. China

3. SPECIAL REQUIREMENTS FOR ISSUANCE OF TYPE VALIDATION CERTIFICATE FOR IMPORT AIRCRAFT. According to the "Regulations of Airworthiness of Civil Aircraft of the People's Republic of China" (June 1,1987), "Civil Aviation Products and Parts Certification Requirements", CCAR-21, and "Civil Aviation Products Import Certification Procedures" AP-21-01, the Chinese Type Validation Certificate for import aircraft is a prerequisite to issuance of a Chinese Certificate of Airworthiness and the following are the special requirements for issuance of Chinese Type Validation Certificate unless otherwise noted:

3.1 First-of-Type Aircraft

(a) An application form AAC-021 (9/87) (sample enclosed as attachment 1) shall be completed by the USA manufacturer of the concerned aircraft and forwarded to the CAAC-AAD through FAA, together with sufficient engineering information to permit the CAAC-AAD to become acquainted with the type design.

(b) A copy of the aircraft (engine, propeller) FAA issued type certificate and any applicable supplemental type certificates.

(c) A copy of the aircraft (engine, propeller) type certificate data sheets or specifications (includes any supplemental type specifications).

(d) The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CAAC-AAD for review and validation.

(e) A Compliance Checklist with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provision, flight test, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.).

(f) The required markings and placards in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Chinese or bilingual (Chinese and English) form.

(g) The Aircraft Flight Manual shall be identified as a Chinese Aircraft Flight Manual and shall include a statement regarding its applicability to Chinese registered aircraft.

(h) CAAC-AAD will perform an engineering review of the type certification program conducted in USA, to establish the Chinese requirements and special conditions for acceptance of the aircraft model. This review will be conducted through meetings with the aircraft manufacturer and FAA representatives. A final CAAC-AAD validation report will list the requirements for acceptance of the aircraft model, Type Certificate and Type Certificate Data Sheet revision number and date.

(i) The CAAC-AAD data requirements will be listed in the validation report and will include all published documents (Airplane Flight Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Weight and Balance Manual, Service Bulletins, etc.) and Non-published documents (engineering

reports, drawings, flight test results, manufacturer specifications etc.) deemed necessary to substantiate the Chinese approval and support the continuing airworthiness of the aircraft in China.

(j) The published documents will be provided in duplicate copies; one copy to the CAAC-AAD; one to the Regional Airworthiness Division [[of]] the Airlines under its control, as first purchaser of this first-type aircraft. Both organizations must be included in the manufacturer's mailing list to receive regular updating of such documents. The published documents will include, but not limit, the following:

1. Airplane Flight Manual (AFM)
2. Flight Crew Operation Manual (FCOM)
3. Maintenance Review Board reports (MRB) or Maintenance requirements
4. Master Minimum Equipment List (MMEL)
5. Maintenance Manual (MM)
6. Structural Repair Manual (SRM) and Supplemental Structure Inspection

Documents (SSID)

7. Weight and Balance Manual (WBM)
8. Maintenance Planning Documents (MPD)
9. Wiring Diagram Manual (WDM)
10. Illustrated Parts Catalogs (IPC)
11. Power plant Build-up Manual (PBM)
12. Service Bulletins (SB) etc.

3.2 New Aircraft

(a) FAA Export Certificate of Airworthiness for the aircraft, engines, and propellers.

(b) Statement of Modification Status which include:

1. customer options incorporated
2. equipment incorporated

(c) Statement of compliance with Chinese special requirement and engineering reviewing including changed configuration and equipment.

(d) Airworthiness Directives

1. A declaration of compliance with all Airworthiness Directives issued by FAA must be provided, where optional means of compliance are offered, the means chosen shall be stated.

2. FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.

(e) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test.

(f) A copy of significant Material Review Board records or significant deviation records.

(g) Seat configuration approval documents, (pilot, crew member, passenger and special arrangement).

(h) Weight and Balance report and weighing report.

(i) A copy of Noise Certificate.

(j) Records of compass system and magnetic compass swing.

(k) Statement of Compliance with Service Bulletins and Alert Service Bulletins.

(l) Equipment List.

(m) FDR/CVR type and data format records and interpretation reports.

(n) Time/life limitations.

3.3 Used Aircraft. In addition to the requirements in paragraph 3.1 and, where applicable, in paragraph in 3.2, the following is also required for used aircraft:

(a) A complete history of the aircraft, engines, propellers, components and equipment including:

1. The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations,

2. The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(b) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tail planes, helicopter rotors or transmission components, and histories of all replaced components.

(e) Details of major structural repairs including the nature of damage in each case.

4. SPECIAL REQUIREMENTS FOR ISSUANCE OF VALIDATION SUPPLEMENTAL TYPE CERTIFICATE FOR IMPORT AIRCRAFT The procedures for application of VSTC, engineering and documentation supply are similar to paragraph 3 above.

5. SPECIAL REQUIREMENTS FOR ISSUANCE OF TYPE VALIDATION CERTIFICATE FOR IMPORT AIRCRAFT ENGINES AND PROPELLERS. The procedures for application of Aircraft Engines and Propellers Type Validation Certificate, engineering reviewing and documentation supply are similar to paragraph 3 above.

6. SPECIAL REQUIREMENTS FOR ISSUANCE OF INSTALLATION APPROVALS FOR FAA-TSO APPROVED IMPORT PRODUCTS.

(a) An application for validation of design approval or an application letter shall be completed by the USA manufacturer of the concerned equipment and forwarded to the CAAC-AAD through the FAA, including the following:

1. Sufficient technical data to describe the product and its intended utilization;
2. Copy of the FAA approvals and the certification basis including the adopted standard or specification;
3. Statement of Compliance with the certification basis including a list (by title and number) of the substantiation reports developed for FAA certification;
4. The published documents such as: Maintenance and Overhaul manuals. Parts Catalog, Service Bulletins, etc., may also be required.

(b) After reviewing such documents, the CAAC-AAD will advise the applicant by letter of any additional Chinese requirements or special conditions, and any engineering reviewing required, to approve the installation of the product on Chinese aircraft.

(c) A Validation of Design approval and a letter of installation approval will be issued by CAAC upon compliance with the requirements established in paragraph (a) and (b) above.

7. PROCEDURE FOR APPROVAL OF OTHER CLASS II AND CLASS III IMPORT PRODUCTS.

(a) The USA manufacturer of such class II and class III equipment may be required to supply information and documentation as may be deemed necessary by the CAAC-AAD, to justify its installation on a class I product for which CAAC-AAD certification is sought.

(b) The CAAC-AAD approval of such product will be granted by the issuance of the Chinese Type Validation Certificate or Type Certificate for the class I product on which they are installed.

(c) Statement of compliance with FAR 21. Subpart L.

(d) Statement of compliance with all relevant Airworthiness Directives and Service Bulletins.

8. EXPORT AIRWORTHINESS APPROVALS. Each class II or class III product exported to China shall receive an FAA export airworthiness approval tag (FAA Form 8130-3) in accordance with FAR 21 Subpart L, and FAA certificate of conformity, which shall also indicate that the product is in compliance with the CAAC-AAD special requirements established.

9. CONTINUING AIRWORTHINESS. The USA manufacturer of product which has received the CAAC-AAD Type Design approval according to paragraph 3 through 7 shall be responsible for [[informing the CAAC-AAD]] of all relevant information regarding the continuous airworthiness of its product in China. This shall include prompt communication to CAAC-AAD of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.

10. NOISE REQUIREMENTS. The USA manufacturer who applies for an import Type Validation Certificate of a new type of aircraft shall comply with the noise requirements of the ICAO Annex 16 rules or Chinese special requirements.

REPUBLIC OF CHINA ATTACHMENT 1

APPLICATION FOR
TYPE VALIDATION CERTIFICATE
OF CIVIL AVIATION PRODUCT

1. Name of applicant_____

2. Address of applicant_____

3. Purpose of this application:

Type certificate

Type approval

Supplemental type certificate

Supplemental type approval

4. For type certificate/approval complete the following items:

Model designation applied for _____

Attach: Design explanation, main technical data, the airworthiness standards of the design documentation, construction and performance, (including drawings).

5. For supplemental type certificate/approval, complete the following items:

Model designation of product to be modified_____

6. I certify that the statement of this application and attachments furnished herein are correct and without error.

Name (signature)_____ Organization_____

Title_____

Date_____

REPUBLIC OF FRANCE - SPECIAL REQUIREMENTS

(Revised - June 7, 1978)

1. INTRODUCTION.

a. Effective October 12, 1968, to be eligible for a French standard airworthiness certificate, an aircraft imported into France must be of a type which has been issued a French type certificate for import, except as provided in paragraph 2.a.(2) of these special requirements. In addition, US. manufactured aircraft must meet the export rules in Federal Aviation Regulations (FAR) Part 21, Subpart L. The requirements for issuance of French type certificates are contained in "Conditions de Navigabilite des Aeronefs Civile Arrete of September 1967," (for convenience, referred to hereinafter as the "CNAC") and in French Circular No. 5403 DTA/M, S.G.A.C. dated November 13, 1968. Other French documents and circulars also apply, as referred to in the text that follows. Copies of French documents and circulars can be obtained from the French Embassy or the Ministere des Transports Aeirens, Secretariat General a l'Aviation Civile, 93 Boulevard de Montparnasse, Paris 6e, France. Since a French type certificate for import is a prerequisite to issuance of a French airworthiness certificate, these special requirements include an outline of the general requirements for obtaining such type certificates.

b. Class II and III products will be exported in accordance with the provisions prescribed in Part 21, Subpart L of the United States Federal Aviation Regulations. In particular, each class II and III product will be exported with an Airworthiness Approval Tag. Aeronautical authorities of the importing country (S.G.A.C.) shall promptly advise the aeronautical authorities of the exporting country of any additional requirements which the importing country finds necessary to insure that the products meet a level of safety equivalent to that which be effective for a similar product produced on the importing state. This will be confirmed by the importing agent on his orders.

2. REQUIREMENTS FOR ISSUANCE OF FRENCH AIRWORTHINESS CERTIFICATES AND PERMITS.

a. Standard Airworthiness Certificates.

(1) Except as provided in paragraph 2.a.(2), a U.S. Export Certificate of Airworthiness, FAA Form 8130-4, may be exchanged against a French airworthiness certificate only if the following requirements have been met.

- (a) The aircraft type must have a French type certificate for import.
- (b) The requirements of Article 11B of the CNAC must be complied with.

(2) If a French standard airworthiness certificate was issued prior to October 12, 1968, for at least one aircraft of a particular type, then aircraft of that type may continue to be issued French standard airworthiness certificates on the basis of equivalency with the U.S. Export Certificate of Airworthiness, even though the particular model involved may not have been issued a French type certificate for import. French airworthiness certificates are issued under these conditions subject to compliance with other requirements of the CNAC (reference CNAC Article 5, paragraph 2).

NOTE: An aircraft having major changes which required approval under Federal Aviation Regulations (FAR) Part 21, Section 21.97 and/or FAR Part 21, Subpart E, is not eligible to obtain a French airworthiness certificate under the provisions of paragraph 2.a.(2) even though an aircraft of the same model may have been issued a French airworthiness certificate prior to October 12, 1968. In order to obtain a French standard airworthiness certificate, the applicant must comply with the procedures outlined under paragraph 2.a.(1). A French type certificate for import or an extension of a type certificate for import will be issued each time that the FAA issues a new type certificate or an STC for a model based on a model previously imported.

b. Special Airworthiness Certificates. A French special airworthiness certificate may be issued to an aircraft of a model for which application has been made for a French type certificate for import, in order to facilitate its use under the conditions spelled out in Article 5, paragraph 2B of the CNAC, provided that the Secretariat General of Aviation Civil (S.G.A.C.) is familiar with the model. In addition, the procedure required for issuance of special airworthiness certificates will be applied in the case of aircraft in the restricted category.

c. Permit. A permit may be issued by the S.G.A.C. to an aircraft which has provisional French registration markings only to permit the ferrying and tests necessary for aircraft type certification. Normally, the S.G.A.C. will not authorize any private utilization and the permit may, basically, be renewed only for a total period of time not to exceed one year (reference CNAC Article 13 and 19, and Article 5, paragraph 3).

3. REQUIREMENTS FOR ISSUANCE OF FRENCH TYPE CERTIFICATES FOR IMPORT FOR U.S. MANUFACTURED AIRCRAFT.

a. Applicant.

(1) The applicant for a French type certificate for import must be the person responsible for maintaining the level of airworthiness for the aircraft. Generally such person would be the manufacturer who originally obtained, and who holds the U.S. type certificate. If the U.S. type certificate has been transferred by the original holder, the new holder (applicant) must be capable of, and responsible for maintaining the level of airworthiness.

(2) In exceptional cases, it is possible to accept an application for a French type certificate for import from a person who is not the U.S. type certificate holder, provided that the applicant furnishes proof that he has been duly authorized to take over complete responsibility for the type certificate under the licensing provisions of Federal Aviation Regulations Part 21, Section 21.47.

b. Documents. The required documents are specified in Article 11 of the CNAC and under paragraph 5 of these special requirements.

c. Special Conditions. A U.S. applicant for a French type certificate for import must show compliance with the applicable FAR's, plus any special conditions imposed by the S.G.A.C. Three types of special conditions are outlined in paragraphs 3.c.(1), (2), and (3). The primary purpose of the special conditions is to guarantee an airworthiness level equivalent to that of aircraft built and certified in France.

(1) Administrative Special Conditions.

(a) Language. The documents which the S.G.A.C. requires to be furnished may be in English except for the following, which must be provided in French:

- 1 the type certificate (TC), data sheet;
- 2 the flight manual; and
- 3 the proposed maintenance guide.

NOTE: The S.G.A.C. will verify the translations of these documents and must approve the TC data sheet and the flight manual.

(b) Document Format. The TC data sheet, flight manual, and proposed maintenance guide must be prepared in accordance with the formats specified in the following:

1 TC Data Sheet. The S.G.A.C. will accept a simple translation into French of the TC data sheets approved by the FAA.

2 Flight Manual. The flight manual in French, which must be carried in each aircraft imported into France, must be either a simple translation of the FAA approved flight manual when one exists, or if a flight manual does not exist, a similar document must be established for the purpose of import into France and must contain the following sections:

- a Limitations.
- b Normal Operations.
- c Emergency Operations.

d Performance (Limited to only the approved performance conforming to the requirements of the applicable airworthiness FAR part).

3 Proposed Maintenance Guide. It is recommended that the proposed maintenance guide correspond to the instructions of the GENERAL DEFINITION OF "ROUTINE MAINTENANCE" INSPECTION of the Bureau Veritas, copies of which are available from the French Embassy.

(c) Units of Measurement. Aircraft instruments must be graduated in terms of legal or accepted French units; however, where other units are used in accordance with strongly established aeronautical practice, and if failure to comply with this practice would reduce aircraft safety, then such units may be accepted and must be used in the manuals. If illegal or unaccepted units are used, the manuals must contain conversion tables. The following chart outlines legal and acceptable units of measurement.

| Measure | Legal Units | | Units Allowed in Aeronautics | |
|--------------|-----------------------------|------------------|------------------------------|--------|
| | Name | Symbol | Name | Symbol |
| Length | Meter* | m | Nautical Mile | NM |
| Area | Square Meter* | m ² | - | |
| Volume | Cubic Meter* | m ³ | - | |
| | Liter* | l | - | |
| Angles | Degree* | o | - | |
| Mass | Kilo* | kg | - | |
| Time | second, | s | - | |
| | minute | mn | - | |
| | hour | h | - | |
| Frequency | Hertz* (1 cycle per second) | Hz | - | |
| Speed | Meter per second | m/s | Feet per minute | ft/mn |
| | Kilometer per hour | km/h | Knots | Kts |
| Acceleration | Meter per second square | m/s ² | - | |
| Temperature | Kelvin degree | K | - | |
| | Centigrade | C | - | |
| Work | Joule* | J | - | |
| Power | Watt* | W | - | |
| Pressure | (bar) | | - | |
| Pressure | Millibar | mb | - | |

* With decimal multiples and submultiples.

Note: Electrical units: Ampere, Volt, Ohm -- International System

(2) General Technical Special Conditions. These special conditions would be required as a result of differences between the French regulations and the United States Federal Aviation Regulations.

(3) Specific Technical Special Conditions. These conditions would pertain to any possible unusual characteristics in the design, construction, or operation of the aircraft under consideration.

4. HOW TO OBTAIN A FRENCH TYPE CERTIFICATE FOR IMPORT. In the following procedures, any of the required documents and data which would normally be approved by the FAA for issuance of U.S. Type Certificates must also be FAA approved for issuance of French Type Certificates for Import.

a. General.

(1) The French require that the application be submitted to the pertinent government agency. Insofar as the FAA is concerned, this means that the application must be submitted to the FAA Aircraft Certification Office of the Directorate in which the applicant is located, Attention: Manager, Aircraft Certification [[Office]]. The FAA will transmit the application to the S.G.A.C. (An example of a standard application form is reproduced under paragraph 6 of these special requirements.) A statement including the following information and signed by the Manager of the Aircraft Certification [[Office]] should be provided the S.G.A.C. with the application:

(a) The FAR upon which the issuance of the U.S. Type Certificate is based;

(b) If applicable, a copy of the complete text of each special condition imposed by the FAA in connection with issuance of the type certificate; and

(c) If applicable, a copy of the complete text of each exemption which may have been granted.

(2) The manufacturer should provide the S.G.A.C. with all of the officially requested documents (reference paragraph 5).

(3) Following compliance with preceding paragraphs 4.a.(1) and 4.a.(2), the S.G.A.C. will transmit to the FAA Washington Office [[(AIR-100)]] the special conditions as provided for under paragraph 3.c., with a copy to the appropriate FAA Aircraft Certification Office and a copy to the applicant.

(4) The aircraft would be considered eligible for a French Type Certificate for Import when the FAA certifies to the S.G.A.C. that the aircraft type meets the French special conditions and the Federal Aviation Regulations upon which issuance of the U.S. Type Certificate is based. This certification does not preclude special requests which the S.G.A.C. might subsequently submit in order to make certain in-flight checks and/or certain technological inspections on its own.

b. Special Procedures for Delegation Option Manufacturers. Manufacturers holding a Delegation Option Authorization, issued under FAR Part 21, Subpart J, must comply with the general provisions of paragraph 4.a., except as follows:

(1) Applications for a French Type Certificate for Import may be submitted directly [[to]] the S.G.A.C., with a copy to the FAA Aircraft Certification Office. The manufacturer should state in his application that he holds an FAA Delegation Option Authorization, giving the date of issue, FAA region which issued the authorization, and the number assigned. The French Type Certificate for Import, when issued, will be addressed directly to the manufacturer, with a copy for the Aircraft Certification Office.

(2) The S.G.A.C. will accept statements, certifications, and issuances that are within the scope of FAR Part 21, Subpart J, provided that:

(a) Pertinent documents are signed by personnel approved by the FAA (reference FAR Part 21, Section 21.235(b)); and,

(b) The manufacturer furnishes a list of authorized signatures to the S.G.A.C. and maintains the list in a current condition.

5. The following documents are normally required for obtaining French type and airworthiness certificates.

a. Type Certificate for Import.

(1) A copy of the U.S. Type Certificate for the aircraft type.

(2) A copy of the Type Certificate Data Sheet.

(3) Summary of flight test reports for aircraft type certification. The characteristic data furnished must substantiate operation within a reasonable range of weights, altitudes, and atmospheric conditions.

(4) Summary of static test reports relative to the principal structural elements, specifically giving the loads, the dimensions, the stresses, and the safety margins, or a summary of complete static tests performed prior to issuance of the U.S. type certificate.

(5) Summary of vibration test reports.

(6) Complete index of reports and notes prepared for U.S. type certification of the aircraft, including systems.

(7) A statement by an authorized representative of the manufacturer (applicant) that the Bureau Veritas, 31, rue Henri Rochefort, Paris 17 eme, France, acting for the S.G.A.C., will systematically be furnished with all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guarantee the maintenance of an acceptable airworthiness level for the aircraft.

(8) A separate parts catalog for the aircraft, the engine(s), the propeller(s), and the principal accessories and other equipment items.

(9) A list of special installations and equipment necessary for the inspection and maintenance of the aircraft, its engine(s), propeller(s) and principal accessories and other equipment items, together with:

- (a) a list of permissible tolerance limits;
- (b) a statement of the nature and periodicity of maintenance inspections; and
- (c) complete information on lubricating, fuel, and hydraulic circuits.

(10) Two copies of information necessary for the assembly of the aircraft, if the aircraft is of a type which will be exported unassembled and without having had a production flight test.

(11) The following manuals for the aircraft, the engine(s), the propeller(s), and accessories:

- (a) Flight manual (two copies).
- (b) Maintenance manual (two copies).

b. The documents listed in paragraph 3.c.(1)(a)2 and 3, as well as the following documents, will be required for each individual NEW aircraft imported into France.

(1) One copy of a list of radio and electrical equipment items, with their characteristics and their operating instructions. These equipment items must conform to the applicable categories for which there are French certification requirements.

(2) One copy of the production flight test report for the aircraft involved, including a copy of the flight test checklist utilized when testing the aircraft.

(3) A U.S. Export Certificate of Airworthiness, FAA Form 8130-4, for the aircraft.

(4) A weight and balance record containing a complete inventory of all equipment and instruments.

(5) A list of modifications that have been incorporated, at least those covered by service bulletins, except that, if the manufacturer's information distribution system has been found satisfactory by the S.G.A.C., submittal of such a list is not required.

c. For an individual, USED aircraft, the following documents must be furnished in addition to those specified under paragraph 5.b.:

(1) A summary of modifications, including:

- (a) a summary of mandatory changes made,
- (b) a list of modifications recommended by the manufacturer (service bulletins, etc.), and
- (c) a list and description of modifications made by the previous owners.

(2) A summary and date of past maintenance inspections and the operating hours since the last inspection of each type.

6. Example of Standard Application Form for a French Type Certificate for Import.

- 1. a. Application for Type Certificate for Import: _____
- b. Application for Extension of Type Certificate for Import: (Type Certificate No.): _____

- 2. Name of Applicant:
- 3. Status of applicant with respect to aircraft to be certificated:
Original Manufacturer: _____ Licensee: _____

4. Applicant's Complete Address:

- 5. Address of Production Plant:
- 6. Aircraft Description:
Make:

Model:

- 7. Descriptive Documents (enclose copies with application):
 - a. FAA Type Certificate No. _____
 - b. FAA Type Certificate Data Sheet dated _____

8. FAA Type Certification Basis (FAR):

9. Date:

10. Applicant's Title and Signature:

FEDERAL REPUBLIC OF GERMANY (FRG)
SPECIAL REQUIREMENTS FOR THE IMPORT OF
AERONAUTICAL PRODUCTS FROM THE UNITED STATES

(Revised - August 24, 1994)

1. INTRODUCTION. The special requirements described herein supplement the Agreement between the Governments of the United States and the Federal Republic of Germany of May 31, 1974, on the reciprocal acceptance of export airworthiness approvals. Part 21, Subpart L of the U.S. Federal Aviation Regulations is taken as a reference, and must be complied with, as applicable.

The airworthiness authority in the FRG, and hence the competent address for applications or enquiries relative to these requirements is the Luftfahrt-Bundesamt (LBA).

2. ELIGIBILITY.

2.1 Aircraft or other Class I products to be exported to the FRG must be eligible for airworthiness certification in the United States "Standard" classification and comply with those additional requirements as necessary to establish conformance with each product's LBA-approved type design.

NOTE: Aircraft or other Class I products eligible for certification in the United States "Restricted," "Limited," or "Experimental" classification will be considered on an individual basis.

2.2 Class II and III products to be exported to the FRG must conform to a specified LBA-approved design or standard.

3. AERONAUTICAL PRODUCTS REQUIRING LBA APPROVAL.

3.1 The following aeronautical products - among them products which are U.S. Class II - require LBA approval by issuance of a type certificate:

- (1) Airplanes.
- (2) Rotorcraft (Helicopters, Gyroplanes and Rotodynes).
- (3) Airships.
- (4) Powered Sailplanes.
- (5) Sailplanes.
- (6) Manned Balloons.
- (7) Personal Emergency Parachutes.
- (8) Aircraft Engines.

(9) Aircraft Propellers.

(10) Auxiliary Power Units (APU's).

(11) Hand Fire Extinguishers.

(12) Radio Equipment to be installed in aircraft as per Nos. 1 through 6 above, or as removable equipment for use in emergencies.

3.2 Details on LBA type approval of an aeronautical product listed under paragraph 3.1 Nos. 1 to 12 and of any change that product may undergo (as f.i. under the provisions of Subpart E of FAR Part 21) are specified in paragraphs 4.1 to 4.5.

3.3 Items of equipment, which have a major influence on the airworthiness of aircraft or on the safety of the occupants, and which can be categorized as U.S. Class II based on the fact of their being listed in the "C" series under the Joint Technical Standard Order (JTSO) System, but not limited to that list, must be LBA approved in accordance with the provisions of paragraphs 3.5 and 3.6. The items in question may be inquired at the LBA.

3.4 Standard Parts and such articles, which can be categorized as U.S. Class III will be accepted by the LBA on the basis of a certified statement by the manufacturer (Approval Tag for Class III products according to FAR 21.333) confirming acceptance for use with regular Class I and Class II products.

3.5 Approval of equipment - except radio equipment, APU's, and hand fire extinguishers, which must in any event be approved separately as a type by the LBA (see paragraphs 3.1) - installed in aircraft to be exported to the FRG as listed in the FAA approved equipment list of that aircraft, may be covered by the LBA type certificate of that aircraft (paragraph 4.5 remains unaffected).

3.6 Items of Class II equipment as under paragraph 3.3, which are exported separately to the FRG and which are not spare parts of certificated aircraft, may receive a separate LBA approval, provided the relevant equipment has already been FAA approved, e.g., by TSO Authorization as per FAR Part 21, Subpart O. The procedures which must be followed in this case are specified in paragraph 5.

3.7 Integrated systems must be certificated with the aircraft.

4. HOW TO OBTAIN A GERMAN TYPE CERTIFICATE.

4.1 Applicant. The applicant for a German type certificate ("Musterzulassung") or a change thereof must be the manufacturer or, where applicable, the U.S. type certificate or U.S. supplemental type certificate holder.

In some special cases it may be possible to accept an application for an LBA type certificate from a person who is not the manufacturer (type certificate holder), provided the applicant furnishes proof that he has been duly authorized and is capable to assume complete responsibility for the product in regard to continuing airworthiness.

4.2 Competent Authority and Procedure.

4.2.1 The application for an LBA type certificate or change of type certificate (see paragraph 4.5) and any documents the LBA may require in this context and as they are listed as a minimum under paragraph 4.4 must be forwarded to:

Luftfahrt-Bundesamt
P.O. Box 3054
38020 Braunschweig
Federal Republic of Germany
Phone: (0531) 2355 - 0
Fax: (0531) 2355 - 254

A copy of the application letter shall be sent to the appropriate FAA aircraft certification office as well as to:

Department of Transportation
Federal Aviation Administration
Brussels, Aircraft Certification Office
c/o American Embassy
27, Boulevard du Regent
B-1000 Bruxelles, Belgium

4.2.2 The LBA will acknowledge receipt of the application and establish the procedure, including:

(a) definition of the certification basis (see paragraph 4.3);

(b) details on information and data required in addition to the documents listed under paragraph 4.4;

(c) date and place of the LBA visit to the appropriate FAA aircraft certification office and the manufacturer's facilities; and

(d) date and place of the certification test flight to be performed by the LBA, if applicable, with the relevant FAA offices being informed accordingly.

4.3 Certification Basis.

4.3.1 The basis for the LBA type certification will be the applicable requirements established or adopted by the FRG. Moreover, any special conditions the LBA may specify in order to cover features which are not covered by existing requirements and practices, and the additional requirements listed

under § 6 and, where applicable in the enclosure, must be met. The LBA may grant exceptions, if the level of safety is not impaired.

NOTE: "Applicable requirements" means: For products undergoing certification and for products currently in production

(1) in case of airplanes, rotorcraft, sailplanes and powered sailplanes, aircraft engines, propellers, APU's:

(i) the applicable JAR (Joint Airworthiness Requirements) of the same date at which U.S. certification was based; or

(ii) the applicable FAR including each special condition upon which the issuance of the U.S. Type certificate is based plus such additional requirements as necessary to provide a level of safety as intended by the JAR at the time of the original application.

NOTE: For large transport category airplanes formerly German-adopted FAR Part 25 was replaced by JAR-25, effective: January 1, 1980; the same applies for aircraft engines and propellers where FAR Parts 33 and 35 were replaced by JAR-E and JAR-P resp., effective January 1, 1989; FAR Part 23 for small and commuter airplanes, and FAR Parts 27 and 29 for rotorcraft are still valid German regulations, but will be replaced by their respective JAR's in the near future.

(2) in case of manned balloons (according to the type of project, and with the principles outlined under (1)(i) and (1)(ii) above equally in place):

5. DVLuftBauO-LFHB "Lufttüchtigkeitsforderungen für Heißluftballone" (Hot-air balloons), resp.

7. DVLuftBauO-LFGB "Lufttüchtigkeitsforderungen für bemannte Gasballone" (Gas balloons);

(3) in case of airships, personal emergency parachutes, hand fire extinguishers: those airworthiness requirements as the LBA may define on the applicant's request;

(4) in case of radio equipment: those minimum performance standards made applicable by the relevant JTSO (or TSO, if equivalent and agreed by LBA).

For products no longer in production, such airworthiness requirements as the LBA finds acceptable in the particular case.

4.3.2 In particular cases, especially for aeronautical products of unconventional design, and in order to meet standards required by the German aircraft operations regulations, the LBA may establish additional airworthiness requirements which are necessary to ensure an acceptable level of airworthiness.

4.4 Documents Required for Type Certification.

4.4.1 Aircraft. For the issuance of an LBA type certificate for an aircraft, the following or equivalent documentation (copies acceptable) must be submitted:

- (a) FAA Type Certificate (TC).
- (b) The latest issue of the FAA Type Certificate Data Sheet (advance copy may be accepted).
- (c) FAA approved Flight Manual and/or Pilot's Operating Handbook and "Flughandbuch" in accordance with paragraphs 6.1 and 6.2, where applicable.
- (d) General engineering description of the aircraft including the basic definition of the type design, accompanied by three-view drawings of major assemblies, installations, and primary structure.
- (e) A list of
 - (1) all documents submitted for FAA type certification.
 - (2) all major modifications that supplement the basic type design at the time of German certification.
- (f) Manufacturer's Compliance Checklist.
- (g) Master Drawing List.
- (h) Type Inspection Authorization (TIA) including all amendments.
- (i) Type Inspection Report, Part II (Flight).
- (j) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e., Operating, Maintenance, Overhaul and Repair Manuals.
- (k) The Weight and Balance Manual.
- (l) The FAA approved Master Equipment List and Optional Equipment list.
- (m) A list of radio communication and navigation equipment.
- (n) Master Minimum Equipment List (MMEL).
- (o) Maintenance Review Board (MRB)/Maintenance Planning Data Document (MPD).

- (p) A Parts Catalogue relating to the aircraft and major equipment.
- (q) A complete set of information on modifications and on special inspections (e.g. Service Bulletins, Airworthiness Directives).
- (r) An updated list of current revisions (publication status) of all documents necessary for safe operation of the aircraft.
- (s) Certification summary report.
- (t) In case of sailplanes, powered sailplanes, and manned balloons a statement signed by FAA that
 - (1) the aircraft's type design has been examined, tested, and found to meet the applicable FRG airworthiness requirements and such other conditions as can be drawn from this set of special import requirements, and
 - (2) mandatory modifications and/or Airworthiness Directives issued by FAA from the time the product was type-certificated in the U.S. to the time the LBA issues its type certificate are embodied in the FRG Type Design, and
 - (3) there are no features or characteristics in the aircraft's type design prejudicial to safe operation.

The LBA may request additional information and data. For language requirements see paragraph 6.1.

NOTE: (1) The above listed documents will be kept on file with the LBA.

- (2) The applicant must forward to the LBA all revisions (pertinent to the German type certificate) to the above listed documents, Service Bulletins and other pertinent data free of charge as soon as these are available.
- (3) The LBA reserves the right to request the documents contained in the lists under (e) and (j).
- (4) Microfilm/-fiche documentation is acceptable for Maintenance-, Overhaul-, Repair Manuals and Parts-Catalogues only. (Not applicable for sailplanes, powered sailplane, and manned balloons where this kind of documentation will not be accepted).

4.4.2 Radio Equipment.

4.4.2.1 For the issuance of an LBA type certificate for radio equipment, the following or equivalent documentation must be submitted:

(a) One copy each of

- 1 the manufacturer's Statement of Conformance submitted to FAA.
- 2 TSO Authorization or other evidence of FAA approval.
- 3 the TSO Compliance Test Report.

(b) A general arrangement drawing and such data and descriptive information needed by LBA to prepare the type certificate data sheet.

(c) Technical Manuals. (e.g., Instruction Manual, Maintenance/Overhaul Manual, Installation Manual) shall contain information relative to the physical, mechanical, and electrical characteristics of the radio equipment concerned. The manuals shall provide all useful and necessary installation, operation, maintenance, and parts information on the major units of the system such as receiver/transmitter, indicator, antenna, control unit. The manuals shall be the latest issue.

(d) Operational Information. If the appropriate technical manuals do not provide operational information for pilot's use, the manufacturer has to furnish the necessary instructions in the form of a pilot's guide or manual.

(e) One specimen of illustration each of the name plates used to mark the major units of the system.

The LBA may request additional information and data.

NOTE:(1) The above listed documents will be kept on file with the LBA.

(2) The applicant must forward to the LBA free of charge all listed documents, Service Bulletins, and other pertinent data as soon as these are available.

4.4.2.2 Prior to forwarding the application for type certification of radio equipment to the LBA, the equipment in question must pass a spurious emission test performed by the Bundesamt für Zulassungen in der Telekommunikation.

Application for said test must be forwarded by the manufacturer or his authorized agent to:

Bundesamt für Zulassungen
in der Telekommunikation
Postfach 100443
D-66004 Saarbrücken
Federal Republic of Germany.

The conforming BZT-letter must be submitted to the LBA together with the certification application.

4.4.3 Products Other Than Aircraft and Radio Equipment. For engines, propellers: Documents corresponding to those under 4.4.1 as applicable. For APU's, hand fire extinguishers, and personal emergency parachutes at least the documents as per paragraph 4.4.2.1.

4.5 Changes to Type Certificates. Each change of a product under LBA type certificate must be LBA approved in accordance with the procedure under paragraph 4.2 for its inclusion in the type design.

Changes in this context are:

- a) "Major changes" according to FAR 21.93(a); and
- b) Changes covered by a supplemental type certificate in accordance with FAR Part 21, Subpart E.

Formal LBA approval must also be sought for any revision or supplement of a Flight Manual (Pilot's Operating Handbook), regardless of such a document being required in the U.S. or not (see paragraph 6.2), and including its German version as applicable.

5. HOW TO OBTAIN LBA EQUIPMENT APPROVAL.

(For radio equipment see paragraphs 3.1 and 4.4.2)

5.1 Applicant. The applicant for LBA approval of U.S. Class II equipment as referred to under paragraphs 3.6 must be the manufacturer.

5.2 Procedure.

5.2.1 The application for LBA equipment approval shall be made by letter (for address see paragraph 4.2) with copy to the appropriate FAA Aircraft Certification Office, stating the relevant JTSO or such other specification accepted by FAA, the equipment complies with. Relevant documentation as per paragraph 5.3 must be included.

5.2.2 The LBA will acknowledge receipt of the application and inform the applicant of any additional requirements found necessary to assure an acceptable level of safety. Furthermore, the LBA will advise date and place of a visit to the manufacturer's facilities, if such a visit is desirable.

5.3 Documents required for LBA equipment approval. The following documentation must be submitted:

(a) One copy each of

- 1 the manufacturer's Statement of Conformance submitted to FAA.
- 2 the design approval letter or the Letter of Acceptance issued by FAA.
- 3 FAA Supplemental Type Certificate (STC).
- 4 FAA approved drawing list.
- 5 The Equipment Qualification or TSO Compliance Test Report.

(b) Drawings and such descriptive information as will define the equipment sufficiently for LBA to decide, whether additional requirements according to paragraph 5.4 have to be prescribed.

(c) A list of operating-, maintenance-, overhaul- and repair manuals, and documentation necessary for safe operation and continuing airworthiness of the equipment.

(d) A copy of the Installation Manual, where appropriate.

(e) A complete set of information on modifications and on special inspections (e.g., Service Bulletins).

NOTE: A revision service free of charge shall be provided.

5.4 Notification of Additional Requirements. Additional requirements which the LBA may prescribe will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by LBA requirements and practices, and as are necessary to comply with the German regulations for the operation of aircraft.

(b) Cater for differences between JTSO and TSO specifications.

(c) Cover features which are not covered by existing requirements and practices.

(d) Provide such failure analyses as are needed to ensure that the equipment is airworthy, when installed in accordance with the equipment manufacturer's instructions.

5.5 Privileges. Equipment articles, the design of which is stated by the applicant (manufacturer) to meet all safety needs required including a fabrication inspection system supervised by FAA, and thus found acceptable to the LBA, will be registered as being approved for use or installation in LBA certificated aircraft within the limitations of its design data sheet.

5.6 Changes of Products Under LBA Equipment Approval. Each design change of a product requiring substantially complete investigation for showing compliance with any requirement, forming part of the specification found acceptable to the LBA, and hence can be classified a "major change" must be notified to the LBA together with written evidence of FAA approval.

6. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION OF AIRCRAFT.

6.1 Language. Except where an exemption is granted as indicated below, all operating instructions (including markings and placards) must be provided in the German language.

Exemptions: Operating instructions except placards for passengers for all multiengine airplanes, and for rotorcraft of more than 2,000 kg (4,400 lbs) maximum weight. Maintenance instructions may be in English except for sailplanes, powered sailplanes, manned balloons, and parachutes.

6.2 Flight Manual or Pilot's Operating Handbook. Contrary to the U.S. practice a Flight Manual is required for each kind of aircraft regardless of weight. Flight Manuals for transport category airplanes shall only cover those models certified for Germany ("German Envelope Manual") Formal approval must be sought for each Flight Manual (Pilot's Operating Handbook). The Flight Manual (Pilot's Operating Handbook) in the German language (see paragraph 6.1) should correspond to GAMA scheme or equivalent and needs LBA approval. As to revisions to the Flight Manual (Flughandbuch) refer to paragraph 4.5.

6.3 Noise Limits. According to the "Luftverkehrsgesetz" (German Aviation Act), an aircraft will be eligible for a Certificate of Airworthiness ("Lufttüchtigkeitszeugnis") only, if its noise level is as low as technologically practicable, and appropriate to the type of aircraft to which it applies. For conformity, the German noise requirements based on ICAO-Annex 16 with the [[title]] "Lärmschutzforderungen für Luftfahrzeuge - LSL" must be complied with.

6.4 Anticollision Lights and Colour Markings. All airplanes, except single or two seated airplanes with a maximum weight of less than 600 kg (1,300 lbs), and rotorcraft must be equipped with anticollision lights in accordance with the applicable airworthiness requirements. For powered sailplanes and small airplanes as characterized before, intended to be operated in daylight only, some lesser standard is acceptable. Conspicuous colour painting may be used instead of anticollision light in predominant areas in these cases. White or bright yellow painted sailplanes are exempted from any installation or painting requirement. Detailed information is available on request from the LBA.

6.5 Installation of Shoulder Harnesses.

(a) As a retroactive requirement where the certification basis is up to Amendment 19 of FAR 23.785(g), the front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap. The installation must meet the applicable airworthiness requirements.

(b) Seats of acrobatic category airplanes must be equipped with a shoulder harness approved for acrobatic flight for each occupant. The installation must meet the appropriate JAR requirements.

6.6 Transport Category Airplanes and Rotorcraft. Transport Category airplanes and Rotorcraft in commercial service must according to the 1. DVO-LuftBO (Erste Durchführungsverordnung zur Betriebsordnung für Luftfahrtgerät - First Implementation Order to Aircraft Operation Order) comply with the respective newest JAR as to fire precautions and emergency exit and emergency lighting provisions. The LBA may grant exemptions. The LBA should in any case be approached in this context prior to final fixing of the certification basis for avoiding unnecessary discussions, and delay of delivery of the individual product. (see also Enclosure I item 2 in this context).

7. DOCUMENTS FOR CERTIFICATION OF THE INDIVIDUAL AERONAUTICAL PRODUCT.

7.1 Aircraft. The individual aircraft covered by an LBA type certificate and exported to the FRG shall be accompanied by the following documentation:

(a) A current United States Export Certificate of Airworthiness, stating the aircraft's conformance with the LBA Gerätekenblatt (T.C. Data Sheet) and giving special notice of differences with respect to the basic LBA approved design, if there are any.

(b) A copy of all relevant operating instructions stated in the LBA Gerätekenblatt (T.C. Data Sheet) (i.e., Flight Manual, Weight and Balance Manual, Equipment List, and placards).

(c) For used aircraft, a current aircraft file containing at least the following information: operational time of the aircraft, its engines, propellers, major equipment and components (e.g., engine logbooks, and records), maintenance repairs and modifications and Airworthiness Directives complied with.

(d) A statement of compliance as to the noise requirements of paragraph 6.3, if noise certification was not part of the type certification of the aircraft.

NOTE:(1) Any major change in type design certified according to FAR Part 21, Subpart D or E must have been LBA approved, and must be identified in the LBA Gerätekenblatt and/or in the operating instructions for that special type of aircraft.

(2) Any "Lufttüchtigkeitsanweisung" (Airworthiness Directive) published by LBA and related to the type of aircraft to be exported must have been introduced into the Type Design and/or documentation of that aircraft. A statement signed by FAA of accomplishment of the ensuing technical work will be regarded a prerequisite for German registration.

(3)(i) The "Flughandbuch" (German Flight Manual), if required in the LBA Gerätekenblatt, as well as the German placards may be added in Germany prior to the inspection of the aircraft conducted for the purpose of German registration.

(ii) The Maintenance Manual must be made available on request.

(iii) Further documents will be requested for the registration of an aircraft. Information on aircraft registration is available on request from the LBA.

7.2 Aircraft Engines and Propellers. Engines and propellers covered by the LBA type certificate and exported to the FRG shall be accompanied by the documents as per paragraph 7.1 as applicable.

7.3 Parachutes. Parachutes exported to the FRG must be identified by an Airworthiness Approval Tag (FAA Form 8130-3). In addition, emergency parachutes covered by an LBA type certificate (see paragraph 3) should be accompanied by all relevant operating instructions stated in the LBA-Gerätekenblatt (Type Certificate Data Sheet).

7.4 Radio Equipment. Each individual item of radio equipment must be identified by an Airworthiness Approval Tag (FAA Form 8130-3), and shall be accompanied by all relevant instructions stated in the LBA-Gerätekenblatt (T.C. Data Sheet).

7.5 Equipment and Standard Parts. Each item of equipment which needs LBA design approval (see paragraph 3.3) must conform to its LBA registered type design, and be identified by an Airworthiness Approval Tag (FAA Form 8130-3). The same applies for APU's and hand fire extinguishers, and each major component as of U.S. Class II to be used as a spare part with a Class I product. For standard parts and such articles which do not need separate LBA approval, and which are categorized U.S. Class III see paragraph 3.4.

FEDERAL REPUBLIC of GERMANY

ENCLOSURE I

1. SUPPLEMENTAL AIRWORTHINESS REQUIREMENTS FOR NORMAL, UTILITY AND ACROBATIC CATEGORY AIRPLANES.

1.1 Glider Towing. If certification for the purpose of use for glider towing is requested, compliance with the applicable airworthiness requirements must be shown in connection with the type certification of the airplane. Requirements for glider towing will be available on request from the LBA.

1.2 Parachute Jumping. If certification for the purpose of use for parachute jumping is requested, compliance with the appropriate airworthiness requirements must be shown in connection with the type certification of the aircraft. Requirements concerning provision for parachute jumping will be available on request from the LBA.

1.3 Spins. If approval for spins is sought, compliance with the requirement FAR 23.807(b)(5) must be shown.

2. SUPPLEMENTARY AIRWORTHINESS REQUIREMENTS FOR AIRCRAFT INTENDED FOR USE IN COMMERCIAL OPERATION. In connection with additional equipment as it may be required by the German aircraft operations regulations in regard of certain operational aspects, supplementary airworthiness requirements could come into effect. The LBA is prepared to inform on an individual basis according to the case under consideration.

NOTE: The following operation regulations are to be considered:

- (1) Betriebsordnung für Luftfahrtgerät (LuftBO);
- (2) Erste Durchführungsverordnung zur Betriebsordnung für Luftfahrtgerät (1.DVLuftBO).

REPUBLIC OF GUATEMALA - SPECIAL REQUIREMENTS

(New - August 26, 1981)

1. Aircraft and Aeronautical products to be eligible for export to the Republic of Guatemala from the United States must be exported in accordance with the provisions described in Part 21 of the United States Federal Aviation Regulations Subpart L.
 - a. An export Certificate of Airworthiness will be required by the Republic of Guatemala Civil Aviation Authority for all Class I products exported from the U.S. to Guatemala.
 - b. The following additional documents will be required:
 1. Log books for aircraft engines and propellers.
 2. Up-to-date airplane flight manual translated into the Spanish language.
 3. Weight and balance report and equipment list not older than six months.
 4. Record of major repairs, alterations to aircraft engines and propellers, i.e.; FAA Form 337 [[Major Repair and Alteration]].
 5. Maintenance manual, structural repair manual, service bulletins incorporating latest up-to-date revisions for aircraft, engines, propellers, and appliances.
 6. A complete list of Airworthiness Directives notes and mandatory service bulletins applicable to the aircraft, engine, propeller or appliance indicating method of compliance, date of compliance, signature of licensed individual and certificate number.
 7. A copy of latest up-to-date specification for aircraft, engines, and propellers.
 - c. Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the U.S. Federal Aviation Regulations.

REPUBLIC OF HONDURAS - SPECIAL REQUIREMENTS

(New - November 6, 1981)

1.) The aeronautical products and aircrafts exported to the Republic of Honduras from the United States of America, should be exported in accordance with the Part 21 of the U.S. Federal Aviation Regulations Subpart L.

a) An Airworthiness Certificate for Export is necessary for the Civil Aeronautics Authorities of the Republic of Honduras for aircrafts exported from the United States to Honduras.

b) The following additional documents are requested:

1) Log book for Engines and Propellers Aircraft Maintenance Manual up-to-date and if possible translated to Spanish Language Weight and Balance report not older than six months;

2) Record of engines and propeller major repairs and alterations also from the aircraft, i.e., FAA Form 337 [[Major Repair and Alteration]].

Maintenance and estructural reparation Manual Services Bulletin including the last revisions for the aircraft, engines, propeller and spare parts.

A complete list of notes Airworthiness Directives and mandatory Bulletins Services applicable for the aircraft, engines, propellers and spare parts indicating the correct method of compliance asaid bulletins, signature of the individual license and certificate number.

3) The products Class II and III should be exported in accordance with the provisions prescribed on the Part 21 of the Federal Aviation Regulations.

HONG KONG - SPECIAL REQUIREMENTS

(Revised - December 7, 1992)

The territory of Hong Kong has the status of a British Crown Colony under the United Kingdom. When exporting aeronautical products to Hong Kong, the Special Requirements of the United Kingdom (appendix 2 [[of this advisory circular]]) should be similarly observed. In addition, the requirements of Civil Aviation Department Hong Kong - Airworthiness Notice Number 18, are required to be observed, copies of which may be obtained from the address indicated below.

Civil Aviation Department
Airworthiness and Operations Section
Room 259
Apron Services Complex
Hong Kong International Airport
Kowloon
Hong Kong

Tel. : 769 7641-4
Telex : 39524 CFSHK HX
Fax : (852)-3624250

REPUBLIC OF INDIA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. When an aircraft/engine/component exported to India is the first of a model, the manufacturer must supply to the Director General of Civil Aviation the following documents and subsequent revisions:
 - a. Copies of type certification documents and relevant drawings, specification, etc.
 - b. Two sets of maintenance manuals.
 - c. Two sets of overhaul/shop manuals.
 - d. Two sets of engine operations manuals.
 - e. One set of flight manuals, if applicable.
 - f. One set of repair manuals.
 - g. Two sets of Service Bulletins and subsequent new issues in addition to revisions.
 - h. Recommended maintenance schedules.
2. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals, unless otherwise approved by the Government of India, Director General of Civil Aviation:
 - a. The current valid FAA Production Certificate for the product involved, as outlined in Subpart G of Part 21 of the FAR.
 - b. An FAA-Approved Production Inspection System (FAA-APIS) letter of approval, as stated in Subpart F of Part 21 of the FAR.
 - c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by the FAA in accordance with Subpart K of Part 21 of the FAR. In this case, each part (or package of small parts) must be marked with the symbol "FAA-PMA" to indicate approval. In addition, each part (or package of small parts) must be marked with the company's name (or trademark), the part number, and the make and model of the type certificated product on which the part is eligible for installation. The make and model information may be on a tag attached to the part (reference FAR 45.15 and FAA Advisory Circular No. 21.303-1A).
 - d. A Technical Standard Order (TSO) acknowledgment or authorization letter, issued by the FAA per FAR Part 21, Subpart O, or those airworthiness parts of the FAR relative to the products involved.

3. Reconditioned, used, or surplus parts must be accompanied by a certification statement signed by an FAA certified repair station holding a currently valid approval certificate, or by a certified aircraft and powerplant mechanic, as provided for under FAR Parts 145 and 65, respectively. The return to service maintenance records required by FAR 43, appendix B, shall accompany the parts.

4. In all instances, suppliers must certify on the face of their invoice that the product involved was manufactured under one or more of the following procedures; i.e., FAA PC No. ____; FAA-APIS letter dated ____; FAA-PMA letter dated ____; TSO No. ____; SAE No. ____; MIL Spec. _____; other Government or Industrial Specifications _____.

REPUBLIC OF INDONESIA - SPECIAL REQUIREMENTS

(Revised - December 1, 1988)

SECTION 1 INTRODUCTION. The development of aviation in Indonesia in the last few years dictates the special requirements as stated in FAA Advisory Circular AC 21-2E, dated May 18, 1981, need be revised as follows:

A. Administration and Procedures.

(1) The procedures which must be followed to obtain Indonesian Certification are dealt within the current issue of Civil Aviation Safety Regulations Part I.

(2) Aircraft and other Class I products, to be eligible for export to Indonesia, should be covered by Export Certificate of Airworthiness issued under Part 21 of the United States Federal Aviation Regulations.

(3) An Export Certificate of Airworthiness and the supporting data and other material required to be furnished in accordance with these requirements should be delivered to the Directorate General of Air Communications, Jalan Angkasa I No. 2, Jakarta, P.O. Box 389, Indonesia.

(4) The Export Certificate of Airworthiness shall be accompanied by documents (e.g., aircraft logbook, engine logbook, propeller logbook, etc.) furnished by the applicant, which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. These documents shall also identify those AD's containing repetitive compliance requirements, and when next compliance is due to be satisfied. All AD's must have been complied with, prior to issuance of the U.S. Export Certificate of Airworthiness.

(5) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other Indonesian Special Requirements (identified in Section 2), as appropriate, for the particular product being exported to Indonesia and all applicable sections of FAR 21, before the U.S. Export Certificate of Airworthiness can be issued.

B. Delivery of Aircraft.

(1) In addition to the requirements stated in the Special Requirements (identified in Section 2), an aircraft which is being exported to Indonesia via flyaway should display Indonesian Nationality and Registration Marks and carry the following documents onboard the aircraft during delivery flight:

(i) Indonesian Certificate of Registration.

(ii) Indonesian Delivery Flight Authorization.

(iii) U.S. Export Certificate of Airworthiness.

(iv) Signed copy of telegram to Jakarta referred to in paragraph B(3) of this section.

(v) Certificate of Deregistration or written statement certifying that the aircraft has never been registered in USA, issued by FAA.

(vi) Letter of authority to cover the use of installed radio apparatus for the duration of the delivery flight.

(vii) Approved flight manual, operation manual, maintenance manual, and such other documents as may be essential to the safe operation of the aircraft.

(2) It will be the responsibility of the Indonesian purchaser to ensure that the identification markings are properly displayed upon the aircraft prior to departure from the exporter's base and to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

(3) The Directorate General of Air Communications, Jakarta, should be advised by telegram of the issuance of an Export Certificate of Airworthiness in respect of any aircraft which is to be exported to Indonesia via flyaway.

Advance notification by telegram of the following particulars is required in respect of each aircraft being exported by flyaway: the reference number of the Export Certificate of Airworthiness being issued; the subject aircraft type; serial number; and assigned Indonesian identification markings.

The telegram shall be transmitted to the Director General of Air Communications, Jakarta (cable address: Civilair, Jakarta-Indonesia; Telex 49482 CIVAIR IA; Fax No. 62-21-420-4268) by the exporter. In addition, a telegram pertaining to the cancellation of the aircraft from the United States Aircraft Register, shall be transmitted to the same address.

The responsibility for sending these telegrams, cables and/or Facsimile messages and any expense involved lies with the exporter.

(4) An aircraft which is being exported to Indonesia other than via flyaway, the following documents shall be delivered to the Director General of Air Communications, Jalan Angkasa I No. 2, Jakarta, P.O. Box 389, Indonesia.

(i) Export Certificate of Airworthiness.

(ii) Letter certifying that the U.S. registration of the aircraft has been canceled from the state registry/exporting state.

(5) An aircraft to be operated in Indonesia must be equipped with:

(i) HF Communication (Ref. CASR Part 42).

(ii) Emergency Locator Beacon for Aircraft (Ref. DGAC Decision Letter No. SKEP/982/IV/1977 dated April 22, 1977).

(iii) ATC Transponder.

(iv) All turbine engine powered aircraft with:

- MTOW of more than 20,000 kg should be equipped with Flight Data Recorder.

- MTOW of more than 27,000 kg should be equipped with Cockpit Voice Recorder.

Ref. DGAC Decision Letter No. SKEP/112/VI/1979 dated June 18, 1979.

SECTION 2 SPECIAL - REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export for a particular product/aircraft to be eligible for Indonesian Registration Certification and/or Airworthiness validation.

The following documents and data should be delivered to the Director General of Air Communications, Jakarta, Indonesia:

A. New Aircraft.

* (1) Statement of Build Standard. This statement to include the aircraft specification, differences from previously accepted aircraft on the Indonesian Register (as required by Indonesian Special Conditions) and a list of Service Bulletin's incorporated in production. The list of Service Bulletin incorporation is to identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletin Compliance.

(iii) Alert Service Bulletin Compliance.

(2) Modification Standard. This must include:

(i) Customer options incorporated.

(ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.

(iii) Service Bulletin Compliance.

(iv) Alert Service Bulletin Compliance.

(3) Export Certificate of Airworthiness. Included with the Certificate must be a clear statement of those Indonesian Special Conditions which have been complied with, as well as a statement of those conditions for which compliance has not been shown.

(4) Airworthiness Directives. A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

* (5) A copy of the aircraft type certificate plus any applicable supplemental type certificates.

(6) A list of defects to be rectified by the Indonesian Operator at the time of issue of the Export Certificate of Airworthiness, if any.

(7) Engine/airframe/propeller/APU logbooks.

* (8) MRB program, where applicable.

(9) Time/life limitations.

* (10) Electrical load analyses.

* (11) Minimum equipment list.

* (12) Wiring diagram.

(13) Weight schedule and weighing report.

| (14) <u>Manuals:</u> | <u>Number Required</u> |
|--|------------------------|
| * (i) Flight Manual. | 2 |
| or | |
| * (ii) Maintenance Pilot Operating Handbook | 2 |
| * (iii) Operations. | 2 |
| * (iv) Weight and Balance, Loading Procedures. | 1 |
| * (v) Overhaul. | 1 |
| * (vi) Structural Repair. | 1 |
| * (vii) Component Overhaul. | 1 |
| * (viii) Engine Maintenance and Overhaul. | 1 |
| * (ix) Standard Practices. | 1 |
| * (x) NDT. | 1 |
| * (xi) Structurally significant items. | 1 |
| * (xii) Maintenance Planning Guide. | 1 |
| * (xiii) Parts Catalogue. | 1 |

* (15) One copy of the flight test report.

(16) Record of Compass System and Magnetic Compass Swings.

(17) Record of rigging checks.

(18) Detailed list of radio equipment constituting the radio station.

(19) Antenna performance patterns.

(20) List of Serial Numbers of significant component parts, including Serial Numbers, which are not listed in (14)(xiii).

*NOTE: Required only with first aircraft of a particular type and model exported to Indonesia.

B. USED AIRCRAFT. In addition to the information referred to above, the following requirement is also required for used aircraft to be imported into Indonesia.

1. A used aircraft shall have a service history acceptable to the Directorate General of Air Communications.

2. The aircraft shall be made available to the Directorate General of Air Communications for survey at a suitable time and for such period as necessary prior to certification.

3. The aircraft shall be prepared to permit access to its structure, control system, equipment and installation, and such tests and checks as required by the Directorate General of Air Communications shall be performed.

4. All Airworthiness Directives (mandatory modifications and inspections) issued by the State of Manufacturer and/or the State of Registry shall be complied with. An Airworthiness Directives Compliance Record shall be produced.

5. An up-to-date record of modifications and service bulletins embodied shall be produced.

6. The following documents must be supplied:

(i) Documents relating to deregistration of the aircraft from previous register of the State of Registry.

(ii) Legal documents relating to previous ownership of the aircraft.

(iii) Documents relating to change of ownership, purchase contract, etc.

(iv) Log book or equivalent records for the aircraft, engines and propellers (if applicable).

(v) Aircraft Acceptance Flight Test Report.

7. The following minimum information shall be supplied in respect of each used aircraft for which a Certificate of Airworthiness is applied:

(i) The total airframe hours since manufacture.

(ii) The total number of landings.

(iii) The total number of cabin pressurization cycles and the pressure to which the cabin has been subjected during its life.

(iv) A statement describing the post operational life and uses of the aircraft, including any special mission role.

(v) A record of all major structural component changes such as those of wings, tailplane, etc., and the individual history of such components.

(vi) A record of all time-controlled items, including details of service life remaining and modification standards.

(vii) A record of last overhaul or major check carried out.

(viii) A record of all major repairs, including the nature of the damage in each case, e.g., corrosion, cracking, accidental damage, etc.

(ix) A record of aircraft accidents, if any.

(x) The seller's Approved Maintenance Schedule or maintenance program to which the aircraft has previously been maintained including:

(a) Previous check cycle.

(b) Future check cycle.

(c) Compliance with Service Bulletins required by the State of Registry and/or required by DGAC Indonesia.

(d) Compliance with structural inspection program. This is to include details of any structural sampling program in which the aircraft has been included, together with details of its position in this program.

B. The aircraft upon arrival in Indonesia shall be reported to the appropriate authorities dealing with importation of such aircraft and shall be made available for performance test and inspection as deemed necessary by the DGAC.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

- (2) Compliance with FAR 21, (Subpart L).

D. Engine/Propellers.

- (1) Export Certificate of Airworthiness (FAA Form 8130-4).
- (2) Compliance with FAR 21, (Subpart L).
- (3) Statement of Service Bulletins complied with.

NOTE: Used engine/propellers to be exported to Indonesia in addition to above requirements shall be accompanied by log books stating the number of hours, number of cycles, and the remaining life hours or cycles subject to the life limitation of its components.

E. Engine/Propellers Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, (Subpart L).

F. Appliances.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).

G. Components.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, (Subpart L).
- (3) A statement of Service Bulletin compliance standard.

IRELAND - SPECIAL REQUIREMENTS

(Revised - August 28, 1994)

1. Aircraft and other Class I products to be eligible for certification by The Irish Aviation Authority should be covered by Export Certificates of Airworthiness, as provided for in Part 21 of the United States Federal Aviation Regulations.
2. Class II and III products will be exported in accordance with procedures prescribed in Part 21 of the United States Federal Aviation Regulations.
3. Export Certificates of Airworthiness and other related data should be forwarded to the foreign purchaser, or otherwise to the Authority, inasmuch as The Irish Aviation Authority requires that the applicant (the foreign purchaser) shall submit to that Authority such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that Authority.
4. In addition to the foregoing, applicable parts of the following special requirements prescribed by Ireland will be complied with when exporting aircraft.
 - a. If the aircraft is the first (see 1/) of a model exported to Ireland, the following material will be furnished with the new aircraft.
 - (1) A copy of the Type Certification and Flight Test Reports. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with, the Type Flight Test Report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.
 - (2) A copy of the manufacturer's production flight test report applying to the aircraft in question including a copy of the flight checkoff form utilized with respect to the testing of the aircraft.
 - (3) Three-view drawings of the major assemblies, installations, and primary structure.

1/ When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(4) A type record or stress analysis summary or equivalent documentation showing, for all members of the primary structure, their design load, dimensions, materials, strength and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

(5) A statement by an authorized representative of the manufacturer to the effect that all continued airworthiness information and service bulletins, and revisions to such bulletins will be automatically distributed to The Irish Aviation Authority, Scotch House, Hawkins Street, Dublin 2, Ireland.

(6) One copy of a flight manual for each aircraft, and one copy of the operating, maintenance (including maintenance schedule), and repair manuals and revisions to such manuals applicable to the aircraft, engine, propeller and equipment installed on the aircraft.

(7) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft engines, propellers, and associated equipment.

(8) A copy of information or instructions essential to the assembly and rigging of the aircraft.

(9) A list of avionic equipment on the aircraft including flight control, display, communication and navigation systems and data and voice recorders with summary specifications and certification compliance for each system.

b. In case an aircraft of the same model has been exported to, and certificated in Ireland, the following documents or materials will be furnished by the exporter or by the government of the country of origin:

(1) The export certificate will list the propeller serial numbers, as well as the engine serial numbers.

(2) One copy of a flight manual for each aircraft; one copy of operating, maintenance (including maintenance schedule), overhaul and repair manuals if not already provided for in a.(6).

(3) A list of avionic equipment on the aircraft including flight control, display, communication and navigation systems and data and voice recorders with summary specifications and certification compliance for each system.

STATE OF ISRAEL - SPECIAL REQUIREMENTS

(Revised - January 30, 1991)

The special requirements described below apply to the export to Israel of Aeronautical Products manufactured in the United States and certified as airworthy under a Bilateral Agreement between the United States of America and Israel, dated July 23, 1968 (amended on September 4, 1974).

1. Aircraft are eligible for export to Israel if an Israeli Type Certificate has been issued for them and if they comply with the applicable requirements of FAR Part 21, Subpart L.
2. Engines, propellers, and Class II and Class III products are eligible for export to Israel, without any additional requirements, if they comply with the applicable export requirements of FAR 21, Subpart L.
3. The following procedures are to be followed in order to obtain an Israeli Type Certificate for a USA manufactured aircraft:
 - (a) The holder of the FAA Type Certificate applies by letter for the issuance of an Israeli Type Certificate based on the FAA Type Certificate which he holds for the aircraft. The request is to be transmitted through the FAA to the Civil Aviation Administration of Israel (CAAI), Manager, Engineering and Manufacturing Branch,
P.O. Box 8, Ben Gurion Airport 70150, Israel.
 - (b) The request should be accompanied, as applicable, by the following:
 - (i) A photocopy of the FAA Type Certificate and the Type Certificate Data Sheet (TCDS), and photocopies of the FAA TCDS of the engines and propellers.
 - (ii) One copy of the Flight Manual and Maintenance Manual or Instructions for Continued Airworthiness manual(s) of the aircraft.
 - (iii) One copy of Illustrated Parts Catalog.
 - (iv) A technical description of the aircraft including systems schematics, if not included in the Manuals.
 - (v) A compliance check list and, if applicable, the Type Certificate Decision Document.
 - (vi) A statement by the applicant that all revisions to pertinent operational and maintenance publications, including service bulletins, will be automatically sent to the Israel CAA, Manager, Airworthiness Department, P.O. Box 8, Ben Gurion Airport 70150, Israel.

(vii) For the engines and propellers, maintenance and installation documents, if specifically requested.

(c) Required Hebrew markings will be notified to the exporter, or alternatively may be completed in Israel prior to airworthiness certification.

(d) Operational regulations in Israel may require navigation equipment above that required for basic type certification, such as two-way R/T communication, VOR, transponder, etc. Any such requirement will be notified to the applicant.

(e) The applicant may be requested to present photocopies of various substantiation documents or drawings or to acquaint the CAAI personnel with the systems and structural design of the aircraft and allow CAAI pilots to perform flight tests. A copy of any such request will be sent to the FAA office that transmitted the application for the applicant.

4. Each aircraft exported to Israel must be accompanied by:

(a) An Export Certificate of Airworthiness which should refer to the FAA Type Certificate numbers of the aircraft, of the engine and propeller. The Export Certificate of Airworthiness should also list make, model and serial numbers of engines and propellers, and all STC's installed on the particular aircraft.

(b) Photocopies of all STC's installed in the particular aircraft. (Note: STC's might be accepted by reference or further information might be requested.)

(c) FAA approved airplane flight manual or equivalent.

(d) Weight and balance report with equipment list.

(e) Aircraft, engine, and propeller logbooks as applicable or other equivalent historical records.

(f) List of any special installations and modifications.

(g) A statement regarding the aircraft with respect to implementation of Airworthiness Directives and Service Bulletins if not included in (d) above.

(h) Major Repair and Alteration, FAA Form 337, or equivalent, if major repairs or alterations have been accomplished on the exported aircraft.

5. Engines, propellers, and Class II and Class III products shipped as spare parts shall be accompanied by an FAA Export Certificate of Airworthiness or Airworthiness Approval Tag, as applicable.

6. Either FAR Part 36 or ICAO Annex 16 are acceptable noise standards in Israel.

REPUBLIC OF ITALY - SPECIAL REQUIREMENTS

(Revised - March 13, 1991)

1. INTRODUCTION. An RAI type design approval (Certificato di Omologazione del Tipo) for an aircraft is a prerequisite for issuance of an Italian certificate of airworthiness, or to permit a related product (e.g., aircraft, engine, appliances) to be installed on an aircraft having an Italian certificate of airworthiness. The RAI does not generally grant type design approvals for products manufactured outside Italy which are not intended for Italian utilization, except for articles to be installed on Italian manufactured products. Therefore, U.S. applicants for type design approval should provide RAI with evidence of intended Italian utilization at the time of application.

Approval of changes to the design (e.g., model changes) sought by the type certificate holder will be issued as amendments to the RAI type design approval.

Changes or production design improvements other than those to be dealt with under preceding paragraph, such as changes introduced by service bulletins, will be considered approved by the RAI upon approval by the FAA under its normal procedures provided information on the changes is supplied to the RAI by the Manufacturer and FAA.

The RAI may issue supplemental type certificates (Certificati di Omologazione del Tipo Supplementari) to grant approval for changes to a type design on aeronautical products for which a standard type certificate has been previously granted. The RAI will consider approving a change in type design (STC's) on a product made by an applicant in the U.S., provided the product has been type certificated by both the FAA and the RAI for standard category certification.

The RAI aircraft type design approval procedures are stated in the RAI Istruzione per il Servizio no. 011, copy of which may be requested to the RAI. These procedures follow basically the same criteria outlined in the FAA AC 21-23 dated July 7, 1987.

Aircraft type design approval usually is intended to cover both engine and propeller approval.

For aircraft engines and propellers, which are exported separately to Italy and which are not spare parts of certificated aircraft for which RAI is requested to approve the installation on Italian registered aircraft, the RAI will issue a Certificato di Omologazione del tipo. For appliances for which a performance standard has been published in the applicable Regolamento Tecnico RAI, approval may be granted by correspondence between the FAA and the RAI. Other forms of design approval may be issued when mutually agreed on by the FAA and the RAI. RAI will issue a Certificato di Omologazione del Tipo di parte (COTP) for such appliances.

The appropriate form of design approval may be issued to the applicant by the RAI after receipt of a statement from the applicant through the FAA, with confirmation by the FAA, that the design and performance of the appliance or article comply with the applicable TSO or other accepted standards; and receipt of all the required data pertaining to the proper installation, performance, operation, and maintenance of the appliance.

2. AIRWORTHINESS CERTIFICATION OF IMPORTED PRODUCTS.

2.0 GENERAL. Aircraft and related products manufactured outside Italy being imported to Italy must, for RAI airworthiness acceptance, be accompanied by an Export Certificate of Airworthiness or certifying statement issued by the Civil Airworthiness (CAA) of the State of manufacture or by the Exporting CAA in the case of a "third country," as addressed in Section 2.1. For products imported from U.S., the procedures established in Part 21, Subpart L of the FAR are generally acceptable by the RAI, provided the following further requirements are complied with.

2.1 Complete aircraft manufactured in the U.S. The RAI will accept the certification of the FAA on the airworthiness of an aircraft in making its finding that the aircraft is eligible for an airworthiness certificate. The certification by the FAA will attest that the aircraft:

- a. conforms to a type design approved by the RAI which meets the RAI's airworthiness and environmental standards as specified in the RAI's type certificate data sheet;
- b. is in a condition for safe operation, including compliance with applicable FAA mandatory airworthiness modifications and special inspections; and
- c. contains equipment which assures compliance with the RAI's operational requirements as notified by the RAI.

2.2 Deviations from the RAI type design. Any deviations from the RAI type design will be noted by the FAA on the certifying statement. Any such deviations will be resolved by the applicant/installer before an aircraft is eligible for an Italian airworthiness certificate, or a related product is eligible for installation on an aircraft having an Italian airworthiness certificate.

2.3 Products other than complete aircraft manufactured in the U.S. The RAI shall accept the evaluations of a product made by the FAA in making its finding that the product is eligible for installation on aircraft having an airworthiness certificate issued by the RAI, if the FAA makes a certification that the product conforms to a type design approval issued by the RAI to the manufacturer for installation on that type of aircraft and is in a condition for safe operation, including compliance with any

applicable mandatory airworthiness modifications, special inspection, and special requirements of the RAI.

2.4 Aircraft, aircraft engines, or propellers manufactured in a third State. In making its finding of eligibility for an airworthiness certificate or approval for an aircraft, aircraft engine, or propeller manufactured in a third State, the RAI shall accept the certification of the FAA as to the airworthiness of that aircraft, aircraft engine, or propeller, providing the FAA makes a certification to the RAI similar to that required in Section 2.1 or 2.3, as appropriate, and further providing that:

- a) both the FAA and the RAI have approved the basic type design of the aircraft, aircraft engine, or propeller, as appropriate; and
- b) in the case of an aircraft, the aircraft normally would have been registered and certificated in the U.S., or had been in the U.S. for the purpose of completion, e.g., interior installation.

3. SPECIAL REQUIREMENTS.

3.0 Provision of aircraft manuals, reports, and other documentation. Acceptance of the first of a type or model of aircraft into Italy is conditional upon the aircraft type design approval holder providing to RAI at no charge two copies of the Aircraft Flight Manual (or Pilot Operating Handbook), Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, Service Bulletins, and any other document necessary for safe operation and continuing airworthiness of the type of aircraft, together with all subsequent amendments to these documents. In addition, one copy of the following documentation is required and kept up-to-date as necessary:

- FAA Type Certificate and Data Sheet;
- Detailed Aircraft Specification;
- List of all documents submitted to FAA for Type Certification (the RAI reserves the right to request any individual document of this List);
- Manufacturer Compliance Checklist;
- Type Inspection Authorization, including all amendments;
- Type Inspection Report, Part II (Flight);
- Production Flight Test Report;
- Weight and Balance Manual;
- FAA approved Master Minimum Equipment List;

- Optional Equipment List;
- List of Radio Communication and Navigation Equipment;
- Antenna performance patterns, when available;
- Seating Configuration Approval Document;
- Engine and Propeller Maintenance and Overhaul;
- Component Overhaul;
- Maintenance Review Board Report, where applicable;
- Time/Life limitations; and
- Maintenance Planning Guide.

3.1 Cabin markings. For transport category and commuter category aircraft:

Markings and placards intended for passenger information, cabin and external emergency instructions and instructions for operation of passenger and cargo doors, must be presented in bilingual form Italian and English.

NOTE: The required Italian text will be notified to the exporter, or alternatively may be completed in Italy prior to standard airworthiness certification.

3.2 Aircraft engines and propellers. For engines and propellers, documents corresponding to those listed under Item 3 as applicable.

3.3 Documentation required for import products.

(a) All aircraft.

(1) Modification Standard. This must include:

(i) customer options incorporated;

(ii) equipment incorporated, including items of equipment not necessarily installed by the manufacturer;

(iii) service bulletin compliance; and

(iv) Alert Service Bulletin compliance.

(2) Export Certificate of Airworthiness. See Section 21.

(3) Airworthiness Directives. A declaration of compliance with all AD's issued by FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

(4) Supplemental Type Certificate (STC) incorporated. The STC's will be subject to RAI evaluation if not previously investigated.

(5) A list of defect to be rectified by the Italian operator at the time of issue of the Export Certificate of Airworthiness, if any.

(6) Engine/Airframe/Propeller/Auxiliary Power Unit logbooks.

(7) Seating configuration approval document, where appropriate.

(8) Time/Life limitations.

(9) Weight schedule and weighing report.

(10) Flight Manual or Pilot Operating Handbook.

(11) Record of rigging checks.

(12) Detailed list of radio equipment constituting the radio station.

(13) List of part numbers including serial numbers of significant components parts.

(b) Used Aircraft. In addition to the information referred to in the paragraph A above, the following is also required for used aircraft:

(1) The maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle; and

(ii) future check cycle.

(2) Component overhaul life summary, including details of life remaining and modification standards.

(3) Compliance with structural inspection program, including details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

(4) Flight test report according to production flight test schedule.

(5) Maintenance records. The products must be accompanied by maintenance records equivalent to those specified below that reflect the status of required inspections, life limits, etc.

(a) Records of the maintenance (including FAA Form 337 or equivalent), preventive maintenance, and alteration, and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include:

(1) a description (or reference to data acceptable to the RAI) of the work performed;

(2) the date of completion of the work performed; and

(3) the signature and certificate number of the person approving the aircraft for return to service.

(b) Records containing the following information:

(1) the total time in service of the airframe, each engine and each propeller;

(2) the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;

(3) the time since last overhaul of all items installed on aircraft which are required to be overhauled on a specific time basis; and

(4) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained.

(c) Aircraft parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21, Subpart L.

(d) Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with FAR 21, Subpart L.

(3) Statement of Service Bulletins complied with.

- (4) Operational check.
- (5) Maintenance records.
- (6) Life limited parts record.
- (e) Engine/Propellers Parts.
 - (1) Airworthiness Approval Tag (FAA Form 8130-3).
 - (2) Compliance with FAR 21, Subpart L.
- (f) Appliances.
 - (1) Airworthiness Approval Tag (FAA Form 8130-3).
 - (2) Compliance with FAR 21, Subpart L.
- (g) Components.
 - (1) Airworthiness Approval Tag (FAA Form 8130-3).
 - (2) Compliance with FAR 21, Subpart L.
 - (3) Statement of Service Bulletin complied with.

JAPAN - SPECIAL REQUIREMENTS

(Revised - February 24, 1992)

1. Aircraft and other Class I products to be eligible for certification by the Government of Japan should be covered by Export Certificates of Airworthiness, as provided for in Part 21 of the United States Federal Aviation Regulations. Class II and III products will be exported in accordance with procedures prescribed in the applicable provisions of Part 21 of the United States Federal Aviation Regulations. Export Certificates of Airworthiness and other related data should be forwarded by the manufacturer or the exporter to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100, Japan. This does not include data required to be carried in the aircraft in the case of flyaway delivery.

2. In addition to the foregoing, the following materials should be furnished with aircraft to be exported to Japan:

a. If the aircraft is the first (see 1/) of a model to be exported to Japan, the following materials should be furnished with aircraft (this should include aircraft, with Supplemental Type Certificate and being the first of a model exported to Japan):

(1) One copy of the current official aircraft, engine, and propeller specifications and special conditions and/or exemptions included in the certification basis.

(2) Engineering description of the aircraft including general design philosophy and required illustrations.

(3) Aircraft, engines, and propellers certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with.

(4) Master equipment list.

(5) Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report.

(6) Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine. (For turbine engine only.)

(7) Schematic drawings, descriptions, and failure analysis reports on aircraft systems.

1/ When in doubt as to whether an aircraft is the first of a model, contact the Civil Aviation Bureau of Japan.

- (8) One copy of the type flight test report and one copy of production flight test report including procedures and tolerances.
- (9) One copy of minutes of type certification board meetings and issue papers.
- (10) One copy of maintenance review board report and minimum equipment list for aircraft type certificated in transport category.
- (11) One copy of parts catalog and operating, maintenance, overhaul, repair manuals, and service bulletins applying to the aircraft, engines, propellers, and major equipment installed on aircraft.
- (12) One copy of approved flight manual and weight and balance report applicable to the particular aircraft.
- (13) Certified aircraft, engines, and propellers, logbooks, or other equivalent historical records showing total time and time since last overhaul.
- (14) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.
- (15) If the aircraft is certificated in the restricted category, the following materials shall be furnished with the aircraft in addition to above (1) through (14).
 - (a) A statement by the Federal Aviation Administration, describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for "special purpose" operation.
 - (b) A statement indicating part of the Federal Aviation Regulations, the FAA Aircraft Specifications or Type Certificate Data Sheet under which the aircraft would have been eligible for type certification in the "standard category" except for those "special purpose" modifications accomplished by the manufacturer and which are approved by the Federal Aviation Administration.
- (16) In case of aircraft equipped with turbo-jet engines, one copy of the report for noise certification, which should consist of the following items:
 - (a) Certified maximum noise levels and their 90 percent confidence limits in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Second Edition (1988), or certified maximum noise levels and their 90 percent confidence limits in accordance with applicable aircraft noise requirements of the U.S. Federal Aviation Regulations.

NOTE: In the latter case, maximum noise levels and their 90 percent confidence limits measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Second Edition (1988), should also be attached.

(b) Description of noise measuring and analyzing procedures including correction methods.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

NOTE (1): The manufacturer or exporter will be advised by the purchaser on the basis of information furnished to the purchaser by the Civil Aviation Bureau of Japan when the aircraft is the first of a type or model to be imported into Japan.

NOTE (2): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport.

NOTE (3): The Civil Aviation Bureau of Japan may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

b. In case aircraft of the same model has been exported to, and certificated in Japan, the following materials should be furnished with aircraft:

(1) One copy of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

(2) One copy of approved flight manual and weight and balance report applicable to the particular aircraft.

(3) Certified aircraft, engines, and propellers logbooks, or other equivalent historical records showing total operating time and time since last overhaul.

(4) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

(5) Electrical load analysis report applicable to the particular aircraft.

NOTE: The Civil Aviation Bureau of Japan may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

3. If the aircraft is to be exported via flyaway to Japan without U.S. registration, the manufacturer or exporter should display on the aircraft Japanese nationality and registration marks and carry Japanese certificate of registration and ferry permit in the aircraft.

a. Upon application of the purchaser, Civil Aviation Bureau of Japan will issue certificate of registration and ferry permit when the Japanese importer or the U.S. exporter furnishes Civil Aviation Bureau of Japan the following information:

- (1) Make and model of the aircraft.
- (2) Serial number of the aircraft.
- (3) Purchaser's name and address.
- (4) U.S. exporter's name and address.
- (5) Document which certifies transfer of ownership of the aircraft together with data of transfer.
- (6) Document which certifies airworthiness of the aircraft (Export Certificate of Airworthiness, FAA Form 8130-4).

b. After the Civil Aviation Bureau of Japan receives the foregoing application and information, Japanese certificate of registration and ferry permit will be delivered to the applicant. The applicant will then forward these certificates to the U.S. exporter for installation in the aircraft. After this, the aircraft may be flown from the U.S. to Japan.

c. After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

4. If a product which does not meet special requirements of Japan is intended to be exported, a Japanese statement waiving a certain requirement applied and validating the export airworthiness certificate is required. All exceptions covered by the statement will be listed in the export airworthiness certificate.

REPUBLIC OF SOUTH KOREA - SPECIAL REQUIREMENTS

(Revised - December 27, 1990)

1. To be eligible for certification by the Government of the Republic of South Korea, all Class I, II and III products should be issued export certificates of airworthiness or approvals in accordance with the provisions of Subpart L of Part 21 of the Federal Aviation Regulations.

2. In addition to the foregoing, the following materials will be furnished for aircraft to be exported to the Republic of South Korea.

A. New Aircraft.

(1) Statement of Build Standard.

This statement to include the aircraft specification and list of Service Bulletins incorporated in production.

The list of Service Bulletin incorporation is to identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletin compliance.

(iii) Alert Service Bulletin compliance.

(2) Modification Standard. This must include:

(i) Customer options incorporated.

(ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.

(iii) Service Bulletin compliance.

(iv) Alert Service Bulletin compliance.

(3) Export Certificate of Airworthiness.

(4) Airworthiness Directives. A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided, where optional means of compliance are offered, the means chosen shall be stated.

"#" (5) A copy of the aircraft type certificate plus any applicable Supplemental Type Certificates, and a copy of the aircraft noise certification.

(6) Engine/Airframe/APU log books.

- (7) Seating configuration approval document, where appropriate. (For "T" category.)
- (8) MRB Program, where applicable. (For "T" category.)
- (9) Production aircraft test report.
- (10) Time/Life limitations.
- (11) Electrical load analyses.
- "#" (12) Minimum equipment list.
- "#" (13) Wiring diagram.
- (14) Weight schedule and weighing report.
- (15) Manuals:

| Classification of Manuals | Number Required | |
|--|-----------------|-----|
| | "#" | "*" |
| Flight Manual | 3 | 1 |
| Maintenance | 2 | 1 |
| Operations (or Pilot Operating Handbook) | 3 | 1 |
| Weight and Balance Loading Procedures | 1 | - |
| Overhaul | 2 | - |
| Structural Repair | 2 | - |
| Component Overhaul | 2 | - |
| Engine Maintenance and Overhaul | 2 | - |
| NDT | 2 | - |
| Structurally significant items | 1 | - |
| Maintenance planning guide | 1 | - |
| Parts catalogue | 2 | 1 |

Remarks

"#" The required only with first aircraft of a particular type and model exported to Republic of South Korea.

"*" Normally the required with same model has been exported to, and certified in Republic of South Korea.

(16) Record of Compass System and Magnetic Compass swings.

(17) Record of rigging checks.

(18) Detailed list of radio equipment constituting the radio station.

(19) Antenna performance patterns.

(20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in the parts catalogue.

B. Used Aircraft.

In addition to the information referred to above the following is also required for used aircraft (for "T" category):

including:

(1) The maintenance program to which these aircraft have previously been maintained

(i) previous check cycle; and

(ii) future check cycle.

(2) Component overhaul life summary, including details of service life remaining and modification standards.

(3) Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with FAR 21 (Subpart L).

(3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

F. Appliances.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

G. Components.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

(3) A statement of Service Bulletin compliance standard.

REPUBLIC OF LEBANON - SPECIAL REQUIREMENTS

(New - September 20, 1977)

1. Lebanese acceptance of U.S. aeronautical products.

a. Lebanon's policy is to accept, without modification, aircraft which meet requirements of the competent authority in the country of manufacture. All U.S. equipment meeting Federal Aviation Administration (FAA) requirements are therefore acceptable.

REPUBLIC OF MALAWI

(New - February 27, 1995)

EXPORT OF AIRWORTHINESS APPROVAL PROCEDURES SPECIAL REQUIREMENTS

1. GENERAL

a. Aircraft or other Class I aeronautical products to be exported to the Republic of Malawi shall have an export Certificate of Airworthiness, and comply with all relevant requirements prescribed in Part 21 of the United States Federal Aviation Regulations.

b. Class II and Class III products to qualify for installation on Civil aircraft registered in Malawi must be processed in accordance with Subpart L of Part 21 of the United States Federal Aviation Regulations. The products should be accompanied by an airworthiness approval tag.

c. For further information write to:

The Chief Civil Aviation Officer,
Department of Civil Aviation (DCA)
Private Bag 322,
Lilongwe 3.
Malawi.

2. AIRCRAFT OF FIRST TYPE

In addition to compliance with applicable sections of Part 21 of the United States Federal Aviation Regulations, if the aircraft is the first of a model to be exported to the Republic of Malawi, the following materials shall be furnished to the Chief Civil Aviation Officer at no charge:

NEW AIRCRAFT

a. A complete set of maintenance, overhaul and repair, and parts catalogue for:

- (i) Airplane
- (ii) Engine
- (iii) Propeller and
- (iv) New equipment fitted on the aircraft

b. A complete set of manufacturer's service bulletins, instructions and leaflets with respect to the airplane, engine, propeller and fitted equipment.

c. A maintenance planning document.

- d. An approved flight manual or pilot's operating handbook.
- e. Master minimum equipment list.
- f. Weight and balance report.
- g. A copy of the type flight test report.
- h. Amendments and new issues of all relevant documentation.
- i. A statement that all mandatory FAA directives have been complied with.
- j. A statement of compliance with Malawi DCA notices requiring a mandatory action.

USED AIRCRAFT For used aircraft, in addition to the foregoing, the following shall also be furnished:

- a. Certificated airframe and engine logbooks and where applicable propeller logbooks or other equivalent historical records showing total operating hours and hours since last overhaul.
- b. Flight time since new or overhaul of any components of the aircraft, engines or equipment which are subject to mandatory life limitations or approved overhaul periods.
- c. The aircraft shall be subjected to a physical condition survey and review of associated records to the satisfaction of the DCA before issuance of Malawi Certificate of Airworthiness is considered.

3. AIRCRAFT PARTS Aircraft parts exported from the United States of America to the Republic of Malawi shall be accompanied by an Airworthiness Approval Tag - FAA Form 8130-3.

4. ENGINES/PROPELLERS Engines/Propellers shall have an export Certificate of Airworthiness - FAA Form 8130-4 and a statement of service bulletins compliance.

5. COMPONENTS AND APPLIANCES Components and appliances shall be exported to Malawi with Airworthiness Approval Tags and a statement of any service bulletins complied with shall be made.

MALAYSIA - SPECIAL REQUIREMENTS

(Revised - November 29, 1994)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Malaysia of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation, Airworthiness Division,
4th Floor, Block B, Wisma Semantan
12, Jalan Gelenggang
Bukit Damansara
50618 KUALA LUMPUR
MALAYSIA

1.3 Malaysia does not issue Type Certificates.

1.4 Eligibility for the issue of a Malaysian Certificate of Airworthiness is determined by:

(a) compliance with the appropriate requirements of paragraph 2, 3, and 4 of this document (but see also paragraph 5 of this document).

(b) compliance with:

(i) Additional Directives and Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

(ii) Advisory Notices issued by the DCA which are classified as requiring a mandatory action.

NOTE: Compliance with this sub-paragraph (b) of this document is not essential before export to Malaysia. However, as it may be difficult to establish conformity in Malaysia, details of any relevant service document and modification status will be helpful to the Malaysian user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO MALAYSIA.

2.1 Class I, II and III products must comply with the requirements of Subpart L of FAR Part 21 and the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in Subpart H of FAR Part 21 unless otherwise agreed by the DCA.

3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to the FAR certification basis which must be satisfied for a particular aircraft type to be eligible for Malaysian certification.

3.2 Additional Requirements for Malaysian certification are not specified for fixed wing aircraft:-

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Malaysian Transport or Aerial Work Categories.

NOTE: Malaysian air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 of this document the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Malaysia. Equipment required to be carried on flights for the purpose of public transport, to satisfy Malaysian air navigation legislation, will also be specified.

3.4 Additional Requirements need not necessarily be complied with before the Export Certificate of Airworthiness (FAA Form 8130-4) is issued. However, if the applicant for certification in Malaysia elects to satisfy any or all of the relevant Additional Requirements before the Certificate is issued, the Certificate must be endorsed in accordance with paragraph 4.4(b) of this document. In such cases the applicant shall notify the DCA to enable details of the Additional Requirements to be provided to the FAA or appropriate designee.

4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Malaysian certification or use on Malaysian registered aircraft.

APPLICABILITY CODE:

+ Required only with first of type and model exported to Malaysia.

* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12,500 lbs).

4.2 All aircraft.

* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Malaysian Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletin incorporation must identify:

i) Production versions of the Service Bulletins.

ii) Service Bulletins.

ii) Alert Service Bulletins.

(b) Copy of the production flight test report or a statement that no flight test has been completed.

(c) Modification standard. This must include:

i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.

ii) Service Bulletins compliance.

(d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).

+ (e) A copy of the aircraft Type Certificate Data Sheet.

(f) Details of any alterations which may have been embodied under the Supplemental Type Certificate procedure (STC).

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Malaysian Certificate of Airworthiness is issued.

(g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Malaysian operator.

(h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.

- (i) Airframe/engine/propeller/auxiliary power unit log books.
- * (j) Seating configuration approval document, where relevant.
- + (k) Maintenance Review Board document, where relevant.
- + (l) A summary of FAA approved retirement life limitations.
- * (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

- + (n) FAA Approved Master Minimum Equipment List, where applicable.
- (o) Weighing report and associated weight schedule.
- + (p) Manuals required by the DCA:

| | <u>NO. REQUIRED</u> |
|--|---------------------|
| i) The FAA approved flight manual or pilot's operating handbook | 2 |
| ii) Operations manual. | 1 |
| iii) Weight and balance/loading procedures manual. | 1 |
| iv) Maintenance planning guide including manufacturers recommended component overhaul lives. | 1 |
| v) Aircraft maintenance manual. | 1 |
| vi) Engine maintenance manual. | 1 |
| vii) Set of service bulletins and service letters or equivalent documents. | 1 |

NOTE: A condition of Malaysian certification of the first of a type is the provision by the Malaysian applicant for certification of a continuing amendment service for the required manuals.

- (q) Record of compass system and magnetic compass swings.
- (r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

* (u) List of Serial Numbers of significant component parts.

+ (v) Noise Type Certificate.

4.3 Used aircraft. In addition to the requirements specified in paragraph 4.2 of this document, the following information is required for used aircraft:

* (a) Maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle; and

(ii) future check cycle.

* (b) Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

* (d) Compliance with structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records to the satisfaction of the DCA before the issue of a Malaysian Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicants proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Malaysia.

4.4 Requirement for Export Certificates of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Malaysia.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty days prior to the date of presentation for Malaysian certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Malaysia is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All ADs shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Appliances - general.

(a) For the purpose of this procedure, "appliance" has the meaning assigned to it in FAR Part 1 and includes associated replacement and modification parts.

(b) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag (FAA Form 8130-3). The procedures given in the following subparagraphs provide acceptable alternative means of compliance for appliances other than radio:

i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) published in FAR 21 or,

ii) In lieu of approval under a TSO, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(c) An FAA Airworthiness Approval Tag must be supplied with all appliances.

4.6 Radio appliances. The DCA will accept a radio appliance that has been approved by FAA under a TSO or by the UK CAA under the Aircraft Radio and Associated Equipment Approval.

4.7 Products other than aircraft or appliances.

(a) Engines (including APU's), engine modules, and propellers:

- i) Export Certificate of Airworthiness (refer to paragraph 4.4 of this document).
- ii) Service Bulletin compliance statement.

(b) Class II as defined in Subpart L of FAR Part 21:

- i) FAA Airworthiness Approval Tag.

(c) Class III as defined in Subpart L of FAR Part 21:

- i) FAA Airworthiness Approval Tag or,

- ii) A certification by the manufacturer of the product that the product concerned was manufactured under a Production Certificate granted under Subpart G of FAR Part 21, a Parts Manufacturing Approval granted under Subpart K of FAR Part 21, or a TSO authorization granted under Subpart O of FAR Part 21, as appropriate.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applicants for Malaysian certification are advised to give early notification to the DCA of any aircraft type in this classification.

KINGDOM OF MOROCCO - SPECIAL REQUIREMENT

(New - August 23, 1977)

1. Import of U.S. Manufactured Aircraft.

a. The Kingdom of Morocco accepts for import and registration, without modification, U.S. aircraft manufactured to Federal Aviation Administration (FAA) standards.

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS

(ISSUE 2)

(Revised - December 10, 1980)

1. INTRODUCTION.

a. The special requirements associated with the agreement on the reciprocal validation of export certificates of airworthiness of May 22, 1956, based on the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 14, 1955, are prescribed in this document. These requirements are effective from the 1st of July, 1967. Issue 2 is effective from the 1st of July, 1969. The requirements specified in this document apply only to aircraft exported to the Netherlands, and not to those exported to Surinam.

2. GENERAL.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Netherlands Department of Civil Aviation, Rijks Luchtvaart Dienst (RLD+).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands airworthiness approval during the last six years, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated already by the RLD, may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are specified under paragraph 5.

d. For each used aircraft the RLD will, after inspection of the aircraft, establish, on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the RLD approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

+) Address: Rijksluchtvaartdienst
Directie Luchtvaartinspectie
Postbus 7555
1117 ZH Schiphol Telephone No.: 020-5163260
The Netherlands

3. DOCUMENTS AND DATA REQUIRED. The application for the issue or validation of a certificate of airworthiness shall be accompanied by the following documents and data:

a. For the first aircraft of a specific make and model being imported:

(1) The design and test data specified in Annex A.

NOTE: Annex A is available from the RLD(+).

(2) The certificate of airworthiness issued or renewed within a period of 60 days immediately preceding the date of the application for validation of that certificate or the issue of a new certification of airworthiness.

(3) A statement specifying the applicable airworthiness requirements and indicating that these requirements were complied with.

(4) The manufacturer's specification and, if available, a type specification issued by the contracting state, containing basic data concerning performance, dimensions, weights, and required equipment.

(5) The weight and balance report, including equipment list, showing all removable items of equipment that are included in the empty weight.

(6) The aircraft flight manual, approved by the contracting state, issued in the English language.

(7) The manufacturer's maintenance manual, containing at least the following information:

(a) Engineering description of the aircraft.

(b) Instructions for ground handling.

(c) Assembly and disassembly instructions for the various aircraft parts and assemblies.

(d) Description of the powerplants, propellers, and the various systems.

(e) Maintenance, repair and overhaul instructions and the associated inspection items and schedule.

(8) Aircraft, engine, and propeller parts lists.

(9) For used aircraft, the historical records, such as aircraft and engine logbooks and records regarding maintenance, repairs, modifications, mandatory service bulletins, and airworthiness directives.

b. For subsequent import aircraft, to the same make and model as under 1.a.

(1) The documents and data listed under a(2), a(4), a(5), a(6), and a(9) unless documentation submitted previously is also applicable to the individual concerned.

(2) A list of deviations from the first aircraft. If the applicant is unable to provide such a list, additional data may be required to enable the RLD to determine the deviations.

4. TECHNICAL REQUIREMENTS.

a. Special conditions of a particular nature. The aircraft shall, to the extent deemed essential by the RLD, comply with such additional requirements as may be specified in writing. These additional requirements will be prescribed if the aircraft has special features or characteristics the safety of which has not been guaranteed adequately by the existing requirements.

b. Special conditions of a general nature. The special conditions of a general nature are listed in Annex B.

NOTE: Annex B is available from the RLD(+).

c. Subsonic jet aircraft, other than aircraft which require a runway with no stopway or clearway of length 600 m or less at maximum certificated weights for airworthiness, which do not comply with Noise Standards at least as severe as the provisions of Chapter 2, paragraph 2.2 through paragraph 2.6 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation first issue, dated August 1971, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

d. Propeller-driven aircraft of maximum certificated takeoff weight not exceeding 5700 kg, which do not comply with Noise Standards at least as severe as the provisions of Chapter 3, paragraph 3.2 through paragraph 3.4 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation, first issue, dated August 1971, are excluded from import to the Netherlands, except that aircraft:

(1) With a certification basis older than January 1, 1976, and being of a type which had no Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after that date;

(2) With a certification basis older than January 1, 1976, and being of a type which had a Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after January 1, 1980, and except on an individual basis after referral to the RLD.

TABLE I

| | | | |
|----------------|--|---|--|
| <u>BEECH</u> | D18S 23 65 65-80 65-90 95-A55 | <u>FAIRCHILD</u> <u>GRUMMAN</u> | 24R 46 A AGCAT G 164 A P&W R 985-An-I (450 hp) Ham. Std. 6101- A-12 |
| <u>BELL</u> | 47G 47G-2A-1 47J 47J-2A | <u>N.A. AVIATION</u> <u>HUGHES</u> | AT-6 269B |
| <u>BOEING</u> | 707-355C | <u>LOCKHEED</u> | L-188C L-1049G |
| <u>CESSNA</u> | 150C 150E 150F 150G 172 172A 172B 172E 172F 172G 182B 182F A188 P206 U206A 404 550 | <u>MOONEY</u> <u>PIPER</u> | L-1049H M-20A J3C-65(L-4J) PA-18-125 PA-18A-135 PA-18-150 PA-18A-150 PA-19 PA-22-108 PA-22-150 PA-22-160 PA-23-160 PA-23-235 PA-24-250 PA-25-235 PA-28-140 PA-28-160 |
| | * | | |
| <u>CONVAIR</u> | 640 | <u>PIPER</u> | PA-28-180 |
| <u>DOUGLAS</u> | DC-3C-S1C-3G C54B-DC DC-6 DC-6A DC-6B DC-7C DC-8-33 | <u>SIKORSKY</u> <u>STINSON</u> | PA-30 S-61 N S-62A L-5B |

9/06/95

AC 21-2H
Appendix 2

DC-8-53
DC-8-55
DC-8F-55
DC-8-63
DC-9-15
DC-9-32
DC-9-33F

NETHERLANDS AIRWORTHINESS

REQUIREMENTS 1987

As per April 10, 1987, the Netherlands Airworthiness Requirements consist of the following documents:

Decree LI/12111, dated July 14, 1978, and amended with decree LI/1715 of March 11, 1987, plus the following enclosures:

| | Introduced with decree | Amended with decree | Date |
|---|---|------------------------------|--|
| 1 | Definitions and abbreviations FAR Part 1 | LI/12111 | - 14.07.78 |
| 2 | Definitions and abbreviations JAR 1, including Amendment 3 | LI/12111 | 14.07.78 |
| 3 | Airworthiness Standards: Transport Category Airplanes (FAR Part 25 and special conditions) including Amendment 46 | LI/13625 | LI/12627 01.09.81 21.12.79 |
| 4 | Joint Airworthiness Requirements Large [[airplane]], Cat. T (JAR 25) including Amendment 10 | LI/12111 | LI/13521 LI/12167 07.12.84 01/08.81 14.07.78 |
| | plus 84/1 | LI/13647 | 23.12.83 |
| | plus 84/2 | LI/11600 | 23.05.84 |
| | plus 84/3 | LI/12239 | 20.07.84 |
| | plus 85/1 | LI/13611 | 19.12.84 |
| | plus 85/2 | LI/5884 | 12.08.85 |
| | plus 85/11 | LI/8877 | 03.12.85 |
| | plus 86/1 | LI/2381 | 08.04.86 |
| | plus 86/2 | LI/4819 | 08.07.86 |
| | plus 87/1 | LI/906 LI/2459 | 05.02.87 06.04.87 |
| 5 | Airworthiness Standards: Normal, Utility and Acrobatic Category Airplanes (FAR Part 23 and special conditions) including Amendment 29, 30 and 31, | LI/12111 | 14.07.78 |
| | 32 | LI/13002 | 19.10.83 |
| | 33 | LI/2509 LI/1478 LI/906 | 29.03.85 27.02.86 05.02.87 |

| | | | | |
|----|--|----------|----------|----------|
| 6 | Airworthiness Standards: Transport Category Rotorcraft FAR Part 29 and special conditions) including Amendment 24 | LI/12111 | | 14.07.78 |
| | | | LI/3270 | 24.04.85 |
| 7 | Airworthiness Standards: Normal Category Rotorcraft (FAR Part 27 and special conditions) including Amendment 21 | LI/12111 | | 14.07.78 |
| | | | LI/13002 | 19.10.83 |
| | | | LI/1756 | 05.03.85 |
| 8 | FAA Interim Standards for Certification of FAR 27/29 Helicopters for IFR Operations | | | |
| | | LI/12111 | | 14.07.78 |
| 9 | Requirements for [[airplanes]] CAT. N, used for air transportation flights | | | |
| | | LI/12111 | | 14.07.78 |
| 10 | Joint Airworthiness requirements Sailplanes and powered Sailplanes (JAR 22) including Amendment 3 | LI/12262 | | 06.08.80 |
| | 22/84/1 | | | |
| | 22/85/1 | | LI/10717 | 14.03.83 |
| | 22/86/1 | | LI/669 | 28.01.85 |
| | | | LI/392 | 17.01.86 |
| | | | LI/8018 | 06.11.86 |
| 11 | Airworthiness Requirements for amateur built aircraft | LI/12111 | | 14.07.78 |
| 12 | Airworthiness Requirements for Towing Aircraft | LI/12111 | | 14.07.78 |
| 13 | Airworthiness Requirements for crop spraying aircraft | LI/12111 | | 14.07.78 |
| 14 | Reserved for Airworthiness Requirements for aircraft used for parachute jumping | - | - | - |
| 15 | Requirements for Noise Production | LI/1715 | | 11.03.87 |
| 16 | Technical Standard Orders | LI/12922 | | 10.10.83 |
| 17 | Airworthiness Requirements for non- rigid airship | LI/12262 | | 06.08.80 |

18 Airworthiness Requirements for manned free balloons and Hot Air Ships (FAR 31 and BAR "Manned Free Balloons" as well as BAR Paper 696 "Hot Air Ships") LI/11371 10.05.82

LI/11911 23.06.82

NETHERLANDS

[[AIRPLANE]] NOISE CERTIFICATION REQUIREMENTS

(effective March 11, 1987)

1. Subsonic jet [[airplanes]] and heavy propeller-driven [[airplanes]].

1.1 Subsonic jet [[airplanes]] of over 20,000 kg maximum certificated takeoff mass, other than [[airplanes]] which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, of a type that has been certificated in the Netherlands before (date of applicability of amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 2 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981), on the understanding that only the maximum noise levels of paragraph 2.4.2. apply.

1.2 Two and three engined [[airplanes]], covered by paragraph 1.1 above, are also eligible for import into the Netherlands if they are "Stage 2" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification), as amended by Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.3 Subsonic jet [[airplanes]] of maximum certificated takeoff mass not exceeding 20,000 kg, propeller-driven [[airplanes]] of over 5700 kg maximum certificated takeoff mass, and subsonic jet [[airplanes]] of a type that has not been certificated in the Netherlands before (date of applicability of the amendment), other than [[airplanes]] which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, are excluded from import into the Netherlands unless:

a. they comply either with the Standards of Chapter 3 of ICAO Annex 16 Volume I (Aircraft Noise, First Edition, 1981),

b. or they are "Stage 3" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification) up to and including Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.4 Those propeller-driven [[airplanes]], covered by paragraph 1.3 above, which are derived from types that have been certificated at maximum takeoff mass not exceeding 5700 kg and with passenger seating capacity of no more than 19 seats are also eligible for import into the Netherlands if they comply with the provisions of paragraph 2.1 hereunder.

2. Light propeller-driven [[airplanes]].

2.1 Propeller-driven [[airplanes]] of maximum certificated takeoff mass not exceeding 5700 kg other than those covered by [[paragraph]] 2.2, are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, Volume I, (Aircraft Noise, First Edition, 1981).

2.2 Powered gliders are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, on the understanding that the maximum noise levels of paragraph 6.3 are lowered by 5 dB(A).

2.3 Engine power settings for those [[airplanes]], covered by [[paragraphs]] 2.1, and 2.2 above, which are higher than the maximum power in the normal operating range but lower than the maximum takeoff power, have to be indicated on the engine instruments by a yellow arc (cautionary range). The Flight Manual shall contain a note that engine power settings above the maximum power in the normal operating range may only be applied during takeoff and in emergency.

3. Helicopters. Helicopters of a type, that has not been certificated in the Netherlands before, (date of applicability of the amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 8 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981).

4. Exemptions.

4.1 The Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may exempt from the above provisions:

a. [[Airplanes]], which are exclusively designed and used for aerobatic purposes or agricultural or fire fighting uses.

b. [[Airplanes]] not satisfying the applicable requirements for noise certification when they can be equipped to these standards provided that;

- suitable conversion equipment exists for the [[airplanes]] type in question;

- [[airplanes]] fitted with such equipment are capable of achieving the standards required for noise certification;

- such equipment is actually available, and the operator has ordered the equipment;

and

- the appropriate equipment must be fitted within not more than two years from the date of registration.

c. [[Airplanes]] which are temporarily registered into the register of another State than the Netherlands, on account of hire purchase.

d. [[Airplanes]] which replace [[airplanes]] which have been accidentally destroyed and which cannot be replaced by a comparable [[airplane]] with noise certification available on the market, provided that the registration of the replacement [[airplane]] is carried out within one year following the destruction in question; and the replacement [[airplane]] is removed from the register within two years after registration.

e. [[Airplanes]] of historic interest.

4.2 In special cases, and under conditions to be defined, the Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may allow the application of other noise requirements provided the noise levels are at least equivalent to those required for the [[airplane]] according to the ICAO Annex 16, Volume I, Noise Standards, and on the understanding that subsonic jet [[airplanes]] and propeller-driven [[airplanes]] of over 5700 kg maximum certificated takeoff mass have to comply with the provisions of paragraph 1.1 above.

NOTE: At present, no Certificates of Airworthiness are issued for Ultra Light [[Airplanes]]. However, permission to fly without a Certificate of Airworthiness will only be granted under specified conditions.

As far as the noise emission is concerned, it is not permitted to use ultra light [[airplanes]] in the Netherlands unless the noise level measured in a full power flyover in 150 meters is below 60 dB(A). Two-seaters which are used for instruction purposes only are admitted if the noise level does not exceed 63 dB(A).

NETHERLANDS ANTILLES - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. GENERAL. The special conditions associated with the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 4, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions apply only to export of aircraft to the Netherlands Antilles.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Department of Civil Aviation, Netherlands Antilles (Department van Luchtvaart Nederlandse Antillen (D.V.L. N.A.)) (See Note 6a).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands Antillean airworthiness approval during the last six years, are excluded from import into the Netherlands Antilles except on an individual basis after referral to the D.V.L. N.A.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated by the D.V.L. N.A. prior to July 1, 1967, may continue to be imported on similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are as follows:

| Manufacturer | Model | Manufacturer | Model |
|-----------------------------|--------|---------------------|-----------|
| <u>AERO COMMANDER</u> | 100 | <u>CONVAIR</u> | 340 |
| <u>CURTISS WRIGHT SUPER</u> | C-46 | | |
| <u>BEECH</u> | C-50 | <u>DORNIER</u> | DO 28A-1 |
| | D-50 B | | |
| | 65-A80 | <u>FOKKER</u> | F 27-500 |
| <u>CESSNA</u> | 150 H | <u>MCDONNELL</u> | DC9-15 |
| | 172 C | <u>DOUGLAS</u> | |
| | 172 H | <u>MOONEY</u> | M20-5 |
| | 172 I | | |
| | 175 C | <u>DE HAVILLAND</u> | DHC-6 |
| | 182 E | <u>PIPER</u> | PA 23-160 |
| | 182 M | | PA 28-180 |
| | | | PA 22-150 |
| | | | J-3 |

2. DOCUMENTS AND DATA REQUIRED. The following documents and data shall be submitted to the D.V.L. N.A.

a. For all aircraft.

- (1) Certificate of Airworthiness for Export issued not more than 60 days prior to the application for validation.
- (2) FAA approved Airplane Flight Manual and weight and balance report with equipment list.
- (3) Certificated aircraft and engine logbooks, and when available propeller logbooks, or other equivalent historical records showing total operating time.
- (4) A certified statement regarding any flight or operational limitations, exemption, or restrictions, which have been prescribed by the FAA, because of design or structural characteristics or features incorporated which are not in conformity with data forming the basis for the initial type certification of aircraft of this type.
- (5) A certified statement regarding the modification status of aircraft with respect to Airworthiness Directives or other changes prescribed by the FAA subsequent to issuance of the original type specification or Type Certificate for the aircraft. Major repair and alteration form, FAA Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.

b. For aircraft being the first of a type exported to the Netherlands Antilles (see Note 6c). In addition to the documents and data mentioned in the preceding paragraph, the following documentation and data shall in general be submitted: (The D.V.L. N.A. will inform on request regarding such of the listed documents and data as may be required in each specific area.)

- (1) Manuals related to aircraft. The Maintenance Manual, Overhaul Manual, Repair Manual, Parts Catalog, and a copy of the customer's specification for the aircraft, together with a specimen copy of the approved Airplane Flight Manual. A copy of information or instructions essential to the assembly and rigging of the aircraft.
- (2) Manuals related to major parts. The approved Operating Manual, Maintenance Manual, Overhaul Manual, and Repair Manual for each type of engine, propeller, and major auxiliary equipment fitted to the aircraft. A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

NOTE: If possible, the documents specified in [[paragraphs]] (1) and (2) shall be delivered well in advance of the intended delivery date of the aircraft.

(3) Bulletins. A complete set of service publications including bulletins issued by the manufacturers of the aircraft and by manufacturers of engines, propellers, and other type certificated equipment installed thereon, and a statement by an authorized representative of the aircraft manufacturer to the effect that he will undertake to supply the D.V.L. N.A. a copy of all new such bulletins.

(4) Design and test data. The design data and test data listed in Annex A (see Note 6b).

3. TECHNICAL REQUIREMENTS.

a. The aircraft shall to the extent deemed essential by the D.V.L. N.A. comply with such additional requirements as may be specified in writing. These additional requirements will be determined having regard to the differences between the relevant airworthiness codes of the United States and the Netherlands, and to any additional requirements as would be prescribed for comparable aircraft in the Netherlands.

b. Unless otherwise stated the conditions listed in Annex B apply (see Note 6b).

4. USED AIRCRAFT. For each used aircraft the D.V.L. N.A. will after inspection of the aircraft establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the D.V.L. N.A. approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

5. FLYAWAY AIRCRAFT.

a. In the case of aircraft delivered via flyaway, the Export Certificate of Airworthiness, certified logbooks, FAA approved Airplane Flight Manuals, weight and balance report and equipment list and such other documents as may be essential to the safe operation of the aircraft shall accompany the aircraft and be delivered to the D.V.L. N.A. on arrival in the Netherlands Antilles.

b. If delivery of an aircraft is via flyaway the aircraft shall carry certificates of airworthiness and registration and a letter of authority to cover the use of radio, valid for the delivery flight, issued by the D.V.L. N.A. All inquiries relating to the issuance of Netherlands Antilles certificates of registration and certificates of airworthiness should be addressed to the D.V.L. N.A.

6. NOTES.

a. The address of the Department of Civil Aviation:

Department van Luchtvaart
Dr. A. Plesman Luchthaven
Curacao, Wederlandse Antillen

b. Annexes A and B are available from the D.V.L. N.A.

c. The D.V.L. N.A. will inform on request whether an aircraft is the first of a type to be exported to the Netherlands Antilles.

NEW ZEALAND - SPECIAL REQUIREMENTS

(Revised - December 9, 1992)

SECTION 1 - INTRODUCTION.

1.1 An Export Certificate of Airworthiness with pertinent data attached will be required for each Class I product exported from the United States to New Zealand. To be eligible for installation in New Zealand aircraft, Class II and Class III products must be processed in accordance with the applicable provisions of FAR 21, Subpart L.

1.2 Special requirements which must be satisfied before the issue of a U.S. Export Certificate of Airworthiness are identified in Section 2. Data shall be forwarded to the Director Civil Aviation, Civil Aviation Authority, Aviation House, 1 Market Grove, P.O. Box 31441, Lower Hutt, New Zealand (Attention: Controller Aircraft Certification).

1.3 Airworthiness certification procedures of New Zealand aircraft are specified in the New Zealand Civil Airworthiness Requirements Volume 1 Sections A and B. Application for a New Zealand Certificate of Airworthiness is to be made not less than 28 days before the issue of the certificate is desired.

1.4 Additional requirements which must be satisfied for the issue of a New Zealand Certificate of Airworthiness, are specified in New Zealand Civil Airworthiness Requirements Volume 1 Section C and Volume 2. It is not necessary for these additional requirements to be satisfied before export from the United States.

1.5 Aircraft which are certificated only in the United States Restricted Category will not be eligible for registration or airworthiness certification in New Zealand unless special conditions are met.

1.6 If the airworthiness standards which form the certification basis for the aircraft pre-date the U.S. Civil Airworthiness Regulations, the aircraft may be certified in the New Zealand Restricted Category and ineligible for air transport and aerial work operations.

1.7 Supply of data listed in Section 2.2 and 2.3 may be required in respect of Supplemental Type Certificate (STC) alterations before a New Zealand Certificate of Airworthiness is issued.

1.8 Unless otherwise agreed by the Authority, all data must be supplied in the English language and supplied at no cost to the Authority.

SECTION 2 - SPECIAL REQUIREMENTS.

2.1 The following data requirements must be satisfied at the time of export for an aircraft to be eligible for New Zealand airworthiness certification. The listed data must be supplied to the Aircraft Certification Group, Civil Aviation Authority.

- (a) A copy of the Export Certificate of Airworthiness.
- (b) Statement of Modification, Service Bulletin and Equipment Standard at build.
- (c) Summary of Modifications, Repairs, Service Bulletins, Customer Options, and Equipment incorporated since initial build.
- (d) Statement of Compliance with FAA Airworthiness Directives for U.S. manufactured aircraft.
- (e) Airframe, engine, propeller and APU logbooks (as applicable).
- (f) Copies of any applicable Supplemental Type Certificates.

2.2 In addition, the following data associated with foreign type certification will be required for first aircraft of a particular type or model exported to New Zealand.

- (a) A copy of the type certificate or equivalent document, which certifies compliance with the applicable airworthiness requirements.
- (b) Particulars of the airworthiness design requirements with which the aircraft complies including the airworthiness standards, the effective date of the standards, any special conditions applied and any provisions not complied with, together with the associated compensating factors. A copy of a type certificate data sheet or equivalent will provide such data except that, where special conditions or compensating factors are included, the documents detailing them will also be required.
- (c) A listing of all the data submitted to the original type certifying Authority for showing compliance with the airworthiness standards. Identified data will include structural load, strength analysis, structural fatigue, aeroelastic, structural test, and flight test reports.
- (d) Such of the data listed by 2.2(c) as the Authority requires.
- (e) A copy of the flight manual or, if a flight manual is not required by the applicable airworthiness standards, a document defining operating limitations and providing operational data. Also a weight and balance manual if such information is not contained in the flight manual.
- (f) Data to identify the type design such as a parts catalogue or drawings.
- (g) Data to identify essential and optional equipment and the location of emergency equipment.
- (h) Copies of the instructions for continuing airworthiness, required to be prepared under the airworthiness standards, such as maintenance manuals.

(i) Service documentations issued by the manufacturers of the aircraft, engines, propellers and equipment, such as service bulletins, service letters and equivalent documents.

(j) A statement from the type certificate holder or manufacturer, undertaking to provide the Authority with an ongoing revision service for the operating, maintenance and service documentation.

2.3 It is desirable at the time of export certification to supply additional available data which may subsequently be required for such purposes as the approval of design changes, maintenance and air transport operations. These data may include:

(a) Maintenance, overhaul and repair manuals for airframe, engines, propellers and equipment additional to those required under 2.2.

(b) The manufacturer's detailed specification for the type.

(c) The customer's detailed specification for the type.

(d) The manufacturer's specifications for special processes and materials used in manufacture and maintenance.

(e) Electrical load analysis.

(f) Location drawings for all radio antennas.

(g) Operations manual.

(h) Master minimum equipment list (MMEL).

(i) Maintenance planning document (MPD).

(j) Maintenance review board document (MRB).

(k) Manufacturers Maintenance schedule.

(l) Ground and flight type inspection reports (TIR).

NORWAY - SPECIAL REQUIREMENTS

(Revised - September 5, 1994)

1. INTRODUCTION. In accordance with the bilateral agreement between the United States of America and Norway, airworthiness certification of aeronautical products are reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Norway.

Lufftartsverket, the Norwegian Civil Aviation Administration, is referred to as CAA-N below.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by CAA-N before issuance of a Norwegian Certificate of Airworthiness for an individual aircraft and its permanent registration in Norway. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization procedure but may lead to additional type specific design, maintenance, operational, or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I below.

2.2 Engines and propellers installed on an aircraft are type accepted by CAA-N as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Then, no additional type acceptance procedure is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 A Norwegian Certificate of Airworthiness may not be issued unless the aircraft is in compliance with the Norwegian BSL B 2-2 "Environmental Regulations."

These regulations are based on the latest amendments of ICAO Annex 16. Norway has in addition adopted the European Civil Aviation Conference (ECAC) recommendations with regard to non-addition and non-operation of Chapter 2 airplanes.

3. CLASS I PRODUCTS (Ref FAR Part 21-Subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by CAA-N, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version accepted by CAA-N, the following documents must be presented to CAA-N:

a) Airworthiness document:

An Export Certificate of Airworthiness (C of A), FAA Form 8130-4, issued by FAA within 60 days prior to the date of application to the CAA-N for a Norwegian Certificate of Airworthiness for the aircraft. The year of manufacture must be stated on the Export C of A or on another supporting document.

Other airworthiness document and procedure may be accepted by CAA-N on a case by case basis.

b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by CAA-N, accompanied by an application for type acceptance of the modifications.

c) Certificate of Environmental Quality as applicable, unless the approved data is published in the Flight Manual. See 2.3 above.

d) Historical record, log books, or equivalent.

e) List of applicable and incorporated Airworthiness Directives.

f) List of applicable and incorporated Service Bulletins.

g) Modification record.

h) Record of life limited parts.

i) Equipment List.

3.1.3 A piston powered aircraft is normally only accepted for import if the running times of the engine(s) since new or overhauled do not exceed 80% of the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or propeller must have been performed by an FAA Repair Station Certificate holder, with an appropriate rating.

3.1.4 Ferry flight of aircraft with interim Norwegian registration.

3.1.4.1 The following documents must be carried on board the aircraft:

a) Validated Export Certificate of Airworthiness or other airworthiness document accepted by CAA-N.

b) Temporary License to operate Radio Station On Board Aircraft, issued by the Norwegian Telecommunications Administration.

c) Certificate of Registration, permanent or temporary, issued by the Norwegian Civil Aircraft Register.

- d) Aircraft Journey Log Book.
- e) Flight Manual and Operations Manual or equivalent including supplements for equipment installed.
- f) Weight and balance documents.
- g) Approval documents for extra ferry equipment installed, issued under FAA authorization or by CAA-N.

3.1.4.2 Aircraft marking.

The aircraft must be marked with the assigned Norwegian nationality and registration marks in accordance with Norwegian BSL B 1-4 (ICAO Annex 7).

3.2 ENGINE OR PROPELLER (not installed on an aircraft). For an engine or a propeller not previously type accepted in Norway, individually or as part of an aircraft, the documentation required will be established by CAA-N on a case by case basis following an application for type acceptance.

The following documents are required for type accepted engines and propellers.

- a) Export Certificate of Airworthiness.
- b) Airworthiness release certificate, issued under an appropriate FAA authorization, i.e., a Production Certificate or a Repair Station Certificate.
- c) Modification record.
- d) Equipment list.
- e) Historical record, log book or equivalent document.
- f) Lists of applicable and of incorporated airworthiness directives.
- g) Lists of applicable and incorporated Service Bulletins.
- h) Record of life limited parts.

A piston engine or a propeller is only accepted for import if the running time of the unit since new or overhaul does not exceed 80% of the manufacturer's recommended time between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or propeller must have been performed by an FAA Repair Station Certificate holder, with an appropriate rating.

4. CLASS II PRODUCTS. The following documents are needed for a Class II product:

a) Airworthiness release certificate, FAA Form 8130-3, issued under an appropriate FAA authorization.

b) List of applicable and incorporated airworthiness directives.

c) List of applicable and incorporated service bulletins.

d) Modification record, if applicable.

e) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 Class III products must be delivered with an FAA Authorized Release Certified Approval Tag (FAA Form 8130-3), or a statement including a copy of the original documentation, showing that the manufacturer holds one of the following authorizations:

a) A Production Certificate issued in accordance with U.S. FAR Part 21, Subpart G, or

b) An FAA Parts Manufacturing Approval (PMA) issued in accordance with U.S. FAR Part 21, Subpart K, or

c) A Technical Standard Order (TSO) Authorization issued in accordance with U.S. FAR Part 21, Subpart O, or

d) A Conformity Certificate stating that the parts have been manufactured in accordance with a specified standard.

APPENDIX I

AIRCRAFT TYPE ACCEPTANCE

I.1 An application for type acceptance must be presented to CAA-N. For a new aircraft, the applicant should be the manufacturer or the holder of the type certificate.

I.2 The documents listed below are necessary to support the application:

- a) Type Certificate Data Sheet, if not already published.
- b) Flight Manual with supplements.
- c) Operating Manual, Owner's Manual, etc., if not combined with the Flight Manual.
- d) Data showing that the aircraft type is in compliance with BSL B 2-2. See 2.3 above.
- e) Data Showing that the engines comply with ICAO Annex 16, Volume II, Aircraft Engines Emissions, if applicable.
- f) Manufacturer's declaration that he undertakes to provide CAA-N, without charge, with all requested technical and operational manuals, Service Bulletins, and other important service information.
- g) Any other document deemed necessary by CAA-N for sufficient familiarization with the product.

ISLAMIC REPUBLIC OF PAKISTAN - SPECIAL REQUIREMENTS

(Revised - August 18, 1994)

REQUIREMENT FOR IMPORTATION OF AIRCRAFT AND ASSOCIATED STORES1. GENERAL.

1.1 These requirements apply to the importation of new and used aircraft into Pakistan. Aircraft already operating in this country on foreign registration which are to be transferred to the Pakistan Civil Aircraft Register are to be treated as imported in Pakistan.

1.2 The importer must provide to the Airworthiness Division full specification of the aircraft including detailed description with makers and part numbers of the Avionic equipment and other major components fitted and of the instrument panel lay-out of the aircraft. It is suggested that the prospective importer provides this information BEFORE ordering or purchasing the aircraft since modifications to the aircraft and/or its installed equipment may be required prior to issue of a Pakistan Certificate of Airworthiness.

1.3 Application for the grant of Certificate of Registration should be made well in advance to the DG CAA, Karachi on form CAA-054 together with the receipt showing that the prescribed fee has been deposited in the account of the CAA in the Habib Bank Limited, 19-Liaquat Barracks, Karachi for credit to CAA Collection Account No. 1.

1.4 If the aircraft is already on the register of another country, the importer is required to arrange with the Airworthiness Authorities on whose register the aircraft is currently borne to advise the DG CAA by telex, cable or by letter of the deletion of the aircraft from their register No. registration in Pakistan is possible until such confirmation is received addressed to the DG CAA, Karachi, Pakistan.

2. DOCUMENTATION.

2.1 The following documents are required before a Certificate of Registration is issued:

2.1.1 No Objection Certificate (NOC) from the Air Transport Branch of HQ CAA.

2.1.2 Copy of Import Permit from Government of Pakistan.

2.1.3 Customs clearance documents.

2.1.4 De-registration certificate from the country of previous registration.

2.2 Application for the grant of Certificate of Airworthiness must be made on form CAA-053 to the CAA together with a receipt of the appropriate fee. If there is no current foreign Certificate of Airworthiness in respect of the aircraft, an adequate explanation must be given along with the application.

2.3 The following documents must be provided to the Airworthiness Division before Certificate of Airworthiness can be issued:

2.3.1 The existing Certificate of Airworthiness and/or the Certificate of Airworthiness for export.

2.3.2 Two copies of the Flight Manual issued for that type of aircraft.

2.3.3 Two sets of Maintenance, Overhaul, Repair and Operation Manuals in respect of the aircraft, engines, propellers and installed Avionic equipment, along with a written confirmation from the manufacturers thereof that amendments, revisions, on new issue will be supplied to the CAA as soon as they are issued.

2.3.4 A complete set of Service Bulletins, Service Instructions, Service Letters, modification bulletins and any other technical data of a similar nature in respect of the aircraft, engines, propellers and/or installed equipment and a supply written confirmation from the relevant manufacturers that amendments, revisions and new issues will be supplied to CAA as soon as they are issued.

2.3.5 Weight and Balance report and equipment list for the particular aircraft.

2.3.6 The Manufacturer's flight test report for that particular aircraft.

2.3.7 The airframe, engine and propeller log books, if such are in existence, for scrutiny.

2.3.8 A statement of the modification status and Airworthiness Directives embodiment pertaining to the airframe, engines, propellers and installed Avionic equipment.

2.3.9 Copy of the Master Minimum Equipment List (MMEL) as issued by country of manufacture of aircraft.

2.3.10 Such other technical records as may be required by the Airworthiness Division.

2.4 The documents and informations required by Airworthiness Division are to be provided at no charge of any nature to the CAA. In case aircraft of the same type are already on the register of Pakistan, the Airworthiness Division may at its discretion waive the requirement for any of the above documents as it may deem fit.

2.5 Prior to the issuance of a Pakistan Certificate of Airworthiness, the importer may be required to submit the aircraft opened up for inspection, as directed, for survey by the CAA Airworthiness Surveyors and to carry out any work called for. To avoid possible prolonged grounding of aircraft, it is necessary that this inspection be carried out at the manufacturer's or operator's facility where the aircraft is purchased, unless otherwise directed by the Airworthiness Division. For this purpose, the importer will bear all the costs in connection with travel and stay of the CAA Surveyors abroad. Additionally, the training of two surveyors, at the cost of operator, may be required in case of new aircraft import.

3. AIRCRAFT PARTS.

(a) Class I Products.

(i) FAA Export Certificate of Airworthiness (FAA Form 8130-4).

(ii) Compliance with FAR 21 (Subpart L).

(b) Class II and Class III Products.

(i) FAA Airworthiness Approval Tag (FAA Form 8130-3).

(ii) Compliance with FAR 21 (Subpart L).

REPUBLIC OF PANAMA - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. GENERAL.

a. In order to be eligible for certification by the Panama Government the following documents and data shall be submitted to the Direccion de Aeronautica Civil.

(1) Class I aeronautical products must be covered by Export Certificates of Airworthiness as provided for in Part 21 of the United States Federal Aviation Regulations. Complete aircraft, new or used, will require the following documents:

(i) Export Certificate of Airworthiness, FAA Form 8130-4.

(ii) FAA Approved Airplane Flight Manual and Weight and Balance Report with Equipment List.

(iii) Aircraft and Powerplant(s) Logbooks, and when applicable, propeller logbooks with certified annual inspection (large aircraft will require annual inspection certified by an FAA approved repair station).

(iv) Major Repair and Alteration, FAA Form 337, if repairs and/or alterations have been accomplished on the exported aircraft.

(v) A certified statement that all the airworthiness directives or changes prescribed by the FAA are up-to-date on the exported aircraft.

(vi) A bill of sale notarized by a Panamanian Consul or by one of a friendly nation.

(2) Class II and Class III products shall be exported in accordance with the provisions prescribed in Part 21 of the United States Federal Aviation Regulations.

REPUBLIC OF THE PHILIPPINES - SPECIAL REQUIREMENTS

(Revised - November 27, 1992)

The following data shall be forwarded direct by the exporter to The Assistant Secretary of Air Transportation, Manila International Airport, Philippines:

- I. First of a Model. In order to be eligible for certification and registration by the Philippine government, aircraft and other Class I, II, and III products shall be covered by:
- a. Applicable provisions of Part 21 of the U.S. FAA regulations, i.e., Export Certificate of Airworthiness.
 - b. Basis for type certification.
 - c. Properly certified aircraft, engine, and propeller logbooks or equivalent historical records indicating total time operated.
 - d. A certified statement that all mandatory FAA directives have been complied with.
 - e. Copy of the manufacturer's production flight test report for the aircraft to be exported.
 - f. One copy of the weight and balance report pertaining to the particular aircraft including loading schedule or chart, if applicable, and Master Equipment List.
 - g. One copy of the Approved Flight Manual of the particular type of aircraft.
 - h. One copy of the assembly and rigging instructions if aircraft is to be assembled at the point of destination.
 - i. One copy of the pertinent maintenance/service manuals and service bulletins.
 - j. General arrangement drawing of aircraft.
 - k. Aircraft design specification.
 - l. Sale Documents.
- II. If an aircraft of the same model previously has been exported to, and certificated in the Philippines, the following documents or materials shall be furnished by the exporter:
- a. Sale documents.
 - b. Current weight and balance report.
 - c. Export Certificate of Airworthiness.

- d. Flight Test Report.
- e. Detailed listing of all AD's and method and date of each compliance.
- f. Any other documentation when specifically asked for.

III. Export - Flyaway Aircraft (new or used).

a. An aircraft which is being exported to the Philippines shall display the Philippine nationality and registration marks and shall carry on the delivery flight:

- 1. Philippine Registration Certificate.
- 2. Philippine Certificate of Airworthiness (provisional).
- 3. Export Certificate of Airworthiness.
- 4. Philippine Ferry Permits.
- 5. Such other documents as may be essential to the safe operation of the aircraft.

IV. It shall be the responsibility of the Philippine purchaser to ensure that the identification markings are properly displayed upon the aircraft prior to departure from the exporter's base and to ensure that the necessary documents are carried on board the aircraft at the time of delivery.

Mailing Address:

Air Transportation Office
Manila International Airport
Pasay City, Philippines

REPUBLIC OF PORTUGAL - SPECIAL REQUIREMENTS

(Revised - October 18, 1994)

1.0 INTRODUCTION

1.1. This document specifies the special requirements and conditions to be satisfied for the certification and use in Portugal of aeronautical products of United States origin imported from the United States.

1.2 The aircraft registration and certification is under the responsibility of the Direcção-Geral da Aviação Civil (DGAC); correspondence should be addressed to:

Direcção-Geral da Aviação Civil
Direcção dos Serviços de Aeronaves
Rua B - Edifício 6
Aeroporto de Lisboa
1700 Lisboa
PORTUGAL

Cable Address: AEROCIVIL LISBOA
Telex: 12120 AERCIV P
Fax: 351 1 8473585
Phones: 351 1 8488151 - 8488152 - 8488153 - 8488154

2.0 ELIGIBILITY

2.1 Aircraft or any other Class I products, to be eligible for registration and airworthiness certification by the DGAC, must be eligible for certification in the United States "Standard" and should be covered by Export Certificate of Airworthiness - FAA Form 8130-4 - in accordance with Part 21 of the United States Federal Aviation Regulations and should comply with the requirements contained in paragraphs 3.0 and 4.0.

2.2 Aircraft or other Class I products eligible for certification in the United States "Restricted", "Limited" or "Experimental" classification, may be exported to the Republic of Portugal, only if a prior and specific approval of DGAC is obtained.

2.3 Class II and Class III products to be eligible for export to the Republic of Portugal must comply with the applicable provisions of Part 21, Subpart L, of United States Federal Aviation Regulations.

3.0 REQUIRED DOCUMENTS AND DATA3.1 For Type Certification

An application letter for the validation of Type Certificate shall be completed by the United States manufacturer of the concerned aircraft or when applicable by the United States Type Certificate Holder who must prove that he has been duly authorized and he is capable to assume complete responsibility for the product in regard of continuing airworthiness.

The application shall be accompanied by the following documents and data:

3.1.1. Aircraft

3.1.1.1 FAA Type Certificate.

3.1.1.2 The latest issue of the FAA Type Certificate Data Sheet.

3.1.1.3 Compliance check list with the certification basis indicating for each item of the requirements how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.).

3.1.1.4 A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report, must be corrected to standard atmospheric conditions and a statement to this effect shall be made as part of the report. Established operational limitations, speeds and approved loads shall be indicated.

3.1.1.5 A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests. If the aircraft has been approved for ditching, appropriate substantial data shall be submitted.

3.1.1.6 The set of all FAA Special Conditions, equivalent safety items and exemptions from the airworthiness requirements.

3.1.1.7 Two copies of the FAA Approved Flight Manual.

3.1.1.8 Final definition of Type design.

3.1.1.9 Maintenance Manual Chapter 5.

3.1.1.10 Specification for Cabin Furnishing Equipment and arrangement.

3.1.1.11 Maintenance Review Board.

3.1.1.12 Certification Maintenance Requirements.

3.1.1.13 Aircraft Equipment List.

3.1.1.14 Electrical Load Analysis.

3.1.1.15 If the aircraft is certified in the restricted category:

In addition to the above referred information the following is also required:

A statement by the Federal Aviation Administration describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for "special purpose" operation.

A statement indicating part of the Federal Aviation Regulations, the FAA Aircraft Specifications or Type Certificate Data Sheet under which the aircraft have been eligible for type certification in the "standard category" except for those special proposal modifications accomplished by the manufacturer and which are approved by the Federal Aviation Administration.

3.1.2 For Engine/Propellers Certification

3.1.2.1 FAA Type Certificate.

3.1.2.2 The latest issue of the FAA Type Certificate Data Sheet.

3.1.2.3 Compliance check list with certification basis, indicating for each item of the requirements how it was complied with (by test, analysis, calculation, design provisions, etc.) and title and number of the corresponding substantiation document (report, drawing, specification, etc.).

3.1.2.4 The set of all FAA Special Conditions, equivalent safety items and exemptions for the airworthiness requirements.

3.1.2.5 Operating Manual.

3.1.2.6 Listing of Service Life for critical parts subject to fatigue.

3.2 Certificate of Airworthiness Issuance

3.2.1 Documentation

For the issuance of individual aircraft Certificate of Airworthiness of a particular type or model exported to Portugal, the following documentation must be furnished:

3.2.1.1 Manuals

| | |
|--------------------------------------|----------|
| Flight Manual | 2 copies |
| Operations Manual | 2 |
| Master Minimum Equipment List | 2 |
| Check List Abnormal Emergency | 2 |
| Maintenance Manual | 1 |
| Wiring Diagram | 1 |
| Weight and Balance Manual | 1 |
| Structural Repair | 1 |
| Technical Specification | 1 |
| Maintenance Planning Document | 1 |
| IPC | 1 |
| Set of Service Bulletins and Service | |

| | |
|---|---|
| Letters or equivalent documents | 1 |
| Trouble Shooting Manual | 1 |
| Tool and Equipment Manual | 1 |
| Airplane Characteristics Airport Planning | 1 |
| Component Documentation Status | 1 |
| Engine Maintenance Manual | 1 |
| Engine IPC | 1 |
| Set of Engine Service Bulletins and Service Letters or equivalent documents | 1 |
| Propellers Maintenance Manual | 1 |
| Propellers IPC | 1 |
| Set of Propellers Service Bulletins and Service Letters or equivalent documents | 1 |
| APU Inspection/Repair Manual | 1 |
| APU IPC | 1 |
| Set of APU Service Bulletins and Service Letters or equivalent documents | 1 |

Any other documentation when specifically asked for.

A statement by an authorized representative of the manufacturer to the effect that all pertinent information, Service Bulletins and revisions and up-dates for the above specified data, will be automatically distributed to the Directorate-General of Civil Aviation is required.

Microfilme/microfiche documentation is acceptable.
These Manuals are requested for the first airplane of each model only.

3.2.1.2 Aircraft Records

New Aircraft

- Airworthiness Certificate for Export
- Statement of Conformity for Radio Installation
- Individual Noise Certificate
- Certificate of Non-Registration
- Production Aircraft Conformity Certificate
- Aircraft Definition(List of Modifications in addition to the Type Design)
- Compliance statement that all applicable aircraft, engines, propellers and appliances Airworthiness Directives are satisfied

- Weighing Report
- Aircraft Inspection Report containing:
 - Acceptance Sheet
 - List of constituent assemblies
 - Conformity of the aircraft to the modification standard including customer options
 - List of Equipment
 - List of recordable concessions
 - System ground testing
 - Interior arrangement drawings
 - Engine/Propellers records
 - Fuel Quantity Gaging System Check
- One copy of the production flight Test Report for the aircraft involved, including a copy of the flight Test Check List utilized when the testing the aircraft.
- Time and Cycle Log Aircraft, engine, APU
- APU Records
- Compass Swing Chart

Used Aircraft

In addition to the above referred information the following is also required for used aircraft:

- The maintenance program to which these aircraft have previously been maintained including previous check cycle and future check cycle.
- Component overhaul life summary, including details of remaining service life and modifications standards.
- Component and structure retirement life summary when applicable including details of remaining service life.
- Compliance with structural inspection program.
- This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.
- A complete History of the aircraft, engines, components and equipment, including summary of maintenance, repairs and alterations performed during the aircraft life.
- Details of all changes of major structural components such as wings, tailplanes, helicopter rotor or transmission components and data of the replacing components.
- Details of major structural repairs including the nature of damage in each case.

-For each used aircraft, DGAC will establish on the basis of the maintenance records, and after inspection of the aircraft, the phase in on DGAC approved maintenance schedule that must be followed and the additional maintenance to be performed if necessary.

3.2.2 Training Courses

It is required by this Directorate General of Civil Aviation that their Inspectors attend the following manufacturer's training courses:

| | |
|-----------------------------|---|
| -Airframe and Power Plant | 2 |
| -Engine Maintenance Courses | 2 |
| -Avionics Course | 1 |
| -Pilot's Course | 2 |

-These courses are requested for the first Airplane of each model only.

3.3 Appliances - General

For the purpose of this procedure, "appliance" has the meaning assigned to it in FAR Part 1 and includes associated replacement parts.

The DGAC will accept that an appliance has those characteristics vouched for or a FAA Airworthiness Approval TAG (FAA Form 8130-3). The following procedures provide acceptable alternative means of compliance for appliances other than radio navigation equipment:

The appliance has been accepted by the FAA as complying with the applicable Technical Standard Order or,

The appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of applicant's specifications.

An FAA Airworthiness Approval Tag must be supplied with all appliances. The provisions of this paragraph are not applicable to standard parts (such as nuts and bolts) conforming to established industry or government specifications, e.g. Standard Aircraft Equipment (SAE), and Military Specifications (MIL.Spec.).

In all instances, suppliers must certify on the face of their invoice, that the product involved was manufactured under one or more of the preceding procedures: i.e., FAA PC N°. _; FAA-APIS letter dated _; FAA-PMA letter dated _; TSO N°. _; MIL Spec. _; other Government or Industry Specifications _.

3.4 Radio Equipment

Radio equipment must be approved by FAA and comply with TSO/FAA TC specifications. When a radio equipment is exported to Portugal for the first time, one copy of the following material shall be furnished:

- FCC Grant of Certification.
- The manufacturer's statement of conformance submitted to FAA.
- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (Service Bulletins, etc.).
- A FAA Airworthiness Approval Tag must be supplied with the equipment.

4.0 SPECIAL TECHNICAL REQUIREMENTS

4.1 Noise Limits

An aircraft will be eligible for Type Certification only if it complies with the noise standards of ICAO Annex 16, Volume I, Second edition (1988). The following material shall be furnished in addition to the referred in paragraph 3.1.

4.1.1 Certified maximum noise levels and their 90 percent confidence limits in accordance with the applicable chapters and appendix of the ICAO, Annex 16, Volume I, second edition (1988).

4.1.2 Description of noise measuring and analyzing procedures including correction methods which should include the following items:

A measured and corrected sound pressure levels presented in one-third octave band levels obtained with equipment conforming to the standards described in applicable chapters of the ICAO Annex 16, second edition.

The type of equipment used for measurement and analysis of all acoustic aeroplane performance and meteorological data.

4.1.3 The following atmospheric environmental data, measured immediately before, after or during each test at observation points prescribed in applicable chapters and appendices of the ICAO, Annex 16, second edition:

- Air temperature and relative humidity.
- Maximum, minimum and average wind velocities.
- Atmospheric pressure.

4.1.4 Comments of local topography, ground cover and other events that might interfere with sound recordings.

4.1.5 The following aeroplane information:

Type, model and serial number (if any) of the aeroplane and engines.

Gross dimensions of the aeroplane and location of engines.

Aeroplane gross weight for each test run.

Aeroplane configuration such as flap and landing gear positions.

Airspeed in knots.

Engine performance in terms of net thrust, engine pressure ratios jet exhaust temperatures and fan or compressor shaft rotational speeds as determined from aeroplane instruments and manufacturer's data.

Aeroplane height above ground determined by a method independent of cockpit instrumentation such as radar tracking, theodolite triangulation or photographic scaling techniques approved by the certification authorities.

4.1.6 Aeroplane speed and position and engine performance parameters recorded at an approved sampling rate sufficient to correct to the noise certification reference conditions and synchronized with the noise measurement.

4.1.7 Lateral position relative to the extended center line of the runway, configuration and gross weight.

4.1.8 Description of such noise measuring and analyzing procedures including correction methods that differ from or are not specified in the ICAO, Annex 16, Volume I, second edition (1988), (if any).

4.1.9 Description and analysis of the sources of possible errors which may exist in the final values of EPNL.

4.1.10 Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

4.2 Radio Communication and Navigation Equipment

VHF radio-communication equipment must be compatible for use with 25 khz spacing between channels.

VHF radio-navigation equipment must be compatible for use with 50 khz spacing between VOR and LOC channels and 150 khz between associated glide slope channels.

Communication and navigation antennas are to be distinct. VOR/LOC and glide slope antennas are to be distinct.

4.3 Flight Instruments

Air speed indicators must show airspeed in knots only.

Altimeters must be of the sensitive type showing altitude in feet with adjustable setting in millibar (hPa) scale.

4.4 Safety Placards

All cabin safety placards and location placards of safety equipment must be bilingual (Portuguese and English) or pictograms.

4.5 Emergency Exits

4.5.1 The indicating marks for all Type II and larger passenger emergency exits unlocking handle motions should conform the general shapes and dimensions indicated in JAR25 ACJ 25.811 (e)(4).

4.5.2 The access to emergency exits Type III and IV shall comply at least with identical requirements of U.K. CAA Airworthiness Notice N°. 79, Issue 3. DGAC may authorize deviations from the requirements in configurations involving two adjacent exits of each side of the fuselage. Alternative measures such as the positioning of a cabin crew member in the overwing exit area are acceptable as long as they lead to an equivalent safety standard.

4.6 Registration Marks

The registration marks shall be affixed in accordance with ICAO Annex 7.

4.7 Records

For transport category the installation of a Flight Data Record and Cockpit Voice Record is required, according to ICAO Annex 6, Part I.

4.8 Ground Proximity Warning System

For transport category the installation of GPWS is required, according to ICAO Annex 6, Part I.

4.9 Oxygen and Protective Breathing Equipment

For transport category the installation of Protective Breathing Equipment, supplemental oxygen and therapeutic oxygen is required, according to ECAC REMSA/6-WP/2, Appendix 1 (Updating of ECAC Doc.18).

4.10 Emergency and Safety Equipment

For transport category the installation of the emergency and safety equipment is required, according to ECAC Doc.18 (Joint Requirements for Emergency and Safety Airborne Equipment Training and Procedures).

4.11 S.S.R. Mode "S"

Installation of S.S.R. mode "S" is required, according to ICAO Annex 10.

4.12 Cabin Interior's Layout

For transport category cabin interior's layout of each aircraft must be approved by D.G.A.C.

4.13 AFAA and MMEL

For transport category AFAA and MMEL previous approvals are required.

4.14 Operations in MNPS Airspace

The installation of navigation equipment that complies with minimum navigation specifications prescribed in ICAO Doc. 7030, in the form of Regional Supplementary Procedures is required for operations in MNPS Airspace.

4.15 ETOP's

Etop's requirements according to FAA AC 120-42A.

5.0 EXPORT - FLYAWAY AIRCRAFT

An aircraft being exported to Portugal via flyaway, without U.S. nationality and registration marks, should display Portuguese nationality and registration marks and should carry the following documents on the delivery flight:

Special Flight Permit for the delivery flight.

U.S.Certificate of Airworthiness for Export-FAA Form 8130-4.

FAA Approved Flight Manual.

Portuguese Radio License or a letter of authority to cover the use of radio, valid for the delivery flight, for the radio equipment installed on the aircraft.

Such other documents as may be essential for the safe operation of the aircraft.

The aircraft will be subject to a physical condition survey and review of the associated records to the satisfaction of the DGAC before the issue of a special Flight Permit is considered. It will be the responsibility of the Portuguese operator to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

RUSSIA - SPECIAL REQUIREMENTS

(Revised - August 22, 1994)

1. GENERAL

1.1 This document prescribes basic requirements of the Aviation Register (AR) of the Interstate Aviation Committee, to aviation products imported from the U.S.A. into countries-signatories of the Minsk Agreement on civil aviation and use of aerospace (Republic of Azerbaydzhan, Republic of Armenia, Republic of Belarus, Republic of Georgia, Republic of Kazakhstan, Republic of Kirghizstan, Republic of Moldova, the Russian Federation, Republic of Tadzhikistan, Turkmenistan, Republic of Uzbekistan, Ukraine) hereinafter referred to as "the Minsk Agreement." Interpretation of these requirements and the right for their possible expansion lies within the authority of the AR.

1.2 Aircraft and other Class I products (see Subpart L of FAR Part 21) claimed for an AR type certificate should:

- comply with requirements of Part 21, Subpart L of the U.S. Federal Aviation Regulations;
- follow the procedures and meet the requirements of paragraph 2 of this document.

1.3 Class II and III products claimed for export to the Minsk Agreement member-states should:

- comply with the applicable provision of FAR Part 21, Subpart L;
- follow the procedures and the requirements of paragraph 3 of this document.

1.4 Procedures for receiving approval to export to the Minsk Agreement member-states of Class II and III products of U.S. manufacture with no FAA approval are prescribed by a special FAA-AR agreement.

2. ISSUANCE OF AN AR TYPE CERTIFICATE.

2.1 The following procedure for receiving AR type certificate is prescribed for Class I products:

2.1.1 an applicant for receiving an AR type certificate shall be a manufacturer of the product or a holder of a U.S. type certificate.

2.1.2 An application letter for an AR type certificate or supplemental type certificate shall be submitted via relevant FAA office and addressed to: 7, Krzhizhanovsky, bld 1, Moscow, 117875, Russia.

2.1.3 The AR notifies the applicant and FAA of receiving the application and defines:

- the certification basis;
- data required in addition to the documents specified in paragraph 2.3, and coordination with the applicant.
- time and place of work of AR experts in corresponding FAA office or manufacturer's facility.
- time and place of conducting certification checks and flight tests.

2.2 Certification basis.

2.2.1 The basis for AR type certification of an aircraft, engine, propeller, as a rule, are applicable Airworthiness Standards (Aviation Regulations) effective in the Minsk Agreement member-states.

2.2.2 For products out of production, the rules applied may be such airworthiness requirements which the AR deem necessary in each individual case.

2.2.3 In some instances to provide the safety level required, the AR may impose additional requirements based on comparison analysis of the standards (Regulations) and aircraft service experience in the Minsk Agreement member-states.

2.3 Documentation required for receiving a type certificate.

2.3.1 For receiving an AR type certificate the following documents are to be submitted:

- a FAA type certificate;
- a type certificate data sheet;
- the FAA-approved Airplane Flight Manual;
- an aircraft description (e.g. detailed specifications);
- a list of documents that had been submitted for FAA certification;
- documents required for aircraft safe operation procedures.

2.3.2 All documents shall be accepted in the Russian or English languages, either as originals or their certified copies.

3. ISSUANCE OF AN AR APPROVAL FOR CLASS II AND CLASS III PRODUCTS.

3.1 Aircraft (engine) equipment that significantly affect airworthiness and safety of passengers and flight crew (e.g. flight-navigation and emergency rescue equipment) to be imported into the Minsk Agreement member-states separately and considered as Class II products, should be AR approved. This requirement does not cover spare parts of airplanes certificated.

An example list of such equipment may be sent by the AR upon request.

3.2 The AR approval covers the equipment specified in 3.1 when it is supplied:

3.2.1 for installation on aircraft undergoing AR certificated;

3.2.2 for installation on aircraft having been AR type certificated;

3.2.3 to be sold in the Minsk Agreement member-states for subsequent use in CIS civil aviation.

3.3 The AR approval of equipment imported for the purposes, specified in 3.2.1 and 3.2.2, may be granted provided that it was approved by the FAA by issuance of a TSO approval as required in FAR Part 21 Subpart O or by any other procedure FAA-approved.

3.4 For receiving an AR approval of equipment imported for purposes specified in 3.2.3, relevant application shall be submitted to the AR.

3.4.1 Application for an AR approval should be made by a letter via an appropriate FAA office. The application for an AR approval of Class II equipment should be made by its manufacturer.

3.4.2 The AR shall acknowledge receipt of application and inform the applicant of any additional requirements, if these are deemed necessary to ensure an acceptable level of safety. If this may be required the AR shall advise the applicant of the desirable time and place for visiting manufacturing facilities.

3.4.3 The applicant shall provide the following documentation:

- a statement of compliance, submitted by manufacturer to the FAA;
- an FAA letter of design approval or an FAA letter of approval;

- information (description, drawings, etc.) which may be considered adequate for the AR to make a decision as to whether to impose any additional requirements;

- flight and maintenance manuals and documentation required for safe operation and continued airworthiness of equipment.

3.5 Class II equipment, except as specified in 3.1, and Class III equipment may not require AR approval if it is provided with export airworthiness tags in accordance with paragraphs 21.331 and 21.333 of FAR Part 21.

4. SUPPLEMENTS TO A TYPE CERTIFICATE.

4.1 Any major modification of product having been AR type certificated should be AR approved in accordance with the procedures specified in paragraph 2 of this document. "Major modifications" are defined in FAR Part 21, paragraph 21.93 (a) and (b).

5. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION.

5.1 An aircraft may be AR type certificated provided it's noise measurements at ground levels are in compliance with requirements of ICAO Annex 16 (FAR 36).

5.2 Before granting an AR type certificate, the AR may impose additional requirements due to possible differences between the certification basis of an aircraft as specified in Paragraph 2.2.1 and airworthiness to which it has been FAA type certificated. These additional requirements may be imposed because of:

- design features which were not specifically covered by requirements in the certification basis;

- use of metric system of measurements in the Minsk Agreement member-states;

- specifics of the CIS vertical separation system;

- differences in air traffic organization and air routes equipment requirements.

5.3 A list of additional requirements shall be included in AR's notification receipt of application.

KINGDOM OF SAUDI ARABIA - SPECIAL REQUIREMENTS

(Revised - August 1994)

1. General.

a) Aircraft and other Class I, II, and III products to be eligible for export to the Kingdom of Saudi Arabia, must comply with the applicable requirements prescribed in Part 21 of the U.S. FAR's, and the applicable additional special requirements prescribed in this document.

NOTE: Aircraft eligible for certification in the United States, "restricted," "limited," or "experimental" classification, may be exported to the Kingdom of Saudi Arabia only if a prior and specific approval of the President of Civil Aviation (PCA) is obtained.

b) In all instances, manufacturers or suppliers must certify on the face of the invoice that the product involved was manufactured under one or more of the following procedures: i.e., FAA PC No. ; FAA-APIS letter dated ; FAA-PMA letter dated ; TSO No. ; MIL. Spec. ; other government or industry specifications.

2. In addition to the foregoing, the following administrative requirements and material including subsequent revisions shall be furnished to the PCA:

a) New Aircraft.

- 1) Document relating to deregistration of the aircraft from previous register of the State of Registry.
- 2) Legal document relating to previous ownership of the aircraft.
- 3) Document relating to change of ownership (Bill of Sale, etc.).
- 4) Export Certification of Airworthiness issued by the local regulatory authority.
- 5) Statement of Build Standard. This statement to include the aircraft specification and a list of Airworthiness Directives and Service Bulletins incorporated in production.
- 6) Statement of Modification Status. This must include:
 - (i) Customer requested modifications.
 - (ii) Equipment incorporated.

(iii) Copies of Approved Data (e.g., STC's, FAA Form 8110-3, or equivalent documents, etc.).

7) Airworthiness Directives and Mandatory Service Bulletins compliance records. Where optional means of compliance are offered, the means chosen shall be stated.

* 8) Type Certificate Data Sheets and Specifications for aircraft, engine, and propeller, as applicable.

9) Aircraft service history along with relevant logbooks for airframe, engine, propeller, APU, as applicable, containing pertinent information (i.e., total time, number of landings, cabin pressurization cycles, as applicable).

10) Aircraft Equipment List.

* 11) Wiring Diagrams.

12) Weight schedule and weighing report.

* 13) Electrical load analysis.

* 14) MRB program, where applicable.

15) Status of time/life controlled items.

16) Copy of Production Flight Test Report related to the specific aircraft.

17) Record of Compass System and Magnetic Compass Swings (if applicable).

18) Detailed list of radio equipment constituting the radio station.

19) Statement of compliance with mandatory equipment.

20) MANUALS: Number Required

- | | |
|---|---|
| * (i) Flight Manual including Noise Certification (where applicable) that references applicable FAR Section and ICAO Annex. | 1 |
| * (ii) Aircraft Maintenance and Overhaul. | 1 |
| * (iii) Operations Manual (Pilot Operating Handbook). | 1 |
| * (iv) Engine Maintenance and Overhaul. | 1 |
| * (v) Aircraft Maintenance Program. | 1 |

| | |
|---|---|
| * (vi) Structural Repair. | 1 |
| * (vii) Parts Catalog. | 1 |
| *(viii) Weight and Balance Manual/Handbook. | 1 |
| * (ix) Standard Practices. | 1 |
| * (x) Propeller Maintenance and Overhaul. | 1 |
| * (xi) Structurally Significant Items. | 1 |
| * (xii) Complete Set of Service Bulletins (Aircraft). | 1 |
| *(xiii) Complete Set of Service Bulletins (Engine). | 1 |
| * (xiv) Complete Set of Service Bulletins (Propeller). | 1 |
| (xv) Master Minimum Equipment List. | 1 |
| (xvi) Manufacturer's approved corrosion program. | 1 |

NOTE: * Required only with first aircraft of a particular type and model exported to the Kingdom of Saudi Arabia.

b) Used Aircraft. In addition to the applicable above requirements, the following are also required for used aircraft:

- 1) The flight time since new of any components of the aircraft, engine, or equipment which are subject to mandatory life limitations.
- 2) The flight time since new or overhaul, as appropriate, of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.
- 3) Details of all major repairs and alterations to the aircraft, engines, propellers and appliances including histories of the replaced components.
- 4) Statement of Conformity or other similar document, if applicable.
- 5) Records of accident/incident, if any.

6) Approved corrosion preventive program.

c) Aircraft Parts.

1) Airworthiness Approval Tag (FAA Form 8130-3);

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

d) Engines/Propellers.

1) Export Certificate of Airworthiness issued by the local regulatory.

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

e) Engine/Propeller Parts.

1) Airworthiness Approval Tag (FAA Form 8130-3);

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

f) Components.

1) Airworthiness Approval Tag (FAA Form 8130-3);

2) Compliance with FAR Part 21;

3) AD's and Mandatory SB's compliance record.

g) Appliances.

1) Airworthiness Approval Tag (FAA Form 8130-3);

2) AD's and Mandatory SB's compliance record.

3. Export - Flyaway Aircraft.

a) An aircraft which is being exported to the Kingdom of Saudi Arabia via flyaway shall display Saudi Arabia's nationality and registration marks and shall carry the following documents on the delivery flight:

1) Saudi Arabia's Aircraft Registration Certificate.

- 2) Saudi Arabia's Aircraft Radio License.
- 3) Saudi Arabia's Aircraft Airworthiness Certificate/Delivery Flight Authorization, as applicable.
- 4) Export Certificate of Airworthiness.
- 5) Approved Flight Manual.
- 6) Such other documents as may be essential to the safe operation of the aircraft.

b) The Saudi Arabian Presidency of Civil Aviation must be advised by telex/telefax of the issuance of Export Certificate of Airworthiness in respect of any aircraft which is to be exported to the Kingdom of Saudi Arabia via flyaway.

NOTE: It will be the responsibility of the Saudi Arabian importer to ensure that the nationality and registration marks are properly displayed on the aircraft prior to departure from the exporter's base and to ensure that the necessary flight documents are installed and carried in the aircraft during the delivery flight.

Mailing Address:

Vice President
Aviation Standards & Safety Department
Presidency of Civil Aviation
P.O. Box 887, Jeddah 21165
Kingdom of Saudi Arabia

Cable Address:

Telex: 603235 FSDPCA SJ
Fax: 685-5745 / 685-5142

REPUBLIC OF SINGAPORE - SPECIAL REQUIREMENTS

(Revised - December 26, 1990)

1. INTRODUCTION. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any other validation requirements) for a particular product to be eligible for Singapore registration, certification, or airworthiness validation.

2. SPECIAL ADMINISTRATIVE REQUIREMENTS.

2.1 New Aircraft.

- (a) FAA Export Certificates of Airworthiness for the aircraft, engines, and propellers.
- (b) A list of Service Bulletins, including Alert Service Bulletins, complied with.
- (c) Statement of Modification Status which shall include:
 - (i) Customer options incorporated.
 - (ii) Equipment incorporated.
- (d) Airworthiness Directives.
 - (i) A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
 - (ii) FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.
- (e) Statement of compliance with mandatory equipment and radio apparatus requirements specified in the Schedules of the Singapore Air Navigation Order.
- (f) Statement of compliance with requirements specified in the Singapore Airworthiness Notices.
- (g) A list of defects, if any, that are to be rectified by the Singapore operator at the time of issue of the Export Certificate of Airworthiness.
- (h) Equipment List.
- (i) Weight Schedule and weighing report.
- (j) Time/Life limitations.

- (k) Records of compass system and magnetic compass swing.
- (l) Noise Certificate.

2.2 First-of-type Aircraft. In addition to the requirements in paragraph 2.1, the following is required for a first-of-type aircraft exported to Singapore, unless otherwise notified:

- (a) Statement of build standard which shall include the aircraft specification.
- (b) A copy of the aircraft and engine type certificates and applicable Supplemental Type Certificates.
- (c) Type Certificate Data Sheets or specifications for aircraft, engine, and propeller, including any supplemental type specifications.
- (d) Wiring diagram.
- (e) Electrical load analysis.
- (f) Maintenance Review Board Report, where applicable.
- (g) Maintenance Planning Data.
- (h) FAA approved Master Minimum Equipment List, where applicable.
- (i) Noise type certificate.
- (j) One copy each of the following manuals:
 - (1) Flight Manual or Pilot Operating Handbook (in addition to the copy for each aircraft).
 - (2) Operations (in addition to the copy for each aircraft).
 - (3) Aircraft Maintenance.
 - (4) Engine Maintenance.
 - (5) Propeller Maintenance.
 - (6) APU Maintenance.
 - (7) Parts Catalog.
 - (8) Standard Practices.
 - (9) Structural Repair.

(10) Structurally Significant Items.

(11) Loading Procedures.

(12) Weight and Balance.

(13) Non-destructive Testing.

(k) Complete sets of Service Bulletins for aircraft, engine, propeller, and APU. Amendment service for the above documents must be provided.

2.3 Used Aircraft. In addition to the requirements in paragraph 2.1 and, where applicable, in paragraph 2.2, the following is also required for used aircraft:

(a) A complete history of the aircraft, engines, propellers, components and equipment including:

(i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(b) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new and since overhaul of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components.

(e) Details of major structural repairs including the nature of damage in each case.

2.4 Aircraft Parts.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.5 Engines/Propellers.

(a) Export Certificate of Airworthiness (FAA Form 8130-4).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.6 Engine/Propeller Parts.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.7 Components.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) Compliance with FAR 21 (Subpart L).

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

2.8 Appliances.

(a) Airworthiness Approval Tag (FAA Form 8130-3).

(b) FAA Certificate of Conformity.

(c) Statement of Airworthiness Directives and Service Bulletins (including Alert Service Bulletins) complied with.

REPUBLIC OF SOUTH AFRICA - SPECIAL REQUIREMENTS

(Revised - September 9, 1994)

1. An aircraft or any other Class I product, to be eligible for registration and airworthiness certification by the Government of the Republic of South Africa, must be eligible for certification in the United States standard or restricted category and should be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with Part 21 of the United States Federal Aviation Regulations. Class II and Class III products, to be eligible for approval and installation on certificated civil aircraft of South African registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.

2. When the aircraft is the first of the type or model to be imported into South Africa, the importer will advise the exporter of this fact and the exporter is to supply the Director-General: Transport, Department of Transport, Private Bag X193, Pretoria, Republic of South Africa, with the information and data material as shown below:

(a) A set of maintenance, overhaul, parts, repair, and operations manuals issued by the manufacturers of the aircraft, its engine(s), propeller(s), and installed equipment and containing such information as is necessary to assemble, maintain, overhaul, repair, and operate the aircraft, its engine(s), propeller(s), and installed equipment.

(b) A set of all current service bulletins, service letters, and modification bulletins, issued in respect of the aircraft, its engine(s), propeller(s), and installed equipment and written confirmation from the manufacturer of the aircraft that, as and when they are issued, he will supply the Director-General: Transport with copies of amendments to and new issues or revisions of the publications referred to in this and the preceding subparagraph:

(c) A three-view general arrangement drawing of the aircraft.

(d) A Type Certificate Data Sheet or equivalent document.

(e) The approved flight manual or an equivalent document.

(f) A copy of the manufacturer's production flight test report for the aircraft being exported.

(g) A copy of the compliance checklist. This document must refer to each applicable regulation of the certification basis, the manner of compliance as well as reference to documents pertaining to the compliance data/substantiation.

3. The exporter must supply the following documents in respect of every aircraft for which a South African Certificate of Airworthiness is desired:

(a) A certified statement issued by the manufacturer, indicating that all mandatory modifications and special inspections have been complied with.

- (b) A copy of the aircraft weight and balance report and equipment list showing the weights and arms of the main components and installed equipment.
- (c) An approved flight manual or equivalent document.

KINGDOM OF SPAIN

(Revised - September 29, 1994)

SPECIAL REQUIREMENTS FOR THE IMPORT OF AIRCRAFT FROM THE UNITED STATES OF AMERICA.

SECTION 1 - INTRODUCTION. This document prescribes special requirements supplementing the Agreement on the Reciprocal Acceptance of Export Certificate of Airworthiness between the Kingdom of Spain (KOS) and the United States of America (USA) that came into effect by the Exchange of Notes in October 13, 1978.

The civil airworthiness authority in the KOS is the Direction General of Aviation Civil (DGAC), and their address is:

Direccion General de Aviacion Civil
Pza. San Juan de la Cruz s/n
28071 Madrid, Spain

Telex: 48339 CIAL E
Fax: 34 1 5976853

SECTION 2 - EFFECTIVITY. Effective October 9, 1987, in accordance with the Director General de Aviacion Civil resolution on import of aircraft, to be eligible for a Spanish standard airworthiness certificate, an aircraft of a particular type and model, not previously registered in Spain, must be of a type which has been issued a Spanish Type Airworthiness Certificate and comply with the special requirements prescribed in this document.

SECTION 3 - REQUIREMENTS FOR ISSUANCE OF SPANISH TYPE AIRWORTHINESS

CERTIFICATE. The process to obtain a Spanish Type Airworthiness Certificate for new aircraft (aircraft not previously registered anywhere), defined in Section 2 is initiated by the DGAC upon receipt of the application letter from the manufacturer, through the Federal Aviation Administration (FAA) office responsible for the particular aircraft type design. The process for used aircraft (aircraft previously registered), defined in Section 2 is initiated upon receipt of the application letter from the prospective registered owner.

The application letter should include a general description and a three-view drawing of the aircraft.

At an early date a schedule will be developed between the manufacturer or prospective registered owner, the FAA, and the DGAC to accomplish the following.

A. All Aircraft categories Except Restricted.

1. A presentation of technical data with a description of the aircraft design emphasizing unusual design features.

2. A presentation by the FAA describing the certification basis upon which the USA Type Certificate was (or is to be) based.
3. A briefing by the FAA on the aircraft's service history including corrective measures taken to preclude reoccurrence of incidents or accidents.
4. Ground school training, acceptable to DGAC, for DGAC personnel on the aircraft's systems, equipment, and maintenance aspects.
5. Establishment of KOS certification basis. The certification basis will be established as soon as the DGAC is sufficiently familiar with the aircraft design to do so. It will be established to form a basis for comparing the DGAC airworthiness requirements with those applied by the FAA in conducting its own certification, to determine what, if any, additional technical conditions must be met for KOS certification.
6. Submittal of technical documents. The DGAC must receive through the FAA, prior to the issuance of the Spanish Type Airworthiness Certificate, one copy of the technical documents listed below.
 - 1) A statement of the applicable design certification standards.
 - 2) General interior arrangement configuration drawings.
 - 3) Three-view drawing (exterior configuration).
 - 4) Master Drawing List.
 - 5) Master Equipment List.
 - 6) Master Minimum Equipment List.**
 - 7) Aircraft Flight Manual.
 - 8) Configuration Deviation List.**
 - 9) Instructions for Continued Airworthiness.*
- 10) Listing of service life for critical parts subject to fatigue, if this information is not provided elsewhere in the above data.*
- 11) Structural Significant Items Manual.**
- 12) Maintenance Planning Data Manual.**
- 13) Overhaul Manual.**

- 14) Component Maintenance Manual.**
- 15) Standard Practices Manual.**
- 16) Special Tool and Ground Handling Equipment Manual.**
- 17) Nondestructive Testing Manual.**
- 18) Illustrated Parts Catalog relating to the aircraft and major equipment.**
- 19) Record of rigging checks.
- 20) Certification compliance (checklist).
- 21) FAA Type Certificate.
- 22) FAA Type Certificate Data Sheet or data and descriptive information needed by the DGAC to approve the Type Certificate Data Sheet.
- 23) Electrical Load Analysis.*
- 24) Wiring diagram.*
- 25) List of aircraft markings and placards.
- 26) Operations Manual.**
- 27) Structural Repair Manual.**
- 28) Weight and Balance Loading Procedure Manual.**
- 29) Antenna performance patterns.
- 30) A statement from the manufacturer of the aircraft confirming to DGAC the revision service for the technical documents listed in Items 7 through 10 and 26 through 28.
- 31) Engine Maintenance and Overhaul Manual.*
- 32) Engine Instructions for Continued Airworthiness.*
- 33) Listing of service life for critical engine parts subject to fatigue, if this information is not provided elsewhere in the above data.*
- 34) Propeller Service and Overhaul Manual.*
- 35) Propeller Instructions for Continued Airworthiness.*

36) Listing of service life for critical propeller parts subject to fatigue, if this information is not provided elsewhere in the above data.*

* When required by the KOS certification basis.

** If this document has been prepared by the manufacturer.

If any of the above technical documents will not be available prior to the issuance of the KOS Type Airworthiness Certificate, notification to the DGAC must be made with the new data when the documents will become available. The DGAC may request additional technical documents or equivalent information to issue the KOS Type Airworthiness Certificate.

7. FAA confirmation. An FAA written statement to DGAC confirming that the type design has been examined, tested, and found to meet the KOS certification basis and that the technical documents listed in the previous paragraph and any additional documents requested have been submitted.

8. Ground and flight evaluations. The ground and flight evaluations will be performed by the DGAC following the completion of the above items.

9. Issuance of Spanish Type Airworthiness Certificate. The DGAC will, after the above items are completed with satisfactory results, issue the KOS Type Airworthiness Certificate and the Type Certificate Data Sheet for the particular aircraft type and model.

B. Restricted Category Aircraft. Spanish Type Airworthiness Certificates for aircraft certificated in the USA in a restricted category will be considered on an individual basis, following the completion of the requirements listed above in Section 3.

SWEDEN - SPECIAL REQUIREMENTS

(Revised - September 21, 1994)

1. INTRODUCTION. In accordance with the bilateral agreement between the United States of America and Sweden, airworthiness certification of aeronautical products are reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Sweden.

Lufftartsverket, the Swedish Civil Aviation Administration, is referred to as LFV below.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by LFV before issuance of a Swedish Certificate of Airworthiness for an individual aircraft and its permanent registration in Sweden. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization procedure but may lead to additional type specific design, maintenance, operational, or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I below.

2.2 Engines and propellers installed on an aircraft are type accepted by LFV as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Then, no additional type acceptance procedure is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 An aircraft may not be entered on the Swedish register unless compliance with ICAO Annex 16, Volume I, Aircraft Noise, is shown. In addition, the following applies:

- An old propeller driven airplane with a maximum certificated take-off weight of 9000 kg or less must comply with the requirements of ICAO Annex 16, Chapter 6 or Chapter 10, even if no requirements are applicable according to the Annex, unless it is specifically designed for aerobatic, agricultural or fire fighting purposes.
- A jet airplane entered on the Swedish register after September 15, 1991, may not be operated, unless:
 - (a) it complies with the requirements of ICAO Annex 16, Volume I, Chapter 3, or
 - (b) it has a maximum take-off weight of 34000 kg or less and a capacity of 19 or less seats, or

(c) if (a) or (b) is not applicable, it has been granted an exemption by LFV (according to the same principles as applied within the European Communities).

For (b) and (c) compliance with Chapter 2 is normally necessary.

2.4 An aircraft may not be entered on the Swedish register unless its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions.

3. CLASS I PRODUCTS (ref FAR Part 21-Subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by LFV, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version accepted by LFV, the following documents must be presented to LFV.

(a) Airworthiness document:

An Export Certificate of Airworthiness (C of A), issued by FAA within 60 days prior to the date when the aircraft is arriving in Sweden, must be presented to the LFV. The year of manufacture must be stated on the Export C of A or on another supporting document.

Other airworthiness document and procedure may be accepted by LFV on a case by case basis.

(b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by LFV, accompanied by an application for type acceptance of the modifications.

(c) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.

3.1.3 An aircraft is normally only accepted for import if the running times of the engine(s) and propeller(s) since new or overhaul do not exceed 80% of the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or a propeller must have been performed by a Repair Station Certificate holder.

3.1.4 Ferry flight of aircraft with interim Swedish registration.

3.1.4.1 The following documents must be carried on board the aircraft:

- (a) Export Certificate of Airworthiness or other airworthiness document accepted by LFV.
- (b) Interim Certificate of Airworthiness and Interim License to Operate Radio Station On Board Aircraft, issued by LFV.
- (c) Interim Nationality and Registration Certificate, issued by LFV.
- (d) Aircraft Journey Log book.
- (e) Flight Manual and Operations Manual or equivalent.
- (f) Weight and balance documents.
- (g) Approval documents for extra ferry equipment installed, issued under FAA authorization or by LFV.

3.1.4.2 Aircraft marking.

The aircraft must be marked with the assigned Swedish nationality and registration marks and in accordance with Swedish BCL - M1.3.

3.2 ENGINE OR PROPELLER (not installed on an aircraft).

For an engine or a propeller not previously type accepted in Sweden, individually or as part of an aircraft, the documentation required will be established by LFV on a case by case basis following an application for type acceptance.

The following documents are required for type accepted engines and propellers:

- (a) Export Certificate of Airworthiness.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization, i.e., a Production Certificate or a Repair Station Certificate.
- (c) Modification record.
- (d) Equipment list.
- (e) Log book or equivalent document.
- (f) Lists of applicable and of incorporated airworthiness directives.
- (g) Record of life limited parts.

An engine or a propeller is only accepted for import if the running time of the unit since new or overhaul does not exceed 80% of the manufacturer's recommended time between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of any engine or a propeller must have been performed by a Repair Station Certificate holder.

4. CLASS II PRODUCTS.

The following documents are needed for a Class II product:

- (a) Export Approval (FAA Form 8130-3) signed by an FAA authorized representative.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization.
- (c) Lists of applicable and of incorporated airworthiness directives.
- (d) Modification record, if applicable.
- (e) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 For products with serial numbers, an Airworthiness Tag (FAA Form 8130-3), issued by an organization authorized by FAA, must be attached to the products.

APPENDIX I

AIRCRAFT TYPE ACCEPTANCE

I.1 An application for type acceptance must be presented to LFV. For a new aircraft, the applicant should be the manufacturer or the holder of the type certificate.

I.2 The documents listed below are necessary to support the application:

- (a) Type Certificate Data Sheet, if not already published.
- (b) Flight Manual with supplements.
- (c) Operating Manual, Owner's Manual, etc., if not combined with the Flight Manual.
- (d) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.
- (e) A document showing that the engines comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, if applicable.
- (f) Manufacturer's declaration that he undertakes to provide LFV, without charge, with:
 - Revisions to the Flight Manual.
 - A Maintenance Manual with revision service (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
 - Service bulletins and other important service information (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
- (g) Any other document deemed necessary by LFV for sufficient familiarization with the product.

CONFEDERATION OF SWITZERLAND - SPECIAL REQUIREMENTS

(Revised - December 31, 1991)

1. Any Class I product, to be eligible for acceptance by the Government of the Confederation of Switzerland, must be eligible for certification in the United States "Standard" or Restricted classification and must be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with Part 21 of the United States Federal Aviation Regulations. Class II and III products, to be eligible for acceptance and installation on certificated civil aircraft of Swiss registry, must be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations. An Export Airworthiness Approval for used products affected by FAR 21.327 (e)4 relating to 21.329 (e) or 21.331 (a)1 will be validated if accompanied by records documenting previous service history.

2. In addition to the foregoing, applicable parts of the following special requirements must be complied with when exporting aircraft:

2.1 If the aircraft is the first of a model exported to Switzerland, the following documentation shall be furnished:

(1) A list of all documents submitted for FAA type certification.

(2) A copy of Part II (Flight) of the Type Inspection Report. This report is to show the flight characteristics of the aircraft and compliance with the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards.

(3) Copy of the FAA approval of any deviations from the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards (Special conditions/Issue papers).

(4) A structural substantiation summary of the primary structure of the aircraft, showing design loads, dimensions, materials, and safety margins.

If approval was granted on the basis of static load tests, a copy of the test report summary must be provided.

(5) Where required by the applicable parts of the United States Federal Aviation Regulations Airworthiness Standards, a summary of the fatigue or fail-safe strength investigation.

(6) A copy of the updated manufacturing drawing list as of the date of application for export to Switzerland.

(7) A blank copy of the manufacturer's Production Flight Test Report, applicable to the model.

(8) One copy each of the maintenance and repair manual applicable to the airframe (see Notes 1 and 2).

(9) One copy of the parts catalog applicable to the airframe (see Notes 1 and 2).

(10) One copy of information regarding reassembly and rigging of the aircraft, if not contained in (7) above. This requirement is applicable only to aircraft that are shipped disassembled.

(11) One three-view drawing of the aircraft, scaled to not less than 1/50, if not contained in (7) above (see Note 2).

(12) One copy each of the approved Aircraft Flight Manual and/or related manuals required for the safe operation of the aircraft (e.g., Operation/Performance Manuals, Owner's Manuals, Weight and Balance Manuals, etc.). These documents shall include all approved supplements established by the type certificate holder.

(13) Noise certification reports and data in accordance with ICAO Annex 16, Volume I.

(14) Emissions certification reports and data in accordance with ICAO Annex 16, Volume II (for turbine engines only).

(15) One copy each of the applicable Type Certificate and the respective Type Certificate Data Sheet.

(16) A complete set of pertinent manufacturer's information, modifications, service bulletins, service letters and/or similar documentation in one copy each.

(17) A statement by the manufacturer or his authorized representative to the effect that all pertinent operational and maintenance documentation listed above will be automatically updated and kept current free-of-charge for the Swiss FOCA reference files until written cancellation by the Swiss Authority.

2.2 If application is made for acceptance of an aircraft model in Switzerland that was certified in the United States by extension of an existing Type Certificate that was previously documented to the Swiss FOCA, the following shall apply:

(1) If data as already certified and accepted by the Swiss Authority remains unchanged, the manufacturer shall provide a statement to this effect.

(2) If data as already certified and accepted by the Swiss Authority is amended or revised, only those parts shall be documented as required in 2.1.

(3) Full operational documentation as listed under 2.1(12) is required in any case.

2.3 All Class I products exported to Switzerland, regardless of the conditions set forth under 2.1 and 2.2 (first of a model documentation) must be accompanied by the following documentation:

- (1) An Export Certificate of Airworthiness, FAA Form 8130-4.
- (2) For each individual aircraft, the following documents are required:
 - One approved Aircraft Flight Manual.
 - Two copies of the required approved Aircraft Flight Manual supplements (see Note 3).
 - Two copies of the weight and balance statement and the equipment list or the Weight and Balance Manual (see Note 3).
 - One copy each of any related manuals established by the manufacturer and required for the safe operation of the aircraft (e.g., Owner's Manual, Pilot's Manual, etc.).
- (3) Logbooks that show any previous time in service and all maintenance action performed.
- (4) A statement or a list to show compliance with any Airworthiness Directives for the airframe, engine, propeller, and the installed accessories.
- (5) Full documentation for any alteration incorporated under the provisions of a Supplemental Type Certificate approved by the United States FAA or an authorized representative.
- (6) Two copies of any Major Repair and Alteration, FAA Form 337, applicable to the product (see Note 3).

2.4 All Class II products exported to Switzerland shall carry an Airworthiness Approval Tag, FAA Form 8130-3. In case of overhauled or repaired Class II products, one copy of the overhaul or repair report is to be supplied with the product. Any previous time in service shall be documented.

2.5 Class III products, if properly marked and identifiable need no additional documentation.

NOTES:

- 1) Documentation mentioned under 2.1(1), (2), (4), (7) and (8) may be supplied in microfiche format, if available.
- 2) These documents are not required for airline type aircraft certified in the transport category.

3) These documents are required in one copy only for airline type aircraft certified in the transport category.

4) Documentation for engines, propellers, accessories, and avionic equipment is only to be supplied on special request by the Swiss FOCA.

5) Mailing address for all documentation is:

Swiss Federal Office for Civil Aviation
Division for Aeronautical Material
Federal Building Inselgasse
3003 Berne, Switzerland

SYRIAN ARAB REPUBLIC - SPECIAL REQUIREMENTS

(August 23, 1977)

1. Syrian requirements for U.S. civil air equipment.
 - a. There are no Syrian government requirements for modifications on U.S. manufactured aircraft into Syria. Syrian government agencies are only importers and users of aircraft.

TAIWAN - SPECIAL REQUIREMENTS

(Revised - August 18, 1994)

SECTION 1 - INTRODUCTION. This section briefly describes administrative procedures for airworthiness acceptance of aeronautical products for import to Taiwan from the United States of America. Since Taiwan and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Taiwan reserves the right to either accept or deny importation of aeronautical products. To simplify the acceptance of all aeronautical products, the United States of America, Federal Aviation Regulations applicable to exporting aeronautical products will be acceptable and will be complied with by the exporter.

Administration and Procedures:

1. All aeronautical products Class I, II and III to be eligible for export to Taiwan must comply with the applicable provisions prescribed in Part 21, Subpart L, of the U.S. Federal Aviation Regulations. In particular, each Class I product will be exported with an Export Certificate of Airworthiness (FAA Form 8130-4) issued no longer than 90 days or 100 operating hours, whichever is the lesser period, since the date of issuance, and each Class II and III product will be exported with an Airworthiness Approval Tag (FAA Form 8130-3).
2. Aircraft and other Class I products to be eligible for export to Taiwan must, in addition to the requirements prescribed in Part 21, Subpart L, of the U.S. Federal Aviation Regulations, be eligible for airworthiness certification in the United States "standard" classification and comply with the applicable Special Requirements under Section 2 of this document.
3. All aeronautical products located outside the United States may be eligible for export to Taiwan, however, they must have airworthiness approval for export in accordance with the U.S. Federal Aviation Regulations, Part 21.
4. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals:
 - a. The current, valid FAA Production Certificate for the products involved, as prescribed in Subpart G of Part 21 of the U.S. Federal Aviation Regulations.
 - b. An FAA Approved Production Inspection System (FAA-APIS) letter of approval, as stated in Subpart F of Part 21 of the U.S. Federal Aviation Regulations.

(Product that has been manufactured under Type Certificate only, a Statement of Conformity, FAA Form 8130-9, must be included.)

- c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by FAA in accordance with Subpart K, Part 21, of the U.S. Federal Aviation Regulations.
 - d. A Technical Standard Order (TSO) acknowledgment or authorization issued by FAA per the U.S. FAR Part 21, Subpart O.
5. Class I products to be eligible for export to Taiwan are those listed in the aircraft, engine, and propeller Type Certificate Data Sheets (TCDS's) and are in production currently.
 6. All Class I products exported in unassembled condition shall have sufficient instructions which describes working procedures, methods of rigging/alignment, ground testing, inspection methods, and other pertinent data for the assembly in Taiwan. The Export Certificate of Airworthiness will be invalid if all data to properly assemble the aircraft are not forwarded with the products.
 7. A statement must be signed by the manufacturer's representative to the effect that all Airworthiness Directives (AD's) have been complied with, that all mandatory modifications have been embodied, and that any special inspections required have been carried out.
 8. To be eligible for operation under the importing country registration, the aircraft must be equipped/installed in accordance with the requirements of the operating regulations/special regulations required in Taiwan. Complementary information may be obtained from:

Chief, Airworthiness Branch
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

SECTION 2 - SPECIAL REQUIREMENTS. The following is the special administrative requirements which must be satisfied at the time of export for products to be eligible for airworthiness certification by Taiwan. The documents listed below must be provided and addressed to:

Chief, Airworthiness Branch
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

1. For each individual new aircraft.
 - a. The original Export Certificate of Airworthiness, FAA Form 8130-4 (including engines/propellers installed while delivered).
 - b. Noise Abatement Certificate.

- c. A statement of compliance with the current requirements of fuel venting and engine exhaust emissions.
- d. An aircraft Bill of Sale or other evidence of ownership.
- e. A list of all equipment installed on the particular product and Buyer Furnished Equipment (BFE/Buyer Options), containing serial numbers, part numbers, and locations instruction. (A statement of being compatible with the Type Specifications for BFE's.)
- f. A list of radio communication and navigation equipment installed, including make, model, locations, capacity, frequencies and operating instructions.
- g. The current weight and balance report and loading schedule, containing a complete inventory of all equipment and instructions.
- h. Notification of the aircraft having been canceled from the exporting country registration.
- i. The list of all Airworthiness Directives (AD's) issued by FAA, and a statement of compliance shown at the time of issuance of the Export Certificate of Airworthiness.
- j. A copy of the manufacturer production flight test report, and all the discrepancies found during the flight test have been rectified.
- k. Modification Standard, including Production Modification, Customer Options, and Equipment incorporated not necessarily installed by the manufacturer.
- l. A copy of Type Certificate Data Sheets (TCDS's). The particular aircraft must be included in the Type Certificate Data Sheets.
- m. A copy of Supplemental Type Certificate (STC), if any, and details of alterations embodied under STC.
- n. Statement of Build Standard, including aircraft specifications, additional requirements, special conditions, equivalent safety items, and exemptions.
- o. Language. The required marking and placards installed in passenger cabin, in cargo baggage or storage compartments, and in the aircraft exterior should be represented in bilingual--Chinese and English.
- p. Seating configuration approval document. The applicant shall forward to the importing country for certification prior to issuance of Export Certificate of Airworthiness.
- q. Record of rigging checks.

- r. Record of compass system and magnetic compass swings.
2. For aircraft first of the type/model. In addition to the documents listed above in paragraph 1, the following technical data are required:
- a. One copy of the Type Flight Test Report.
 - b. One copy of Production Certificate with, Production Limitation Record, or the Approved Production Inspection System.
 - c. FAA approved Master Minimum Equipment List.
 - d. Structurally Significant Items and System Significant Items.
 - e. Three-view drawings of the major assemblies, installations, and primary structure.
 - f. Manuals:
 - f.1. Maintenance Review Board Report (MRB).
 - f.2. Maintenance Planning Document (MPD).
 - f.3. Flight Manual. Provides aircraft performance operating limitations and other flight data required by relevant Airworthiness Authorities for Certification. It includes the Configuration Deviation List.
 - f.4. Operations Manual. Provides aircraft and system descriptions, normal, abnormal, and emergency procedures and operational performance.
 - f.5. Maintenance Manual.* /Wiring Diagram.*
 - f.6. Structural Repair Manual.*
 - f.7. Illustrated Parts Catalog (IPC).*
 - f.8. Weight and Balance Manual.
 - f.9. Components Manual
 - Overhaul/Component Maintenance Manual: Manufacturer.*
 - Overhaul/Component Maintenance Manual: Vendor.*
 - f.10. Non-destructive Inspection Manual.*
 - f.11. Overhaul/Repair Standard Practices Handbook.
 - f.12. One complete set of Service Bulletins or the equivalent.

f.13. Engineering Documents

- Standards Manual: Contains data about standards approved by the exporter including reference lists.

- Process and Material Specification: Contains data related to manufacturing processes and material identification and treatments used in the construction assembly of the Aircraft.

NOTES: Marking * means either microfilm or microfiche will be accepted.

3. For each individual used aircraft.

- a. A photocopy of canceled U.S. Standard Airworthiness Certificate.
- b. The certified logbooks or equivalent historical records for the Class I product and the major equipment and components (such as APU), contains information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs, and modifications, and status of parts with limited life time.
- c. The past maintenance schedule and programs.
- d. The components operating and storage limits, overhaul life summary, including details of service remaining and modification standards.
- e. Component and structure retirement life summary, including details of service life remaining.
- f. Compliance with structural sampling schedule and location/position, and description of the details of sampling procedures and practices.
- g. Maintenance reliability programs for previous operator's fleet which include the exported aircraft
 - Previous and recurring inspection cycles of system/components.
 - Analysis and calculating methods for monitoring the maintenance programs.
 - Performance standards of the monitored system/components.

4. For engine and propeller.

- a. Export Certificate of Airworthiness, FAA Form 8130-4.
- b. Compliance with FAR Part 21, Subpart L.
- c. Statement of all AD's and Mandatory SB's complied with.
- d. Manuals

- Maintenance, Illustrated Parts Catalog, and Overhaul documents.*
- Service Bulletins and, if applicable, Service Information/Letters.*

5. For aircraft/engine/propeller parts and components.
 - a. Airworthiness Approval Tag, FAA Form 8130-3.
 - b. Compliance with FAR Part 21, Subpart L.
 - c. Statement of all AD's and Mandatory SB's complied with.
6. For radio/APU/appliances and other Class II and III products.
 - a. Airworthiness Approval Tag, FAA Form 8130-3.
 - b. Compliance with FAR Part 21, Subpart L.
 - c. Statement of all AD's and Mandatory SB's complied with.
7. NOTES:
 - a. Marking * means either microfilm or microfiche will be accepted.
 - b. The amendments or new issues of all the manuals listed in the above paragraphs will be the responsibility of the exporter.

REPUBLIC OF TUNISIA - SPECIAL REQUIREMENTS

(New - August 17, 1977)

1. Import of U.S. Manufactured Aircraft.

a. The Republic of Tunisia accepts for import and registration, with modification, U.S. aircraft manufactured to Federal Aviation Administration (FAA) standards.

UNITED KINGDOM - SPECIAL REQUIREMENTS

(Revised - April 1992)

SECTION 1 - INTRODUCTION. A new bilateral agreement between the United Kingdom (U.K.) and the United States (U.S.) came into effect by the Exchange of Notes in December 1972 and superseded the Exchange of Notes of 1934 relating to the reciprocal acceptance of aeronautical products. The manner in which this agreement will be implemented is described below.

A. Administration and Procedures.

(1) The procedures which must be followed to obtain U.K. certification are dealt with in the current issue of Section B of British Civil Airworthiness Requirements (BCAR) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the U.S. to the U.K. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in the U.K must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g., aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and UK-CAA Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive compliance requirements (e.g., inspection requirements for a particular component at 50-hour intervals) and when next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the UK-CAA.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other U.K. Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to the U.K. and all applicable requirements of FAR 21, Subpart L, before the U.S. Export Certificate of Airworthiness can be issued.

(5) British documents providing information on the procedures and requirements for U.K. acceptance of U.S. products are on file in each FAA Aircraft Certification Office and are available for review by the exporter.

B. Acceptance of Aircraft.

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement, the U.K. will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the U.K. Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for U.K. certification. Additionally, in accordance with the policy declared in CAA Airworthiness Notice No. 15, the CAA may require to evaluate certain aircraft of less than 5,700 kg weight which have unusual design features. The CAA may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit in BCAR and the U.K. Air Navigation Order.

(2) Once the U.K. standard for certification has been determined and, where necessary, U.K. Special Conditions have been published, the U.K. will, in accordance with paragraph 9(h)(ii) of the U.K./U.S. bilateral agreement, accept aircraft and rotorcraft to this standard and U.K. Special Conditions, as applicable, together with the applicable AD's and U.K. equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of U.K. certification are complied with, or alternatively, that the CAA agree that the modifications are acceptable.

(3) For aircraft which are no longer in production, the CAA reserves the right to modify the basis of U.K. certification, or to refuse certification in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement. Where U.K. certification of such aircraft is sought, reference should be made to the Civil Aviation Authority who will advise the position pertaining at that time.

C. Acceptance of Engine, Auxiliary Power Units and Propellers.

(1) In accordance with paragraph 4 of the U.K./U.S. bilateral agreement a preliminary investigation may be required to establish the standard offered for U.K. certification and, where necessary, any Special Conditions the CAA may wish to apply. In the case of turbine engines for [[airplanes]], the Special Condition requirements will be limited to those arising from unorthodox design features in accordance with the U.K./U.S. reciprocal acceptance agreement.

(2) When compliance with the U.K. standard for certification has been established, the U.K. will accept engines (including engine modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and U.K. equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the U.K. certification basis.

(3) For engines, auxiliary power units, and propellers which are no longer in production, the CAA reserves the right, in accordance with paragraph 9(h)(iii) of the U.K./U.S. bilateral agreement, to modify the basis of acceptance or to refuse certification.

D. Acceptance of Appliances and Components.

(1) Radio. The procedures which must be followed to obtain U.K. acceptance of radio equipment are dealt with in Section B, Chapter B4-10, of the BCAR.

(2) Appliances (other than Radio). Those appliances (other than radio) as so defined in Section 3 must be registered to obtain U.K. acceptance. The procedures which must be followed to obtain acceptance of such appliances are dealt with in Section B, Chapter B4-8, of BCAR.

(3) Components. Components which are produced in the U.S. for export and used on products which are or may be certificated or approved in the U.K. will be accepted by the CAA provided:

(i) They are properly designated, and

(ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements which have been notified by the CAA to the FAA.

NOTE: These provisions apply to those components which are produced by a manufacturer in the U.S. pursuant to an agreement between the manufacturer and the product manufacturer in the U.K.

E. Restricted Category Aircraft.

(1) Applications for U.K. certification of aircraft certificated in the U.S. in a restricted category will be considered on an individual basis.

(2) The applicant for export certification must furnish to the CAA, information describing how the aircraft differs from the type certification basis for a standard certificate - if standard certification of the type design has been made. The applicant shall provide evidence of compliance with this requirement, to the FAA or its designee, at the time of issue of the export certificate. If the applicant does not have some form of approval under the FAR, the FAA will verify the correctness of this information and will so notify [[the]] CAA by the appropriate means.

(3) On the basis of this evidence, the CAA will decide whether it is necessary to seek further information from the FAA and which, if any, of the procedures described in paragraphs (1) and (2) above shall be invoked.

SECTION 2 - SPECIAL REQUIREMENTS. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any U.K. Special Conditions) for a particular product to be eligible for U.K. registration, certification and/or airworthiness validation.

A. All Aircraft.

* (1) Statement of Build Standard. This statement to include the aircraft specification, changes in design (as required by U.K. Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletin compliance.

(iii) Alert Service Bulletin compliance.

(2) Modification Standard. This must include:

(i) Customer options incorporated.

(ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.

(iii) Service Bulletin compliance.

(iv) Alert Service Bulletin compliance.

(3) Export Certificate of Airworthiness. The U.S. Export Certificate of Airworthiness must list the status of compliance with U.K. Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the U.K. Special Conditions are applicable:

(i) The date and issue number of the U.K. Special Condition which has been complied with.

(ii) The list of Special Condition numbers which have been complied with.

(iii) The list of Special Condition numbers which have not been complied with.

(iv) List the operating hours accumulated of the aircraft engine(s) and propeller(s).

- * (vii) Component overhaul. 2
- *(viii) Engine maintenance and overhaul. 2
- * (ix) Standard practices. 2
- * (x) Nondestructive testing. 2
- * (xi) Structurally significant items. 1
- (xii) Maintenance planning guide. 1
- *(xiii) Parts Catalog. 2

(16) Record of Compass System and Magnetic Compass Swings.

(17) Record of rigging checks.

(18) Detailed list of radio equipment constituting the radio station.

(19) Antenna performance patterns, when available.

(20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).

B. Used Aircraft. In addition to the information referred to in Section 2, paragraph A, the following is also required for used aircraft:

** (1) The maintenance program to which these aircraft have previously been maintained including:

(i) Previous check cycle.

(ii) Future check cycle.

** (2) Component overhaul life summary, including details of service life remaining and modification standards.

** (3) Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

* Required only with first aircraft of a particular type and model exported to U.K.

** Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

*** Both of the foregoing apply.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with FAR 21 (Subpart L).

(3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

F. Appliances (other than radios).

(1) Airworthiness Approval Tag (FAA Form 8130-3). The registration number assigned by the U.K. as evidence of design approval must be quoted on the tag.

(2) Compliance with FAR 21 (Subpart L).

G. Components.

(1) Conformity Certification Tag (FAA Form 8130-3).

(2) Compliance with FAR 21 (Subpart L).

(3) A statement of Service Bulletin compliance standard.

H. Radios.

(1) Airworthiness Approval Tag (FAA Form 8130-3) with CAA approval number quoted (ref. Section B, Chapter B4-10 of British Civil Airworthiness Requirements (BCAR)).

(2) Compliance with FAR 21 (Subpart L).

SECTION 3 - U.K. PROCEDURES FOR ACCEPTANCE OF APPLIANCES.

A. GENERAL.

(1) The CAA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a CAA certification number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine, or propeller, and includes replacement and modification parts therefor.

* (2) The procedures given in paragraph B below are acceptable in relation to those appliances for which CAA approval is required and which meet either of the following alternatives:

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in FAR 21, Subpart O and FAR 21.305(b); or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(3) In the case of an appliance which does not require specific approval by the CAA, but approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user.

* NOTE: Specific CAA approval is required for those appliances which require approval under the Air Navigation Order or appliances on which airworthiness depends but for which the aircraft constructor does not undertake full responsibility.

B. PROCEDURE. The following procedures are based upon a system of registration of the design with the CAA. The CAA will expect to recover from the applicant all costs involved in the acceptance of the appliance, including fees, subsistence, and traveling.

(1) The applicant for U.K. appliance registration or validation certification must submit the following documents for each appliance offered for certification:

(i) CAA Form AD.70 (Attachment Enclosure 4) or letter requesting registration addressed to CAA, Aviation House, Gatwick RH6 OYR, with a copy to the appropriate FAA Aircraft Certification Office.

(ii) A supporting letter from the FAA to the CAA on the lines of Attachment (ref. example letter, Enclosure 3). This letter should be requested of the FAA office which issued the U.S. TSO Authorization.

(iii) A statement of the appropriate sections of FAR 21, Subpart O and FAR 21.305(b) with which the appliance complies; or, in cases not covered by FAR 21, Subpart O and FAR 21.305(b), a copy of the specification with which the appliance complies.

(iv) A general arrangement drawing and such descriptive information as will define the appliance sufficiently for the CAA to be able to determine any U.K. additional requirements defined in paragraph B(2). (Note: This may include physical examination of the appliance).

(v) A Declaration of Design and Performance, required by BCAR Chapter B4-8 or B4-10 as appropriate (ref. Enclosure 1).

(vi) Type test evidence showing conformance with FAR 21, Subpart O and FAR 21.305(b), or the specification with which the appliance complies when requested by the CAA.

(vii) A copy of each Maintenance, Overhaul, and Repair Manual and a copy of Service Bulletins and the Installation Manual where appropriate. Revision service must be provided.

(viii) A statement of conformance (ref. Enclosure 2) signed by the applicant.

(ix) A copy of the FAA letter of design approval for the particular appliance.

(2) Notification of U.K. Additional Requirements.

(i) After examination of the documentation required by paragraph B(1), the CAA will determine whether any U.K. additional requirement should be complied with in order to obtain CAA certification.

(ii) Such U.K. additional requirements will be kept to a minimum and will be those found necessary to:

(a) Provide a level of safety equivalent to that provided for by U.K. requirements and practice and as are necessary to comply with the Air Navigation Order.

(b) Cover features not otherwise covered by existing requirements and practices. (NOTE: This includes such matters as details of instrument presentation.)

(iii) In order to determine U.K. additional requirements, the CAA may ask for such failure analyses as are necessary to determine an equivalent level of safety.

(iv) In the event that U.K. additional requirements are deemed appropriate, the applicant and the FAA will be so advised. The applicant must then submit an amended Statement of Conformance additionally certifying that the prescribed U.K. additional requirements have been met. This statement must be accompanied by a letter from the FAA which certifies that FAA design approval for the particular appliance, including the prescribed U.K. additional requirements, has been granted.

(3) Registration.

(i) Upon CAA acceptance of the documentation required by paragraph B(1), and also when applicable, their receipt of satisfactory additional statements as required by paragraph B(2), the appliance will be registered by the CAA as being approved for use within the limitations of the Declaration of Design and Performance (DDP). The certification will only apply to the applicant, at his address at the time of certification.

(ii) The applicant will normally deal directly with the CAA throughout the certification process. The CAA will provide FAA with copies of correspondence relating to only U.K. additional requirements which they may impose and to the final acceptance of the items.

(4) Acceptance of Individual Appliances. Individual appliances of a type registered in accordance with this procedure will be accepted by the CAA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by the applicant, if this authority has been delegated to the applicant by the FAA, and the FAA assumes full responsibility for the certification. The certification number issued by the CAA shall be quoted on the Airworthiness Approval Tag.

UNITED KINGDOM

ENCLOSURE 1 - (SEE EXAMPLES 1 AND 2)

DECLARATION OF DESIGN AND PERFORMANCE

(1) A standard form of Declaration of Design and Performance is given in British Standard 3G.100: Part 1, entitled, "Identifications and Declarations," and this will require to be adapted according to the nature of the equipment. The declaration shall contain the following information:

(i) Particulars identifying the equipment and its design standard and including reference to the specification(s) to which it is designed.

(ii) The rated performance of the equipment, either directly or by reference to other supplementary documents where necessary.

(iii) The degree of compliance with the requirements stating the issue number of the section concerned.

(iv) Reference to relevant test reports.

(v) Any limiting conditions applying to its use. This shall include limitations implicit in the design (e.g., working and ultimate pressure or loads, rating working and maximum voltage and current accuracy of instruments), declarations required by the governing specifications, and the ability of the equipment to work under various ambient conditions (e.g., acceleration, vibration, temperature, altitude, and humidity).

NOTE: For example, an item of electrical equipment may require the following information:

(a) Voltage range.

(b) Frequency range.

(c) Time rating and duty cycle.

(d) Altitude and temperature range appropriate to rating.

(e) Climatic test classification and waterproofness grade as defined in BS.3G.100.

(f) Vibration grading, acceleration class and grade, explosion-proofness category, fire resistance classification, compass safe distance, and whether radio-interference free.

(g) Minimum life or overhaul period in hours or cycles of operations.

(h) Restrictions in mounting attitude.

(i) Fluid resistance.

(j) Any departures from the governing specifications.

(2) The Declaration shall bear the following statement made and signed by the chief designer or his designated representative:

"I hereby certify that the information contained in this Declaration of Design and Performance is accurate.

Company Name Limited cannot accept responsibility for the satisfactory operation of equipment used outside the conditions given above without their agreement.

Signature, date "

UNITED KINGDOM

EXAMPLE 1 of ENCLOSURE 1 - RADIO EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P. NUMBER.
REVISION NO.
CAA VALIDATION CERTIFICATION REF. . .
(WILL BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE

OF

NAME OF EQUIPMENT

DESCRIPTION

Weight.

Overall Dimensions.

Design Specification Number.

Drawing Schedule Number.

Production Test Specification Number.

Modification Standard.

Wiring Diagram Number.

Installation Drawing Number.

Service and Instruction Manual Reference.

Approval Test Reports Ref. Nos.

Any Certificate of Declaration Bearing on this Approval.

LIMITING CONDITIONS OF USE:

Voltage Range: Power Requirements.

Frequency Range.

Ambient Temperature Range.

Climatic Grading.

Altitude Rating.

Vibration Grade.

Acceleration Grade.

Radiated R.F. Interference.

Magnetic Effect.

Flameproofness.

Compass Safe Distance.

Endurance/Overhaul Period.

Mounting Attitude.

Departures from Specification.

Special Limitations.

Intended Use.

I hereby certify that

UNITED KINGDOM

EXAMPLE 2 of ENCLOSURE 1 - OTHER TYPES OF EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P.
REVISION NO.....
APPLIANCE REGISTRATION REF. . . .
(TO BE ISSUED BY CAA)

DECLARATION OF DESIGN AND PERFORMANCE

OF

NAME OF EQUIPMENT

DESCRIPTION

Overall Dimensions.

Design Specification No.

Production Test Specification No.

Modification Standard.

Drawing Schedule No.

Service and Instruction Manual.

Approval Test Reports.

Any Certificate of Declaration Bearing on this Approval.

Test Factor Used.

Degree of compliance with BCAR.

Limiting Conditions of Use.

Acceleration Grade.

Mounting Attitude.

Departures from Specifications.

Special Limitations I hereby certify that
Intended Use.

UNITED KINGDOM

ENCLOSURE 2 - STATEMENT OF CONFORMANCE

FIRM'S NAME AND ADDRESS

Nomenclature of appliance. This must include identifying part number which will mean that this particular part number will always conform to the declared state at time of registration.

I certify that:

- (1) The above-named appliance meets either the requirements of:
 - (a) U.S. TSO # _____ (Reference FAR 21, Subpart O and . . FAR 21.305(b)); or
 - (b) Specification # _____, with the following exceptions (if any) _____.
- (2) The appliance has been accepted by the FAA as meeting the relevant airworthiness requirements of FAR . . . or
- (3) The Additional Requirements of CAA letter dated, have been met and that*
- (4) The appliance will be manufactured under the quality control system specified in FAR 21.143, and
- (5) The CAA will continue to be advised of any modifications affecting the airworthiness of the appliance.

Signed

For

(Name of firm)

*Not required at initial submission. Only required when the applicant has been notified of any Additional Requirements in accordance with Section 3, paragraph B(2).

UNITED KINGDOM

ENCLOSURE 3

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO

DESIGN AND MANUFACTURING STANDARDS DIVISION
CIVIL AVIATION AUTHORITY
AVIATION HOUSE
GATWICK RH6 OYR
ENGLAND

EXAMPLE FAA LETTER

Dear Sir:

The Bennett Corporation has requested our assistance in obtaining United Kingdom import acceptance of their Altimeter Model #7, Series 725 under the terms of the bilateral airworthiness agreement between the United States of America and the United Kingdom of Great Britain and Northern Ireland relating to the reciprocal acceptance of airworthiness certifications.

We would advise you that we have accepted The Bennett Corporation certification that their Altimeter Model #7, Series 725 complies with the performance standards of U.S. TSO 737b (ref. FAR 21.305(b)) and FAR 21, Subpart O).

Appliances of this approved design will be manufactured under Federal Aviation Administration (FAA) quality control surveillance in accordance with FAA Technical Standard Order (TSO) Authorizations granted on June 26, 1979, and July 8, 1979. A copy of each TSO Authorization is enclosed for your information. Appliances manufactured under these TSO Authorizations will be marked in accordance with FAR 21, Subpart O and paragraph (b) of TSO 737b (ref. FAR 21.305(b)).

In addition, these appliances will be accompanied by an FAA airworthiness approval when exported to the U.K. These approvals will be issued by a representative of the FAA in the form of an Airworthiness Approval Tag, FAA Form 8130-3 (formerly FAA Form 186) in accordance with FAR 21.325(a)(2).

Please advise if any additional requirements must be met and if any additional data are needed for your acceptance. Otherwise, if you find this information sufficient, we would appreciate your confirmation that these appliances will be accepted by the U.K. when accompanied by an FAA Airworthiness Approval Tag.

UNITED KINGDOM

Enclosure 4

Civil Aviation Authority

FOR CAA USE ONLY. FILE REFERENCE NO.:-

Safety Regulation Group

APPLICATION FOR APPROVAL OF, OR MODIFICATION TO, EQUIPMENT IN ACCORDANCE WITH BCAR CHAPTERS A4-8, A4-10, B4-8 OR B4-10?

| | | | |
|---|----------|---|--|
| Name and Address of Applicant | | Name and Address of Manufacturer (if different from Applicant) | |
| State whether Initial Approval or Modification | | Full Title of Equipment | |
| Type/Model No. | Part No. | Declaration of Design and Performance No. | |
| Brief Description of Equipment, or of Modification | | | |
| INITIAL APPROVAL - State whether the Maintenance, Overhaul and Repair Manuals are prepared and ready for use. | | MODIFICATION - Describe briefly any complementary amendment necessary to the Maintenance, Overhaul and Repair Manual: otherwise state 'Not Affected'. | |
| FOR CAA USE ONLY Internal Reference No.: | | I/We hereby apply for approval of the above Equipment/Modification in accordance with British Civil Airworthiness Requirements, Chapter A4-8, A4-10, B4-8 or B4-10. | |
| Cheq./PO/Cash/MO £ _____ | | I/We enclose herewith the amount which is required by the current CAA Airworthiness Scheme of Charges (reviewed in April annually) to be paid on application. I/We agree to pay any further charges in connection with this application, in accordance with the said Scheme of Charges, which may be notified to me by CAA. | |
| Rec'd by _____ | | | |
| Date _____ | | | |
| Ref. _____ | | | |
| Approval Recommended | | Signed | |
| Date | | Date | |

NOTE: This form, when completed, should be forwarded to the Civil Aviation Authority, Safety Regulation Group, Aviation House, South Area, Gatwick Airport, Gatwick, West Sussex, RH6 OYR.

REPUBLIC OF ZAMBIA - SPECIAL REQUIREMENTS

(Revised - August 29, 1994)

1. GENERAL.

- a. Any aircraft to be eligible for the issue of a Certificate of Registration issued by the Government of the Republic of Zambia must qualify for certification in the United States of America in the standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Aviation Regulations.
- b. Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.
- c. If the aircraft is to be entered on the Zambia Register of Civil Aircraft prior to departure from the United States of America, the importer will make application to the Zambian Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly and Radio Station License, which must be carried during the delivery flight.
- d. Inquiries should be addressed to the Department of Civil Aviation, P.O. Box 50137, 15101 Lusaka, Zambia, marked for the attention of the Chief Aircraft Inspector.

2. AIRCRAFT FIRST OF THE TYPE TO BE REGISTERED IN THE REPUBLIC OF ZAMBIA. The following documents and data are required:

- a. Complete set of maintenance and overhaul manuals, and parts catalogs, for:
 - (1) Airplane.
 - (2) Engines(s).
 - (3) Propeller(s).
 - (4) Any equipment not already installed in an aircraft on the Zambian Register of Civil Aircraft.
- b. Full set of Service Bulletins, Letters, and Modification Leaflets issued by the manufacturers in respect of the airframe, engine(s), propeller(s), and installed equipment.
- c. A copy of the Type Certificate, if not already held by the Department.
- d. Three copies of the flight manual for the aircraft.

e. One copy of the production flight test report issued by the manufacturer.

3. EACH AIRCRAFT FOR WHICH A ZAMBIAN CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED. The following documentation is required:

a. A statement, signed by an official representative of the manufacturers, showing that all mandatory modifications and special inspections have been complied with.

b. The Export Certificate of Airworthiness, FAA Form 8130-4.

c. Two copies of the Approved Flight Manual.

d. Two copies of the Weight and Balance report showing the weights and arms of the main components and a list of installed equipment.

REPUBLIC OF ZIMBABWE - SPECIAL REQUIREMENTS

[[Reprinted from AC 21-2F dated August 7, 1987]]

1. Aircraft and other Class I products are eligible for export to Zimbabwe when, in addition to the export airworthiness approval requirements in Part 21 of the United States Federal Aviation Regulations, they also comply with the requirements contained herein.

a. When the aircraft is exported (1) direct to Zimbabwe, or (2) to Zimbabwe after assembly in another state by the manufacturers agents or on behalf of the manufacturers representative in that state, the Director of Civil Aviation, P.O. Box 8013, Causeway, Salisbury, Zimbabwe, shall be furnished with the following:

(i) An Export Certificate of Airworthiness, FAA Form 8130-4.

(ii) Properly certified aircraft, engine, and propeller logbooks or equivalent historical records showing total time operated.

(iii) A certified statement that all FAA mandatory directives have been complied with.

(iv) A copy of the manufacturers production flight test report for the aircraft being exported and, in addition, where the aircraft was assembled per paragraph a(2) above, all documentation for the assembly and flight testing of the aircraft.

(v) One copy of the aircraft flight manual and a copy of the weight and balance report when such documents would be required for the issuance of an airworthiness certificate in the standard classification for an aircraft of United States registry.

b. If the aircraft is the first of a type to be exported to Zimbabwe, in addition to the requirements described in paragraph a, the following shall be furnished with the new model aircraft:

(1) One copy of the Type Flight Test Report. The flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained therein shall be corrected to standard atmospheric conditions.

(2) A spare parts catalog for the aircraft, aircraft engine(s), propeller(s), and any other major auxiliary equipment installed.

(3) Two copies of each operating, maintenance, overhaul, and repair manuals for the aircraft, aircraft engine, propeller, and equipment installed.

(4) A general arrangement drawing of the aircraft.

c. Class II and Class III products, to be eligible for export to Zimbabwe, must be processed in accordance with the applicable provisions in Part 21 of the Federal Aviation Regulations.

APPENDIX 3

FAA Aircraft Certification Offices Responsible for Civil Aviation Matters in Other Countries

| Country or Area | FAA Aircraft Certification Office Address |
|---|---|
| a. Canada | Federal Aviation Administration Aircraft Certification Office, ANE-170 181 South Franklin Avenue, Room 202 Valley Stream, New York 11581-1123 Commercial: (516) 791-6680 FAX: (516) 791-9024 |
| b. Caribbean Area, South America, Central America, (excluding Mexico) | Federal Aviation Administration Aircraft Certification Office, ACE-115A 1701 Columbia Avenue, Suite 2-160 Atlanta, Georgia 30349-5463 Commercial: (404) 305-7340 FAX: (404) 305-7348 |
| c. Mexico | Federal Aviation Administration Rotorcraft Directorate, ASW-100 2601 Meacham Boulevard Fort Worth, Texas 76137-4298 Commercial: (817) 222-5100 FAX: (817) 222-5959 |
| d. Area east of Bangladesh and India, including all free nations south and east of China | Federal Aviation Administration Aircraft Certification Office, ANM-100L 3229 East Spring Street Long Beach, California 90806-2425 Commercial: (310) 988-5200 FAX: (310) 988-5210 |

e. Europe, Africa,
Middle East west
of Myanmar, Iceland,
Greenland, and
Bermuda

Federal Aviation Administration
Brussels Aircraft Certification Staff,
AEU-100
PSC 82 Box 002
APO AE, New York 09724
-or-
15 Rue de la Loi, 1st Floor
B-1040 Brussels, Belgium

Commercial: 9-011-32-2-513.38.30
FAX: 9-011-32-2-230.68.99

FAA INTERNATIONAL FIELD OFFICES

International Mailing Address

a. Germany

FAA Frankfurt International Field Office
Building #7
Rhein Main Air Base
60549 Frankfurt/Main I
Germany

FAX: (49-69)69.705.150

b. England

FAA c/o CAA Aviation House
Gatwick Airport, South Area
Gatwick, West Sussex RH6 0YR
England, U.K.

FAX: 44.293.573992

c. Singapore

FAA Asia Pacific International Field Office
American Embassy
30 Hill Street
Singapore 0617

FAX: (65)545.9772

APPENDIX 4 - ICAO MEMBER STATES AND TERRITORIES

Number of ICAO Member States: 183

*Countries with which the United States has Bilateral Airworthiness Agreements

Note: FC = former Czechoslovakia; FY = Former Yugoslavia; FSU = former Soviet Union

| | | |
|---------------------------|--------------------|--------------------------|
| Afghanistan | *Denmark | Kenya |
| Albania | Djibouti | Kiribati |
| Algeria | Dominican Republic | Korea, Democratic |
| Angola | | People's Republic of |
| Antigua and Barbuda | Ecuador | (North) |
| *Argentina | Egypt | Korea, Republic of |
| Armenia (FSU) | El Salvador | (South) |
| *Australia | Equatorial Guinea | Kuwait |
| *Austria | Eritrea | Kyrgyzstan (FSU) |
| Azerbaijan (FSU) | Estonia (FSU) | |
| | Ethiopia | Laos |
| Bahamas | | Latvia (FSU) |
| Bahrain | Fiji | Lebanon |
| Bangladesh | *Finland | Lesotho |
| Barbados | *France | Liberia |
| Belarus (FSU) | | Libya |
| *Belgium | Gabon | Lithuania (FSU) |
| Belize | Gambia | Luxembourg |
| Benin | Georgia (FSU) | |
| Bhutan | *Germany | Macedonian (FY) |
| Bolivia | Ghana | Madagascar |
| Bosnia & Herzegovina (FY) | Greece | Malawi |
| Botswana | Grenada | Malaysia |
| *Brazil | Guatemala | Maldives |
| Brunei Darussalam | Guinea | Mali |
| Bulgaria | Guinea-Bissau | Malta |
| Burkina Faso | Guyana | Marshall Islands |
| Burundi | | Mauritania |
| | Haiti | Mauritius |
| Cambodia | Honduras | Mexico |
| Cameroon | Hungary | Micronesia |
| *Canada | | Moldova (FSU) |
| Cape Verde | Iceland | Monaco |
| Central African Republic | India | Mongolia |
| Chad | *Indonesia | Morocco |
| Chile | Iran | Mozambique |
| *China, Peoples Republic | Iraq | Myanmar (formerly Burma) |
| Colombia | Ireland | |
| Comors | *Israel | Nambia |
| Congo | *Italy | Nauru |
| Cook Islands | | Nepal |
| Costa Rica | Jamaica | *Netherlands |
| Cote d'Ivoire | *Japan | *New Zealand |
| Croatia (FY) | | Nicaragua |
| Cuba | Jordan | |
| Cyprus | | Niger |
| *Czech Republic (FC) | Kazakhstan (FSU) | Nigeria |

*Norway

Oman
Pakistan
Panama
Papua New Guinea
Paraguay
Peru
Philippines
*Poland
Portugal

Qatar

*Romania
Russia (Russian
Federation , FSU)
Rwanda

Saint Lucia
Saint Vincent and The
Grenadines
San Marino
Sao Tome and Principe
Saudi Arabia
Senegal
Seychelles
Sierra Leone
*Singapore
Slovakia (FC)
Slovenia (FY)
Solomon Islands
Somalia
*South Africa
*Spain
Sri Lanka
Sudan
Suriname
Swaziland
*Sweden
*Switzerland
Syria

Tajikistan
Tanzania
Thailand
Togo
Tonga
Trinidad and Tobago
Tunisia
Turkey
Turkmenistan (FSU)

Uganda
Ukraine (FSU)
United Arab Emirates
*United Kingdom
United States of America
Uruguay
Uzbekistan (FSU)

Vanuatu
Venezuela
Vietnam

Yemen

Zaire
Zambia
Zimbabwe