U.S. Department
of Transportation

**Federal Aviation
Administration**

AC 21-2F

DATE 8/7/87

ADVISORY CIRCULAR

EXPORT AIRWORTHINESS APPROVAL PROCEDURES

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Aircraft Manufacturing Division
Washington, D.C.

AC 21-2F

8/7/87

EXPORT AIRWORTHINESS APPROVAL PROCEDURES

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U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: EXPORT AIRWORTHINESS APPROVAL PROCEDURES

Date: 8/7/87
Initiated by: AWS-200

AC No: AC 21-2F
Change:

1. PURPOSE. This advisory circular contains special requirements that have been submitted to the Federal Aviation Administration (FAA) by foreign governments.

2. CANCELLATION. AC 21-2E, Export Airworthiness Approval Procedures, dated May 18, 1981, is canceled.

3. PRINCIPAL CHANGES.

a. New special requirements have been added for Brunei, the Republic of Guatemala, and the Republic of Honduras.

b. Revised special requirements have been added for the Federative Republic of Brazil, State of Israel, Malaysia, the Republic of the Philippines, the Republic of Portugal, and the Kingdom of Saudi Arabia.

c. An additional aircraft model has been added to the list for export to the Kingdom of the Netherlands.

d. All references to the term "Foreign Civil Air Authority (FCAA)" have been changed to read "Exporting Civil Airworthiness Authority (ECAA)."

e. All references to regional offices have been changed to reference aircraft certification offices.

f. All references to FAR Part 37, Subpart A, have been changed to reference FAR Part 21, Subpart O.

g. Additional technical conditions contained in paragraph 5c(2) have been revised to reflect the conditions imposed by an importing state for acceptance of aeronautical product deviations.

h. Appendix 1, Sample Forms, has been updated to reflect the latest issue forms.

i. FAA Aircraft Certification Office addresses (appendix 3) have been changed to reflect updated listings.

j. Appendix 4, Summary of Bilateral Airworthiness Agreements, has been revised to add U.S./Indonesia and U.S./Singapore Bilateral Airworthiness Agreements (BAA).

k. Appendix 5, ICAO Member States, has been revised to reflect updated listings.

4. FORMAT. Inconsistencies, incorrect format, and nonconformance with Government Printing Office Style Manual and FAA directives are contained in appendix 2. It contains direct reprints of special requirements from foreign countries.

5. GENERAL.

a. This advisory circular provides general information and guidance concerning issuance of export approvals under Federal Aviation Regulations (FAR) Part 21, Subpart L. As appropriate, the information contained herein sets forth an acceptable means, but not the sole means, for compliance with the FAR. Paragraphs 6 through 12 are identified to correspond with the section of the FAR under discussion. Some sections have been intentionally omitted, since their meaning is clear and further discussion is considered unnecessary.

b. Persons in the United States desiring additional information or advice on how to get an export airworthiness approval may contact the nearest Federal Aviation Administration (FAA) district office or FAA aircraft certification office. Foreign importers of U.S. aeronautical products and U.S. citizens located in foreign countries may contact the appropriate FAA aircraft certification office listed in appendix 3.

c. A number of foreign countries have identified certain special requirements/conditions with which the FAA must certify compliance by the exporter before the importing country will validate an FAA export approval.

(Appendix 2 often refers to various foreign country internal technical documents. In many cases, these documents are not available in FAA district offices in translated form. In such cases, it will be necessary for interested parties to obtain these documents directly from the appropriate embassy.)

(1) Special requirements are those administrative requirements which must be satisfied as a condition of shipment at the time of export. They involve, for example, 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 civil air authorities of the importing country, indicating that they will accept the deviation. This statement must accompany each application for an Export Certificate of Airworthiness.

(2) Additional requirements are those additional requirements found necessary by the importing country, in addition to the exporting country's certification or approval basis, to provide a level of safety, and a level of environmental quality (including noise) equivalent to those provided for by the importing country's certification basis. When these requirements cannot or will not be satisfied, the exporter must obtain a written statement from the Exporting Civil Airworthiness Authorities (ECAA) of the importing country indicating they will accept the deviation. An exporter may obtain information on additional requirements from the ECAA of the importing country.

(3) Special conditions are airworthiness standards issued to cover novel and unusual design features which are not adequately covered by a country's applicable laws, regulations, and requirements. These special conditions should be included in type certificate data sheets. Special conditions for U.S. type certification are issued in accordance with FAR Section 21.16. An exporter may obtain information on special conditions from the ECAA of the importing country.

d. The "special requirements of the importing country" referred to in FAR Part 21, Subpart L, include those special requirements, additional requirements, and special conditions specified by the ECAA of the importing country.

e. Appendix 4 lists the countries with which the United States has concluded formal bilateral agreements for reciprocal acceptance of Export Certificates of Airworthiness and the scope of each agreement. The special requirements in appendix 2 include those submitted by some of the bilateral agreement countries, as well as special requirements submitted informally by countries with whom no formal agreement is in effect. An export approval may be issued upon request for a product to be exported to a country not covered in either appendix 2 or 4; however, such an approval would certify compliance with only U.S. airworthiness standards. Assurance of compliance with any other requirements which the country may impose would be the responsibility of the exporter and importer, unless the country chooses to submit their special requirements for publication in this advisory circular.

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

6. FAR SECTION 21.323, ELIGIBILITY. U.S. citizens engaged in the business of selling civil aircraft and related products are the ones who will be the most interested in obtaining export airworthiness approvals for products being exported; however, other persons, such as individual aircraft owners or operators, are also eligible provided all pertinent requirements are met. It should be noted that, due to limited FAA resources, only those manufacturers holding an FAA production approval, and who have in their employ a designated representative of the Administrator, are eligible to obtain export airworthiness approvals for Class III products covered by their production approvals.

7. FAR SECTION 21.325, EXPORT AIRWORTHINESS APPROVALS.

a. This section of the regulations covers all the products which may be approved for export. Samples of the export airworthiness approval forms are shown in appendix 1.

b. The date of issuance for an export airworthiness approval will always be the date the product concerned was inspected by the FAA and found to comply with the pertinent requirements. In other words, an export airworthiness approval means that AS OF THE DATE OF ITS ISSUANCE the product covered thereby was found to be airworthy and in compliance with the applicable requirements. In order to preclude complaints from foreign countries and subsequent investigations by the FAA, it is recommended that the U.S. exporter ensure the product is airworthy and still meets the pertinent requirements when delivered to the foreign importer.

8. FAR SECTION 21.327, APPLICATION. Samples of FAA Form 8130-1, Application for Export Certificate of Airworthiness, are shown in appendix 1. Part I of the application should be completed for Class I products and Part II for Class II products. Class II products being exported by production certificate holders and all Class III products do not require a written application. In these cases, oral application or request should be made to the appropriate FAA representative specified in FAR Section 21.327. Subparagraphs 8a and b provide information regarding completion of Parts I and II of the application.

a. Part I (For Class I Products).

(1) Export Certificate No. - Leave blank.

(2) Items 1 through 4 - Self-explanatory.

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

(a) 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 and which 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 civil air authority of that country.

(b) Under "FAA Spec. No.," insert the pertinent specification number or the type certificate data sheet number, whichever is applicable.

(c) For new and used aircraft, insert the operating hours since the annual type inspection required by FAR Section 21.329, and the total time in service. Since used aircraft engines and propellers must have been newly overhauled under FAR Section 21.329(e), the operating time since overhaul would reflect only run-in time as required to complete the overhaul process.

(d) For aircraft, the engine blocks and propeller blocks should be completed to reflect the required information, as applicable.

(4) 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 true copy of covering statements that the product will be acceptable with the deviations listed, as obtained from the civil air authority of the importing country.

(6) Components for use on civil aircraft.

4. These bilaterals contain a third-party country provision which provides for import/export certification of products/parts thereof by the Civil Air Authorities of a country other than the country of manufacture. In these instances, the exporting country must certify that the products/parts thereof conform to the design covered by the certificate or approval of the importing country (which would be other than country of manufacture) and that the products/parts thereof are in proper state of airworthiness.

5. To be separately determined to be included in the agreement by mutual consent of the competent authorities of the United States and Finland. (None have been determined to be included as of September 2, 1980).

6. U.S./Polish Bilateral Agreement is limited as follows:

a. Products which may be exported from Poland to U.S. (or U.S. possession):

(1) Civil gliders and replacement/modification parts therefor designed and produced in Poland.

(2) Piston engines of 1,000 h.p. or less with associated propellers and accessories and replacement/modification parts therefor produced in Poland.

(3) Small fixed-wing aircraft of 12,500 lbs. or less and replacement/modification parts therefor.*

(4) Helicopters with associated accessories and replacement/modification parts therefor.*

(5) Turbine engines and replacement/modification parts therefor.*

(6) Components and appliances for U.S. manufactured products of the types specified in subparagraphs (1), (2), (3), (4), and (5) above.

*Note: Refer to U.S./Poland Bilateral Airworthiness Agreement for applicable design constraints.

b. Products which may be exported from U.S. to Poland:

(1) U.S. designed and produced aircraft, engines, propellers, components and appliances and replacement/modification parts therefor; and

(2) U.S. produced components and appliances for Polish manufactured products and replacement and spare parts therefor.

7. The U.S./Australian Bilateral contains a two-party country provision which provides for reciprocal certification whereby Australia can issue an export certificate for a U.S.-manufactured product located in that country which is to be exported to the U.S. Conversely, the U.S. can issue an export certificate for an Australian-manufactured product which is located in the U.S. and which is to be exported to Australia. Such certifications will state that the product conforms to the importing countries type design and is in a proper state of airworthiness.

8. The U.S./Canadian Bilateral (as amended February 18, 1971) does not contain the standard components provision (Ref. Note 2). It does, however, contain a provision which provides for the reciprocal acceptance of materials and parts. Although, the term "subassemblies" is not specifically addressed, Civil Air Authorities of Canada and the U.S. construe the word "parts" as to include subassemblies.

(5) Item 8. This item provides a means of establishing a date the ownership of the stated Class I product is expected to pass to the foreign purchaser.

(6) Item 9. This item provides a means of documenting the status of preservation and damage treatment as required by the regulation. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) Item 10 - Remarks. This space should be 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 pertinent to facilitate issuance of the export airworthiness approval. Additional sheets may be attached, as necessary, and appropriately cross-referenced. In addition, list the documentation required by the regulation to be submitted with the application. After review by the FAA representative, those documents which are required to be furnished to the importing country under FAR Section 21.335 will be returned to the applicant.

(8) Item 11 - Exporter's Certification. This certification is to be dated and signed in ink by the exporter. The name of the person signing the application is to be typed or printed on the form. If the person signing the application is the exporter's representative, insert the representative's title in the space provided.

b. Part II (For Class II Products).

(1) Items 12 through 14 are self-explanatory.

(2) Item 15 - Parts are eligible for installation on. Insert the make and model of the aircraft, aircraft engine, or propeller on which the Class II products (parts) are eligible for installation, and the FAA specifications or type certificate data sheets applicable to such aircraft, aircraft engine, or propeller.

(3) Item 16 - Self-explanatory.

(4) Item 17 - This item provides for the description and listing of the Class II products (parts) being exported. If the quantity and variety of the parts are too voluminous to list in the space provided, check the first block and, on the line provided, specifically indentify (and attach) a copy of the exporter's shipping document covering the parts concerned. Otherwise, check the second block and list the parts in the space provided. In either case, if more than one type of Class II product is involved, they are to be listed according to the Class I product to which they pertain. Also, 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 Exporting Civil Airworthiness Authority (ECAA) 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 regulation. It is recommended that all products be appropriately treated for corrosion and damage prevention.

(7) Item 20 - Exporter's Certification. This certification is to be dated and signed in ink by the exporter. The name of the person signing the application is to be typed or printed on the form. If the person signing the application is the exporter's representative, insert the representative's title in the space provided.

9. FAR SECTION 21.329, ISSUE OF FAA FORM 8130-4, EXPORT CERTIFICATES OF AIRWORTHINESS, FOR CLASS I PRODUCTS. Under the provisions of this section, an aircraft of U.S. manufacture need not already possess a standard or restricted airworthiness certificate, but it is required to meet the requirements for such a certificate, as applicable. On the other hand, an aircraft of foreign manufacture is required to possess a valid U.S. standard airworthiness certificate issued under the provisions of FAR Section 21.183(c).

10. FAR SECTION 21.331, ISSUE OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAGS, FOR CLASS II PRODUCTS. Among other things, Class II products are required to be identified by means of serial numbers or equivalent. This requirement is to provide for positive identification of each product covered by the export airworthiness approval similar to that provided for Class I products. This should be of benefit both to the exporter and the FAA since otherwise when complaints are received from foreign countries, there would often be no way to determine whether the parts in question are actually those covered by an export airworthiness approval or if they have ever been issued such an approval.

11. FAR SECTION 21.335, RESPONSIBILITIES OF EXPORTERS.

a. Regarding paragraph (e) of FAR Section 21.335, when title to a U.S.-registered and certificated aircraft passes to the foreign buyer, the certificate cancellation request, the certification regarding removal of the U.S. markings, and the registration and airworthiness certificate being returned for cancellation should be transmitted to the following address by the exporter:

Department of Transportation
Federal Aviation Administration
Aircraft Registration Branch, AAC-250
P.O. Box 25082
Oklahoma City, OK 73125

b. The act of showing that products meet the pertinent requirements, as required by FAR Sections 21.329, 21.331, and 21.333 carries with it the responsibility for making the products available to the FAA representative for whatever inspection is considered necessary and appropriate in each case. Normally, the inspection will consist of a review of the application (when applicable), a review of all related documents, and an inspection of the finished product or products to determine their eligibility, proper identification and configuration, condition for safe operation, and compliance with special requirements (if any) of the importing country. A product not meeting the

requirements of FAR Sections 21.329, 21.331, and 21.333 may be exported, if the importing country's civil air authority indicates its acceptance in writing. The requirements that are not met should be listed or referenced on FAA Form 8130-4 in the exceptions block, and referenced on FAA Form 8130-3, as applicable.

12. FAR SECTION 21.339, SPECIAL EXPORT AIRWORTHINESS APPROVAL FOR AIRCRAFT. In the case of aircraft exported under the provisions of FAR Section 21.339, when title to the aircraft has passed to a foreign purchaser, the exporter should comply with FAR Section 21.335(e) (reference paragraph 11a of this advisory circular).

13. RESPONSIBILITY FOR ISSUANCE AND REVISION.

a. The issuance, revision, or cancellation of material in this advisory circular is the responsibility of the FAA Aircraft Manufacturing Division, AWS-200. All changes will be accomplished as required to carry out the responsibility of the agency. Interested persons are invited to submit recommendations for revisions or new material, as applicable, to keep this document updated.

b. Material for inclusion should be forwarded to:

Federal Aviation Administration
National Headquarters
Aircraft Manufacturing Division, AWS-200
800 Independence Avenue, SW.
Washington, D.C. 20591

c. Information submitted should clearly identify the substance of the material. Air authorities of foreign countries should submit new material or revisions to special requirements in the wording and format in English to meet the intent of their requirements.

14. DETERMINATION OF "NEW" AND "USED" PRODUCTS.

a. The regulations do not define "new" or "used" products. There are requirements, however, that are pertinent to each, both in the regulations and in the special requirements of some foreign countries. There appears to be no problem in making this determination with uninstalled aircraft engines or propellers being exported since any "time in service," when previously part of an aircraft, is considered to make them "used" products.

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

(1) The aircraft has been maintained in accordance with the maintenance provisions of FAR Part 43 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 14b(2).

c. If for any reason the previously listed information results in a controversy or is contrary to existing foreign government special requirements, the exporter should be advised that the issue is to be settled between the exporter, importer, and the civil air authority of the importing country.

William J. Sullivan, Acting
Director of Airworthiness

APPENDIX 1 - SAMPLE FORMS

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):
☒ NEW ☐ USED *(Aircraft)* ☐ 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	Senhart Hub Model: SC-82XK-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?
☐ YES ☒ NO *(Explain in "Remarks")*

7. Have applicable special requirements of the importing country been complied with?
☒ YES ☐ NO *(Explain in "Remarks")*

8. Date title passed or is expected to pass to foreign purchaser: April 29, 1986

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: 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	Title	Date
John D. Doe JOHN D. DOE	Sales Manager	April 29, 1986

FAA Form 8130-1 (2-84) Supersedes Previous Edition

Figure 1. Completed FAA Form 8130-1, Application for Export Certificate of Airworthiness - For Use with Class I Products

PART II — APPLICATION FOR APPROVAL OF AERONAUTICAL PARTS *(Complete items 12-20)*

12. Name and address of exporter	13. Name and address of foreign purchaser	14. Country of destination
ABC Airplane Corporation Cleveland, Ohio 44111	Aviation Supplies Ltd. London, England	United Kingdom

15. Parts are eligible for installation on →	Make and model Class I product	FAA Spec. No.
	ABC Airplane Model C-5	6A17

16. The parts are *(check one)* → ☒ NEW ☐ NEWLY OVERHAULED

17. The parts are described *(Check one)*
☒ Below by name, part number, and quantity ☐ On the attached invoice or packing sheet, by name, part number and quantity → Invoice/packing sheet No.

Name (a)	Part number (b)	Quantity (c)
Aileron	A-456-4 (S/N 113 and 114)	2 ea.
Elevator Assy.	A-789-2A (S/N 285 and 290)	2 ea.

18. Have applicable special requirements of the importing country been complied with? ☒ YES ☐ NO *(Explain in item 10 "Remarks")*

19. Preservation and packaging methods used to protect parts against corrosion and damage *(List Spec. No. or Title)*:

Effective duration of above methods: ABC Airplane Corporation Specification #44,(Preservation-corrosion).

20. EXPORTER'S CERTIFICATION—I certify that the foregoing statements are true and that the parts described herein are airworthy, conform to FAA approved design data, and are in condition for safe operation except as may be noted in item 10 "Remarks."

Signature of applicant or authorized representative	Title	Date
John D. Doe John D. Doe	Sales Manager	March 25, 1986

Part III — APPROVAL *(FOR FAA USE ONLY)*

21. It is considered that the product(s) described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in item 10. *(Check one)* → ☐ Part I ☐ Part II

Signature	Number	Date

(Check one) → ☐ DMIR ☐ DAR ☐ DELEGATION OPTION MFR. ☐ FAA INSPECTOR

22. Give quantity of approval tags, FAA Form 8130-3, issued for the parts described in Part II. → Quantity

23. EXPORT FILE SPOT-CHECKED BY:

FAA Supervising Inspector	D.O. No.	Date

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

Product: Airplane

Manufacturer: ABC Airplane Corp.

Model: C-5

Serial No.: 2468

New ☒ *Newly Overhauled* ☐

Used Aircraft ☐

Engine Model:
AIRECO IO-470-2
Serial Nos. 18976 and 18978
Total Time 50 hrs. and 51 hrs.

Propeller Model:
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.

	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.

J.R. Smith

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

May 1, 1986
Date

ABC Airplane Corp. (PC75)
District Office or Designee 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 (7-68) Formerly Form FAA 26 U.S. GOVERNMENT PRINTING OFFICE : 1968 O—313-947

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

FAA FORM 8130-3
(4-82)
SUPERSEDES
PREVIOUS EDITION

U.S. Department of Transportation
Federal Aviation Administration

AIRWORTHINESS APPROVAL TAG

DESCRIPTION OF PARTS

☒ NEW ☐ NEWLY OVERHAULED

APPROVAL BASIS

TC No. 6A17

QUANTITY, NAME AND PART NUMBER

2 Ailerons P/N A-456-4
S/N 113
S/N 114

2 Elevator Assy's
P/N A-789-2A
S/N 285
S/N 290

ELIGIBLE FOR INSTALLATION ON:
(T.C. PRODUCT)

ABC Airplane Model C-5

SEE SHIPPER'S INVOICE NUMBER

ABC 948690

INSPECTED AND APPROVED

AGENCY NAME AND NUMBER

ABC Airplane Corporation

SIGNATURE OF FAA REPRESENTATIVE

J. R. Smith

J. R. Smith

DATE	FAA NUMBER
March 26, 1986	DOA PC75

Figure 4. Completed FAA Form 8130-3, Airworthiness Approval Tag - Issued for Class II Products

APPENDIX 2 - SPECIAL REQUIREMENTS OF FOREIGN COUNTRIES

1. This appendix contains special requirements which have been stipulated by a number of foreign 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 foreign governments concerned.

2. The following governments have filed their requirements with the Federal Aviation Administration.

	Appendix 2 Page No.
Argentina, Republic of	3
Australia, Commonwealth of	4
Belgium, Kingdom of	12
Bolivia, Republic of	16
Botswana, Republic of	18
Brazil, Federative Republic of	20
Brunei	31
Canada, Dominion of	39
France, Republic of	44
Germany, Federal Republic of	53
Guatemala, Republic of	64
Honduras, Republic of	65
Hong Kong	66
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REPUBLIC OF ARGENTINA - SPECIAL REQUIREMENTS

(Revised January 30, 1976)

1. In order to be eligible for certification by the Argentine Government, 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) to be registered in the Argentine Republic will require the following documents:

a. Export Certificate of Airworthiness, FAA Form 8130-4.

b. Record of aircraft and engines, including logbooks.

c. Copy of the Airplane Flight Manual (AFM) approved by the Federal Aviation Administration written in accordance with the guidelines contained in International Civil Aviation Organization Circular 65-AN/59. The basic sections of the manual may include I - General, and must include II - Operations Limitations, III - Normal Operating Procedures, IV - Emergency Procedures, V - Performance, and VI - Weight and Balance.

(1) In the case of airplanes certificated in the transport category, this flight manual may be in either English or Spanish.

(2) In the case of airplanes certificated in the normal utility, acrobatic and restricted categories, this flight manual must be written in Spanish, and in addition, must include the following:

(i) Appendix I - A listing of all engines and propellers and all combinations thereof approved for use on the airplane.

(ii) Appendix II - Supplements to Airplane Flight Manual.

(iii) Appendix III - A list of manual revisions incorporated.

(iv) Annex - Three (3) blank pages labeled "Reserved for Aircraft Inspector."

d. Copy of the weight and balance report and equipment list.

e. Major Repair and Alteration form, FAA Form 337, or equivalent, if repairs and/or alterations have been acccomplished on the exported aircraft.

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.

COMMONWEALTH OF AUSTRALIA - SPECIAL REQUIREMENTS

SECTION 1 - INTRODUCTION. A new bilateral agreement between Australia and the United States (US) 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 certification are dealt with in the current issue of Part 100 of Australian Air Navigation Orders.

(2) A US 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.

(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 US Export Certificate of Airworthiness.

(4) The applicant for a US 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 US Export Certificate of Airworthiness can be issued.

(5) Copies of Australian Air Navigation Orders may be perused at the various aircraft certification or regional offices of the Federal Aviation Administration or at the office of the Transport Attache, Embassy of Australia, 1601 Massachusetts Avenue, N.W., Washington, D.C. 20036, or may be obtained by mail from the Secretary, Department of Transport, Box 1839Q, G.P.O. Melbourne, Victoria 3001, Australia.

B. Acceptance of Aircraft

(1) In accordance with paragraph (4) of the Australia/US bilateral agreement, an aircraft exported to Australia must comply with the Section of Air Navigation Orders Part 101 specifies an acceptable basis for type certification against the CAR's or FAR's, lists certain additional validation requirements and requires compliance to be demonstrated with all applicable Airworthiness Directives issued by the FAA and the Australian Department of Transport. In addition, documentation requirements are specified with respect to first-of-type and subsequent aircraft, with provision for certain additional data relating to service history to be supplied in the case of used aircraft.

(2) Australia will require to become conversant with the design of all fixed wing aircraft in excess of 5700 kg (12,566 lbs.) weight, and all multi-engine rotorcraft offered for Australian certification. Additionally, the Department of Transport may require to evaluate certain other aircraft which have unusual design features. The Department of Transport may then issue special conditions to cover certain features which would otherwise not meet the standards implicit in the Australian Air Navigation Orders.

(3) Once the Australian standard for certification has been determined, and, where necessary, Australian special conditions have been notified, Australia will in accordance with paragraph 9(h)(ii) of the Australia/US bilateral agreement accept aircraft and rotorcraft to the standard defined in these special conditions, together with the applicable FAA Airworthiness Directives and Australian Airworthiness Directives while they continue in production. Modifications to the aircraft may also be made provided the requirements used as the basis of Australian certification are complied with, or alternatively that the Department of Transport otherwise agrees that the modifications made are acceptable.

(4) Aircraft may be issued with Australian certificates of airworthiness in one or more of the following categories:

Transport;
Normal;
Utility;
Acrobatic;
Agricultural;
Developmental; and
Special.

The Sections of Air Navigation Orders Part 101 relevant to civil aircraft constructed in the United States of America, its territories and possessions and exported to Australia are:

(i) Transport Category

(a) A.N.O. Section 101.4, "Imported Aeroplanes Not Above 5700 kg in the Transport Category."

(b) A.N.O. Section 101.6, "Imported Turbine Aeroplanes Above 5700 kg Designed to CAR and FAR."

(c) A.N.O. Section 101.8, "Imported Piston Aeroplanes Above 5700 kg Designed to CAR and FAR."

(d) A.N.O. Section 101.10, "Imported Rotorcraft Designed to CAR and FAR in the Transport Category."

(ii) Normal, Utility, and Acrobatic Categories

(a) A.N.O. Section 101.22, "Imported Aeroplanes in the Normal, Utility and Acrobatic Categories."

(b) A.N.O. Section 101.24, "Imported Rotorcraft in the Normal Category."

(iii) Agricultural Category. A.N.O. Section 101.17, "Imported Aeroplanes Not Above 5700 kg in the Agricultural Category."

(iv) Developmental Category. A.N.O. Section 101.31, "Developmental Aircraft."

There are other Sections of Air Navigation Orders relating to aircraft designed against the British Civil Airworthiness Requirements, while the requirements for the Special Category are advised as special conditions to suit individual cases not provided for in the other categories.

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 United States Export Certificate of Airworthiness will be accepted as evidence that an engine, auxiliary power unit or propeller conforms with the type design and is either new or newly overhauled as the case may be.

(3) Engines, auxiliary power units and propeller need not incorporate modifications or manufacturers' service documents made mandatory by Australian Airworthiness Directives 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 United States export certificate of airworthiness 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 Air Navigation Orders Part 100* or otherwise specified or approved by the Department of Transport, 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 manufacturers' 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.

E. Restricted and Limited Category Aircraft Aircraft certificated in the United States only in the Restricted Category normally will be eligible for export to and certification in Australia only in the agricultural category in accordance with Section 101.17 of the Air Navigation Orders. Aircraft certificated in the United States only in the Limited Category will not normally be eligible for certification in Australia.

*Documents specified in Air Navigation Orders Part 100 for this purpose are detailed in Section 2 - Special Requirements (paragraph c).

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 or validation.

A. Aircraft, First of a Particular Type or Model

(1) An Export Certificate of Airworthiness may be issued when it has been demonstrated to the responsible region of the FAA that the aircraft complies with the requirements of the appropriate Section of Part 101 of Air Navigation Orders. Alternatively, such an Export Certificate of Airworthiness may be issued when it has been demonstrated to the Department of Transport that the aircraft complies with the appropriate Section of Part 101 of Air Navigation Orders and the Department of Transport has advised the responsible region of the FAA in writing of its acceptance of the aircraft. The Section against which the aircraft has been demonstrated to comply should be endorsed in the Export Certificate of Airworthiness. The following guidance is offered:

(i) Export airworthiness approval of aircraft located outside the United States of America, its territories or possessions will be subject to the provisions of subparagraph (b)(2), Section 21.325, Part 21, of the Federal Aviation Regulations.

(ii) Compliance with the requirements of Air Navigation Orders may be demonstrated to an authorized officer or officers of the Australian Department of Transport. These officers will normally visit the United States to assess compliance only in the case of aeroplanes of maximum takeoff weight greater than 5700 kg (12,566 lbs.) or multi-engine rotorcraft.

(2) In some circumstances it may be impossible or undesirable to show that an aircraft complies with all the requirements of the appropriate Section of Part 101 of Air Navigation Orders until the aircraft arrives in Australia. Similarly it may be more appropriate that modification to achieve compliance with the Air Navigation Orders be deferred until the aircraft arrives in Australia. In these circumstances an Export Certificate of Airworthiness may be issued when it has been demonstrated to the responsible region of the FAA that the aircraft complies with much of the requirements of the appropriate Section of Part 101 of the Air Navigation Orders as are desired and the requirements not complied with are clearly established. The Export Certificate of Airworthiness will be endorsed with those exceptions and with the applicable Section of Air Navigation Orders Part 101 against which the demonstration has been made. The following guidance is offered:

(i) Circumstances in which it may not be possible to demonstrate compliance with the requirements before export include the following:

(a) Those where interpretations or assessments have to be given by the Department of Transport and where an authorized officer is not available in the United States to perform these functions; and

(b) Those where demonstrations of radio communication/navigation and other electronic equipment need to be given using Australian ground aids.

(ii) There are some circumstances where compliance can only be demonstrated or modification can only be performed by the manufacturer in which cases the applicant should note the possibility of difficulties developing later, should he proceed without that compliance.

(iii) In the circumstances concerned, the US Export Certificate of Airworthiness, if it has been issued for no longer than 90 days or 50 operating hours, will be validated, if so requested, to permit the aircraft to be flown to Australia. An Australian Certificate of Airworthiness will be issued for the aircraft only when it has been demonstrated to the Department of Transport that the previously unfulfilled requirements have been complied with or agreement has been reached with the Australian applicant as to a program of compliance.

(3) In some cases it may not be possible, before export of an aircraft to Australia, to provide all the documents and data required, by the relevant Section of Part 101 of Air Navigation Orders. In these cases an Export Certificate of Airworthiness may be issued when as many of the documents and data as possible are supplied to the responsible region of the FAA and documents and data not supplied are clearly defined. The Export Certificate of Airworthiness will be endorsed with those exceptions and with the applicable Section of Air Navigation Orders, Part 101 against which the supply of documents and data has been assessed. The following guidance is offered:

(i) The documents and data required by the Air Navigation Orders to be supplied to the Department of Transport, include data on each aircraft as well as on the aircraft type. These latter documents are only required when the aircraft is the first of its type to be imported into Australia.

(ii) The vendor or exporter should obtain advice from the purchaser (on the basis of information furnished to the purchaser by the Australian Department of Transport), or from a representative of the Department of Transport, as to whether an aircraft is the first of its type or model to be imported into Australia.

(iii) Practically all of the documents and data concerned can only be supplied by the manufacturer. An applicant should, therefore, note the possibility of difficulties developing later should he proceed without that material.

(iv) In the circumstances concerned, the United States Export Certificate of Airworthiness may be validated, if so requested, to permit the aircraft to be flown to Australia. An Australian Certificate of Airworthiness will be issued for the aircraft only when the remaining agreement has been reached with the Australian applicant as to a program for supply of the material.

(4) Supplementary Type Certificates must be approved additionally by the Australian Department of Transport. Request for approval should be accompanied by such substantiating data as may have been required by or submitted to the Federal Aviation Administration.

B. Aircraft Not First of a Particular Type or Model

(1) An Export Certificate of Airworthiness may be issued either when it has been demonstrated to the responsible FAA office that the aircraft complies with the requirements of the appropriate Section of Part 101 of Air Navigation Orders, or when compliance with the appropriate section of Part 101 of Air Navigation Orders has not been demonstrated, provided the Export Certificate of Airworthiness is endorsed accordingly. The Section against which the aircraft has or has not been demonstrated to comply, as the case may be, should be endorsed in the Export Certificate of Airworthiness.

(2) The documents and data required by the Air Navigation Orders to be supplied to the Department of Transport need only appertain to the individual aircraft (not to the type or model). A copy of a Flight Manual is required to be submitted to the Department of Transport 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 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;

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

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

(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.

KINGDOM OF BELGIUM - SPECIAL REQUIREMENTS

(Revised January 24, 1979)

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.

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, frequencies and operating instructions.
4. The FAA approved flight manual. A pilot's operating handbook or similar manual will be provided 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).
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 Certificates and Type Certificate Data Sheets for the aircraft, the engine(s) and the propeller(s);
2. Two copies of the FAA approved flight manual, or the pilot's operating handbook 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 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. Information or instructions essential to the assembly and rigging of the aircraft;
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 for which application for U.S. type certification was carried out before 6 October 1977 have to comply with the noise limits laid down in chapter 2 of Annex 16, regardless of their date of manufacture.

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 statment 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 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 scale.

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.

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).
TELEX : 22715 DGAIR B.

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 (3) 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 (2) 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 (2) copies of the Weight and Balance information for the specific aircraft.

f. Two (2) 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 December 1986)

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 - CTA - Centro Técnico 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 Homologacão de Tipo" (Type Certificate) for aircraft, aircraft engines and propellers;

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

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

The RBHA "Requisitos Brasileiros para Homologacão Aeronáutica" (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 own requirements.

CTA address:

CENTRO TÉCNICO AEROESPACIAL
INSTITUTO DE FOMENTO E COORDENACÃO INDUSTRIAL
VICE-DIRECÃO DE HOMOLOGACÃO
P.O. BOX 6001
SÃO JOSÉ DOS CAMPOS - SÃO PAULO - 12225
TELEX N° 1233393 BR

2.2 - DAC - Departamento de Aviacão Civil (Department of Civil Aviation)

The DAC is responsible for the issuance of maintenance, operation and related approvals. The DAC issues "Certificados de Aeronavegabilidade" (Standard Airworthiness Certificate) and other maintenance and operation certificates in accordance with the "Instrucões de Aviacão Civil" (Instructions for Civil Aviation).

DAC address:

DEPARTAMENTO DE AVIACÃO CIVIL
PRACA SENADOR SALGADO FILHO S/N°
AEROPORTO SANTOS DUMONT - 4° ANDAR
20021 - RIO DE JANEIRO/RJ

2.3 - DEPV - Directoria de Eletrônica e Protecão ao Vôo (Electronics and Flight Protection Directorate)

The DEPV is responsible for the Air Traffic Control System.

DEPV address:

DIRETORIA DE ELETRONICA E PROTECÃO AO VÔO
PRACA SENADOR SALGADO FILHO, S/N°
AEROPORTO SANTOS DUMONT - 4° ANDAR
20021 - RIO DE JANEIRO/RJ

2.4 - CENIPA - Centro de Investigacão e Prevencão de Acidentes Aeronãuticos (Aeronautical Accidents Investigation and Prevention Center)

The CENIPA is responsible for accidents investigation.

CENIPA address:

CENTRO DE INVESTIGACÃO E PREVENCÃO DE ACIDENTES AERONÃUTICOS
ANEXO DO M.AER. 1° ANDAR

ESPLANADA DOS MINISTÉRIOS - BLOCO "M"
70045 - BRASILIA/DF

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 § 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 § 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 § 6.

3.4 - To be eligible for installation on Brazilian registered aircraft for which a Type Certificate is required, any TSO approved product exported to Brazil, must receive a Brazilian approval for installation issued on the basis of a U.S. TSO approval, following the procedures established in § 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 § 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 exporter shall obtain a CTA's written statement to this effect.

4. PROCEDURES FOR ISSUANCE OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT

4.1 - An application Form ADH-300-11 (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 CTA through the FAA, together with sufficient engineering information to permit the CTA 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 use of the International System of Units, with the possible exceptions established in ICAO Annex 5, is required for the aircraft instruments, required markings and placards and for the Brazilian Airplane Flight Manual.

4.7 - 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.

4.8 - 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 destinated to the CTA and the other to the DAC. Both Organizations must be included in the manufacturer's mailing list to receive regular up-datings of such documents.

4.9 - 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).

4.10 - 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 § 6 above.

4.11 - 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 § 7 above.

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

5.1 - An Application Form ADH-300-11 (sample enclosed as Annex I) or an application letter shall be completed by the U.S. holder of the FAA 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 destinated to the CTA and the other to DAC. Both Organizations must be included in the STC holder mailing list to receive regular up-datings of such documents.

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

- Up-dated weight and balance report;
- Up-dated electrical load analysis;
- Up-dated 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).

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

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

6.1 - An Application Form ADH-300-11 (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 destinated to the CTA and the other to DAC.
Both Organizations must be included in the manufacturer mailing list to receive regular up-datings of such documents.

6.6 - A Brazilian CHT - "Certifacado de Homologacão de Tipo" and corresponding "Especificacão de motor ou hélice" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in § 4 above.

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

7.1 - An Application Form ADH-300-11 (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;
- One complete collection of all existing published documents such as: Maintenance and Overhaul Manuals; Parts Catalog; Service Bulletins; etc as well as a statement from the manufacturer that the CTA address was included in the manufacturer mailing list to receive up-datings of such documents.

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 §§ 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) n° 1391/01 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 n° 1391/01 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 n° 1391/01 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 sub-part 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 Inst. de Fomento e Coord. Ind. Vice-Direção de Homologação Divisão de Homologação

1. Name and address of applicant	2. Application made for	3. Product involved
	☐ Type Certification	☐ Aircraft
	☐ Production Certification	☐ Engine
	☐ Suppl. Type Certification	☐ Propeller
	☐ Attest. of Approved Aer. 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

B. Application is for: ☐ New P C
☐ Modifications to P C

Certificate nº in force .....
Pattern.....
Class.....
Date.....

C. Applicant is holder of or a licensee under TC or STC nº.....

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.

ADH-300-11

BRUNEI - SPECIAL REQUIREMENTS

(New - October 17, 1985)

1. GENERAL

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Brunei 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,
Ministry of Communications,
Brunei International Airport,
Bandar Seri Begawan,
BRUNEI.

1.3 Brunei does not issue Type Certificates.

1.4 Eligibility for the issue of a Bruneian 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 and Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.
(ii) Advisory Notices which may be issued by the DCA from time to time, which are classified as requiring a mandatory action.

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

2.1 Class I, II and III products must comply with the requirements of sub-part 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 sub-part 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 Bruneian certification.

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

(a) below a maximum authorised weight of 2730 kg (6000 lbs).
(b) below a maximum authorised weight of 5700 kg (12500 lbs) when certification will not be applied for in the Brunei Transport or Aerial Work Categories.

NOTE: Air Navigation legislation in Brunei 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. Equipment required to be carried on flights for the purpose of public transport, to satisfy Bruneian air naviation 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 Brunei 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 Bruneian Certification or use on Brunei civil registered aircraft.

APPLICABILITY CODE:

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

* Required only for aircraft with a maximum authorised 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 Bulletin incorporation 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 procedure (STC).

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 Bruneian operator.

(h) The FAA Approved Flight Manual or Pilots Operating Handbook for the individual aircraft concerned, for approval by the DCA.

(i) Airframe/engine/propeller/auxilliary 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 Pilots Operating Handbook	2 (but see also 4.2(h)
ii)	Airframe Maintenance including wiring diagrams	1
iii)	Operations	1
iv)	Weight and Balance/Loading Procedures	1
v)	Overhaul	1
vi)	Structural Repair	1

vii)	Engine maintenance and overhaul	1
viii)	Standard practices	1
ix)	Non-destructive testing	1
x)	Structurally significant items	1
xi)	Maintenance planning guide including manufacturers recommended component overhaul lives	1
xii)	Parts Catalogue	1
xiii)	Set of Service Bulletins and Service Letters or equivalent documents	1

NOTE: A condition for first of a type certification in Brunei is the provision by the 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 (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) 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 Brunei 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 programme approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Brunei.

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 exported from the United States to Brunei.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty days prior to the date of presentation for certification in Brunei 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 Brunei 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 (eg. a log book) which contains entries identifying those applicable Airworthiness Directives (ADs) with which compliance has been achieved. This document shall also identify those ADs 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 sub-paragraphs 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 published in FAR 21 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.

(c) An FAA Airworthiness Approval Tag must be supplied with all appliances.

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 and propellers:-

(i) Export Certificate of Airworthiness (refer to paragraph 4.4).
(ii) Service Bulletin compliance statement.

(b) Class II as defined in sub-part L of FAR Part 21 :-

(i) FAA Airworthiness Approval Tag.

(c) Class III as defined in sub-part 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 sub-part G of FAR Part 21, a Parts Manufacturing Approval granted under sub-part K of FAR Part 21, or a Technical Standard Order authorisation granted under sub-part 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 Bruneian certification are advised to give early notification to the DCA of any aircraft type in this classification.

DOMINION OF CANADA - SPECIAL REQUIREMENTS

(Revised February 7, 1979)

1. Aircraft and aeronautical products, to be eligible for export to Canada, must in addition to requirements prescribed in Part 21 of the United States Federal Aviation Regulations (FAR), comply with applicable special requirements prescribed below. It should be noted that the Canadian Department of Transport (DOT) will accept for certification in Canada only those aircraft which are eligible for U.S. certification as "standard" aircraft and have been manufactured in the United States under a Type Certificate currently issued in accordance with FAR 21.21. This excludes "restricted", "limited", and "experimental" aircraft, which will require a type validation inspection by Department of Transport in accordance with Part I, Chapter II, Section 2.10.2.4 of the Engineering and Inspection Manual. Persons wishing to export transport category aircraft to Canada shall contact the DOT for policies and procedures governing such export.

a. An export certificate of airworthiness will be required by the DOT for all Class I products exported from the U.S. to Canada, except for used U.S. manufactured aircraft imported under the Inspect, Test, Repair as Necessary (ITRAN) procedure (see Note following paragraph c). Class II and Class III products exported to Canada will be processed in accordance with the provisions contained in FAR Part 21, Subpart L.

b. An aircraft exported to Canada, except as indicated in paragraph c below, shall not have been flown for any purpose other than that required to accomplish the manufacturer's production flight test, flight tests for modifications, crew training flights for Canadian purchaser, and such time as may be involved in effecting delivery.

c. Used aircraft may be exported to Canada, provided that such aircraft comply with the export certification requirements in FAR Part 21, are certificated in the "standard classification", and are accompanied by records or logbooks applying to the aircraft and engine(s).

NOTE: Used aircraft exported from the United States without an Export Certificate of Airworthiness are eligible for a Canadian Certificate of Airworthiness when the ITRAN requirements of Part I, Chapter II, Section 2.9, of the Canadian Department of Transport Engineering and Inspection Manual have been complied with.

d. Ski and ski installations must be designed to meet the requirements of the DOT Engineering and Inspection Manual Part II, Chapter I, Sections 1.1.39 and 1.1.40.

e. When the first aircraft of a type is exported to Canada, the exporter is required to provide the Canadian Department of Transport at no charge, seven copies of the Flight Manual, Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalog, and Service Bulletins and subsequent amendments thereto. When a model[1] of an aircraft type not previously registered in Canada is exported to Canada, seven copies of the new Manuals or appropriate amendments and Service Bulletins must be provided. In the case of transport category aircraft, the required number of copies of manuals may be negotiated with the Canadian Department of Transport when the aircraft are exported to Canada.

f. United States exporters of aircraft and aeronautical products manufactured in a country other than the United States should contact the Department of Transport for certification policies and procedures.

g. As a condition of Canadian acceptance of an FAA Export Certificate of Airworthiness issued on or after July 1, 1981, U.S. exporters of aircraft must comply with the Flight Manual Requirements as specified in Transport of Canada regulation "Engineering and Inspection Manual" (Part II, Chapter 1, Sections 1.12 and 1.13). This regulation is on file at all FAA aircraft certification and regional offices and must be complied with before an FAA export approval can be issued, when applicable to the particular aircraft being exported.

2. To facilitate the licensing of aircraft, the following documentation should be forwarded to the Regional Administrator of the Region in which the purchaser resides (address of the six Regional Offices of the Canadian Department of Transport may be found in paragraph 4):

a. Export Certificate of Airworthiness;

b. Evidence of transfer of ownership to the Canadian purchaser from the last U.S. recorded owner, or the manufacturer in the case of a new aircraft; and,

c. The appropriate Canadian Regional Administrator should be informed by telegram or telex of the issuance of an Export Certificate of Airworthiness for an aircraft being exported via flyaway to Canada.

(i) The following is an example of the telegram referred to above:

Regional Administrator
Canadian Air Transportation Administration
Transport of Canada
739 West Hastings Street
Vancouver, British Columbia
V6C 1A2

Export Certificate of Airworthiness E-.....covering

_____
(Make and Model of Aircraft)

1/ When in doubt as to whether an aircraft is the first of a model, contact the Department of Transport, Ottawa, Ontario, Canada, K1A 0N8.

SERIAL NUMBER _____ASSIGNED

CANADIAN IDENTIFICATION MARKINGS _____

PURCHASED BY _____ BEING PREPARED.
(Canadian Purchaser)

JOHN DOE
FAA INSPECTOR
or
JOHN DOE
DMIR No. 6666
or
JOHN DOE
FAA DELEGATION OPTION MANUFACTURER
(NAME OF COMPANY).

(ii) The responsibility for having the telegram forwarded and any expense involved lies with the exporter.

3. Flyaway aircraft exported to Canada:

a. Aircraft being exported to Canada via flyaway must display Canadian nationality and registration marks.

b. Registration marks will be issued by a Regional Office on Application by the Canadian purchaser.

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

a. Pacific Region
Regional Administrator
Canadian Air Transportation Administration
Transport Canada
739 West Hastings Street
Vancouver, British Columbia, Canada
V6C 1A2

Note: (British Columbia, excluding the area North and east of a line ten miles west of the Alaska Highway)

b. Western Region
Regional Administrator
Canadian Air Transportation Administration
Transport Canada
Federal Building
9820 - 107th Street
Edmonton, Alberta, Canada
T5K 1G3

NOTE: (Alberta, the Northwest Territories west of the 110th meridian, Yukon Territory 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 Administrator
Canadian Air Transportation Administration
Transport Canada
P.O. Box 8550
Winnipeg, Manitoba, Canada
R3C OP6

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°W, the Canada - United States border between 110°W, and 88°W, the meridian of 88°W, the meridian of 88°W between the Canada - United States border and latitude 60°N, the parallel of 60° North latitude between 88°W and 80°W and the meridian of 80° West, north of 60°N but not including Mansel Island).

d. Ontario Region
Regional Administrator
Canadian Air Transportation Administration
Transport Canada
4900 Young Street
Suite 300
Willowdale, Ontario, Canada
M2N 6A5

NOTE: (Ontario east of the 88th meridian).

e. QUEBEC REGION
Regional Administrator
Canadian Air Transportation Administration
Transport Canada
P. O. Box 5000
Montreal International Airport
Dorval, Quebec, Canada
H4Y 1B9

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 Administrator
Canadian Air Transportation Administration
Transport Canada
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 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, U.S. 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 CivileArrete 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 FARs, 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 (T.C.), 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 T.C. data sheet and the flight manual.

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

1 T.C. Data Sheet. The S.G.A.C. will accept a simple translation into French of the T.C. 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.

	Legal Units		Units Allowed in Aeronautics	
Measure	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 Division. 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 Division 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 (AWS-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 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 to 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 T.C. 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,

(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.),

(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.

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1. a. Application for Type Certificate for Import: _____

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

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2. Name of Applicant:

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

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4. Applicant's Complete Address:

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5. Address of Production Plant:

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6. Aircraft Description:
   Make:

   Model:

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7. Descriptive Documents (enclose copies with application):
   a. FAA Type Certificate No. _____

   b. FAA Type Certificate Data Sheet dated _____

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8. FAA Type Certification Basis (FAR):

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9. Date:

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10. Applicant's Title and Signature:

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

(Revised July 30, 1979)

1. INTRODUCTION.

This document prescribes special 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 the Federal Republic of Germany of May 31, 1974, and on the laws, regulations, and requirements applicable in the Federal Republic of Germany (FRG). The airworthiness authority in the FRG is the Luftfahrt-Bundesamt (LBA).

2. ELIGIBILITY.

2.1 Aircraft or other Class I products to be eligible for airworthiness certification by the LBA under the provisions of this document 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 6 and of the Enclosure hereto.

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 eligible for export to the Federal Republic of Germany must comply with the applicable provisions of Part 21, Subpart L of the U.S. Federal Aviation Regulations.

3. AERONAUTICAL PRODUCTS REQUIRING APPROVAL.

3.1 Deviating from the U.S. - definition of Class I and Class II products, the following aeronautical products 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 and Auxiliary Parachutes
(8) Aircraft Engines
(9) Aircraft Propellers
(10) Radio Equipment to be installed in aircraft as per Nos. 1 through 6 above.

3.2 Details on LBA type approval of an aeronautical product listed under para. 3.1 Nos. 1 to 10 and of any change that product may undergo (as f.i. under the provisions of Subpart E of FAR Part 21) are specified in paras. 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, e.g. flight and navigation instruments, electronic equipment, life saving equipment, and which can be categorized as U.S. Class II or Class III product, must be LBA approved in accordance with the provisions of paras. 3.5 and 3.6. A list of these items is available on request from the Luftfahrt-Bundesamt (LBA).

3.4 For approval of any other Class III product, i.e. standard parts, a certified statement by the product manufacturer (Approval Tag for Class III products according to FAR 21.333) will be accepted by the LBA, if the product in question is accepted for use with regular Class I and Class II products.

3.5 Approval of equipment, except radio equipment (see paras. 3.1 and 3.7), 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 (para. 4.5 remains unaffected).

3.6 Items of Class II or Class III equipment as under para. 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 para. 5.

3.7 Each item of LBA approved equipment to be exported to the FRG must be airworthy and must comply with the LBA-approved design. It must be identified by an Airworthiness Approval Tag (FAA Form 8130-3). The same will apply for each major component as of U.S. Class II to be used as a spare part with a Class I product which had been type certificated by the LBA.

3.8 Radio equipment must in any event be approved separately as a type by the LBA.

3.9 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 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 of continuing airworthiness.

4.2 Competent Authority and Procedure.

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

Luftfahrt-Bundesamt
P.O. Box 370
3300 Braunschweig
Federal Republic of Germany
Telex: 952701 Phone: (0531) 3902-1
Cable: Bundesluft Braunschweig

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
Europe, Africa, and Middle East Region
c/o United States Embassy
15 Rue de La Loi
B-1040 Brussels, 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
(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, the additional requirements listed under para. 6 and, where applicable in the Enclosure, must be met. The LBA may grant exemptions, if the level of safety is not impaired.

Note: "Applicable requirements" means:

for products undergoing certification and for products currently in production,

(i) the applicable FAR including each special condition upon which the issuance of the U.S. type certificate is based; or;

(ii) those airworthiness requirements of the same date at which U.S. certification was based;

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 operating 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 (T.C.)
(b) The latest issue of the FAA T.C. Data Sheet (advance copy may be accepted)
(c) FAA-approved Airplane Flight Manual and/or Pilot's Operating Handbook and "Flughandbuch" in accordance with paras. 6.1 and 6.2, where applicable,
(d) Description of the aircraft (e.g., Aircraft Detail Specification).
(e) A list of all documents submitted for FAA type certification
(f) Manufacturer's Compliance Checklist
(g) Type Inspection Authorization (TIA) including all amendments
(h) Type Inspection Report, Part II (Flight)
(i) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e. Operating, Maintenance, Overhaul and Repair Manuals
(j) The Weight and Balance Manual
(k) the FAA-approved Master Equipment List and Optional Equipment List

(l) a list of radio communication and navigation equipment
(m) a Parts Catalogue relating to the aircraft and major equipment.
(n) a complete set of information on modifications and on special inspections (e.g. Service Bulletins)

The LBA may request additional information and data.
For language requirements see 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 as soon as these are available.
(3) The LBA reserves the right to request the documents contained in the lists under (e) and (i).
(4) Microfilm/-fiche documentation is acceptable.

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) 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 receivertransmitter, indicator, antenna, control unit. The manuals shall be the latest issue.

(c) Operational Information. If the appropriate technical manuals do not provide operational information presented from the pilot's point of view, the manufacturer has to prepare a handbook (e.g., Pilot's Guide, Pilot's Manual) has to furnish operational information and details on the control functions.

(d) One specimen of illustration each of the name plated 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 all revisions (pertinent to the German type certificate) to the above listed documents, Service Bulletins and other pertinent data as soon as these are available.

4.4.2.2 Radio equipment must pass a spurious emission test performed by the Fernmeldetechnisches Zentralamt (FTZ) of the Deutsche Bundespost (German Post Authority); the corresponding FTZ letter must be submitted to the LBA.

The manufacturers or his authorized agent have to forward the application for above test to:

Deutsche Bundespost
Fernmeldetechnisches Zentralamt
Postfach 800
6100 Darmstadt
Federal Republic of Germany

Note: The spurious emission test must have been performed before the application for certification of the equipment is submitted to the LBA.

4.4.3 Products Other Than Aircraft and Radio Equipment.
For engines, propellers: Documents corresponding to those under 4.4.1 as applicable.
For personal emergency and auxiliary parachutes: At least the documents as per para. 4.4.2.1 (a).

4.5 Changes to Type Certification. Each change of a product under LBA type certificate must be LBA-approved in accordance with the procedure under para. 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 consent 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 (s. para. 6.2), and including its German version as applicable.

5. HOW TO OBTAIN LBA EQUIPMENT APPROVAL.

(For radio equipment s. paras. 3.1 and 4.4.2)

5.1 Applicant. The applicant for LBA approval of U.S. Class II and Class III equipment as referred to under paras. 3.3 and 3.5 must be the manufacturer.

6.5 Installation of Shoulder Harnesses.

(a) In a more stringent interpretation of FAR 23.785(g) up to Amdt. 19, 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 FAR 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 FAR requirements.

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 should be accompanied by the following documentation:

(a) A current United States Export Certificate of Airworthiness, stating the aircraft's conformance with the LBA Geratekennblatt (T.C. Data Sheet).

(b) A copy of all relevant operating instructions stated in the LBA Geratekennblatt (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.

(d) A statement of compliance as to the noise requirements of para. 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 has to be accepted by the LBA and must be identified in the LBA Geratekennblatt and/or in the operating instructions for that special type of aircraft.

(2) (i) The "Flughandbuch" (German Flight Manual), if required in the LBA Geratekennblatt, 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 should be accompanied by the documents as per para. 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 and auxiliary parachutes covered by an LBA type certificate (s. para. 3) should be accompanied by all relevant operating instructions stated in the LBA-Geratekennblatt (T.C. Data Sheet).

7.4 Equipment and Standard Parts. For LBA approved equipment, including radio equipment and auxiliary power units, exported to the FRG see para. 3.7. As to documentation which must be furnished with radio equipment see para. 4.4.2. For standard parts exported to the FRG see para. 3.4.

5.2 Procedure.

5.2.1 The application for LBA equipment approval shall be made by letter (for address s. para. 4.2) with copy to the appropriate FAA aircraft certification office, stating the specification the equipment complies with. Relevant documentation as per para. 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 para. 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 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 operating regulations.

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

(c) 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 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 airplances 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.

Note: The LBA Gerate-Kennblatt (T.C. Data Sheet) will specify which of the documnents accompanying the individual imported aircraft must be in German, if any.

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. The Flight Manual (Pilot's Operating Handbook) in the German language (s. para. 6.1) should correspond to GAMA scheme or equivalent and needs LBA approval. As to revisions to the German Flight Manual (Flughandbuch) refer to para. 4.5.

6.3 Noise Limits. According to the "Luftverkehrsgesetz" (German Aviation Act), an aircraft will be eligible for a Certificate of Airworthiness ("Lufttuchtigkeitszeugnis") 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 must be complied with. For subsonic turbine powered airplanes and propeller driven airplanes over 5,700 kg (12,500 lbs) FAR Part 36 of the Federal Aviation Regulations is an acceptable means of compliance.

6.4 Anticollision lights and color markings. All airplanes, rotorcraft and airships must be equipped with anticollision lights in accordance with the applicable FAR's. As to sailplanes and powered sailplanes, conspicuous color painting may be used instead of anticollision lights for flights at daylight. The latter is also applicable to one and two seated airplanes with a maximum weight of less than 600 kg (1,300 lbs). Detailed information is available on request from the LBA.

ENCLOSURE I

1. SUPPLEMENTARY 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 airplane. 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 requirements of 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 operating 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.

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 Sub-Part 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 IE; FAA337.

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 A.D. 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 21 parragraf of the US Federal Aviation Regulations Sub-part L.

a) An Airworthiness Certificate for Export is necessary for the Civil Aeronautics Authorities of the Republic of Honduras for aircrafts exported from the Unites 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 IE: PAA337.

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

A complete list of notes A.D. 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 licence and certificate number.

3) The products Clase II and III should be exported in - accordance with the previsions prescribed on the 21 -- part of the Federal Aviation Regulations.

HONG KONG - SPECIAL REQUIREMENTS

(New March 14, 1977)

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) should be similarly observed.

REPUBLIC OF INDIA - SPECIAL REQUIREMENTS

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) acknowledgement 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 November 1, 1976)

SECTION 1 - INTRODUCTION

The development of Aviation in Indonesia in the last few years dictates the special requirements as stated in FAA Circular AC 21-2B, dated 10-2-69 need be revised as follows:

A. Administration and Procedures.

(1) The procedures which must be followed to obtain Indonesian Certification are dealt with in 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 Hayam Wuruk No. 2, Jakarta, Indonesia.

(4) The Export Certificate of Airworthiness shall be accompanied by documents (e.g. aircraft log book, engine log book, propeller log book, 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 B3 of this Section.

(v) Certificate of Deregistration or written statement certifying that the aircraft has never been registered in U.S.A., 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 via 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) 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 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 Hayam Wuruk No. 2, Jakarta, Indonesia.

(i) Export Certificate of Airworthiness.

(ii) Letter certifying that the U.S. Registration of the aircraft has been cancalled (Certificate of Deregistration).

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 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. 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 which have not been complied with.

(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 C. of A., if any.

(7) Engine/airframe/propeller/APU log books.

* (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) Manuals:	Number Required
* (i) Flight Manual	2
* (ii) Maintenance or 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 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;

(iii) Compliance with Indonesian list of required Service Bulletins.

(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 (8130-3).

(2) Compliance with FAR 21 (Sub Part L).

D. Engine/Propellers.

(1) Export Certificate of Airworthiness (8130-4).

(2) Compliance with FAR 21 (Subpart L).

(3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (8130-3).

(2) Compliance with FAR 21 (Subpart L).

F. Appliances.

(1) Airworthiness Approval Tag (8130-3).

G. Components.

(1) Airworthiness Approval Tag (8130-3).

(2) Compliance with FAR 21 (Sub Part L).

(3) A statement of Service Bulletin compliance standard.

IRELAND - SPECIAL REQUIREMENTS

1. Aircraft and other Class I products to be eligible for certification by the Department of Transport and Power 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, inasmuch as the Department of Transport and Power requires that the applicant (the foreign purchaser) shall submit to that Department such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that Department.

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 1/ of a model exported to Ireland, the following material will be furnished with the new aircraft.

(1) 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.

(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.

(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.

1/ When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(5) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins, and revisions to such bulletins will be automatically distributed to the Department of Transport and Power, Kildare Street, Dublin, Ireland.

(6) One copy of a flight manual for each aircraft, and one copy of the operating, maintenance (including maintenance schedule), overhaul and repair 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 communications equipment installed, including model capacity, frequency, operating instructions, etc.

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 communications equipment installed, including model, capacity, frequency, operating instructions, etc.

STATE OF ISRAEL - SPECIAL REQUIREMENTS

(Revised August 2, 1982)

The special requirements described below apply to the export to Israel of Aircraft and Aircraft Products manufactured in the United States, and certified as airworthy under a Bilateral Agreement between the United States of America and Israel, as amended on 4 September 1974.

1. Class I Products, as defined in FAR 21.321(b)(1) are eligible for export to Israel if they comply with the applicable export requirements of FAR Part 21 Subpart L and an Israeli Type Certificate has been issued for them.

2. Class II and III Products, as defined in FAR 21.321(b)(2) and (3) are eligible for export to Israel, without any additional requirements, if they comply with the applicable export requirements of FAR Part 21 Subpart L.

3. The following procedures are to be followed in order to obtain an Israeli Type Certificate for a U.S.A.-manufactured Class I product: -

   a. The manufacturer applies in writing for the issuance of an Israeli Type Certificate, based on the FAA Type Certificate which he holds for the product. The request is to be transmitted, through the FAA, to the Israel Civil Aviation Administration, Chief, Engineering and Manufacturing Branch, P.O. Box 8, Ben Gurion Airport, Israel.

   b. The request should be accompanied, as applicable by: -

      (1) A photocopy of the FAA T.C. and the T.C. Data Sheet.

      (2) One copy each of flight, maintenance and repair manuals, parts catalog and list of recommended spare parts of the aircraft engine, propeller and all relevant installed equipment.

      (3) A statement by the applicant that all pertinent operational and maintenance publications, including service bulletins and all revisions to such publications will be automatically sent to the Israel CAA, Chief Surveyor, Airworthiness Department, P.O. Box 8, Ben Gurion Airport, Israel.

   c. Required Hebrew markings will be notified to the exporter, or alternatively may be completed in Israel prior to Standard 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. These, and any additional special conditions or request(s) for additional data, if found necessary, will be notified to the applicant through the FAA.

4. STC's installed on a particular aircraft must obtain Israel CAA Engineering & Manufacturing Branch approval before such aircraft is exported to Israel.

5. Each aircraft exported to Israel must be accompanied by:

   a. An Export Certificate of Airworthiness, which should include the engine and propeller make, model and serial number, as applicable.

   b. FAA-approved airplane flight manual or equivalent operating instructions.

   c. Weight and Balance report with equipment list.

   d. Aircraft, engine and propeller logbooks as applicable, or other equivalent historical records.

   e. List of installations and modifications approved under STC procedures.

   f. A statement regarding the aircraft with respect to airworthiness directives, service bulletins or service letters implemented.

   g. Major Repair and Alteration - FAA Form 337 or equivalent, if major repairs and/or alterations have been accomplished on the exported aircraft.

6. Engines, propellers and Class II and III products must be accompanied by the Export Certificate of Airworthiness or Airworthiness Approval Tags, as applicable.

7. An aircraft which is flight delivered to Israel bearing Israel nationality and registration marks must carry the following documents on the delivery flight: -

   a. Israel Certificate of Registration.

   b. Israel Certificate of Airworthiness or Delivery Flight Authorization.

   c. Israel Aircraft Radio Station License.

   d. Approved Flight Manual or equivalent operating instructions.

   e. Such other documents as may be essential to safe operation of the aircraft.

8. Israel CAA-Airworthiness Department, P.O. Box 8, Ben Gurion Airport, Israel requests to be advised by Telex - No. 31103 - of the issuance of any Export Certificate of Airworthiness in respect of any aircraft which is to be exported to Israel via fly-away.

REPUBLIC OF ITALY - SPECIAL REQUIREMENTS

1. In addition to the special requirements outlined below, all Class I, II, and III products should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations, in order to be eligible for certification by the Government of Italy. Export certificates of airworthiness and other related data should be forwarded to the foreign purchaser, inasmuch as the air authority of the Government of Italy (Registro Aeronautico Italiano) requires that the applicant (the foreign purchaser) shall submit to that Government such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that Government. In addition to the foregoing, applicable parts of the following special requirements prescribed by the Republic of Italy will be complied with when exporting aircraft.

a. If the aircraft is the first 1/ of a model exported to Italy, the following material shall be furnished with new aircraft:

(1) 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.

(2) A copy of the manufacturer's production flight test report applying to the aircraft being operated, including a copy of the flight checkoff form utilized when testing the aircraft.

(3) A type record or 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 in its country of origin, appropriate substantiating data shall be submitted.

(4) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins, and revisions to such bulletins will be automatically distributed to the technical section of the air authority of the government of the country of destination.

1/ When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(5) A catalog of spare parts relating to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed.

(6) Three copies each of the operating, maintenance, overhaul, and repair manuals applying to the aircraft, engine, propeller, or to 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. This should include inspection timetables, and appropriate charts and instructions relating to the installed system.

(8) Three copies of information or instructions essential to the assembly and rigging of the aircraft.

(9) A list (in triplicate) of communication and navigation equipment installed by make and model, and operating instructions.

(a) In the case of an aircraft intended for IFR operation, a statement should be furnished to the effect that the communication and navigation equipment complies with TSO/FAA TC specifications.

(b) Manuals are needed for radio equipment exported to Italy for the first time.

b. In case an aircraft of the same model previously has been exported to and certificated in Italy, the following documents or material shall be furnished by the exporter or by the government of the country of origin:

(1) A Certificate of Airworthiness for Export listing the propeller serial numbers, as well as the engine serial numbers.

(2) Three copies each of operating, maintenance, overhaul, and repair manuals or other related information, as provided for in 1(a)(6) above.

(3) A list of communication and navigation equipment installed by make and model, and operating instructions.

(a) In the case of an aircraft intended for IFR operation, a statement should be furnished to the effect that the communication and navigation equipment complies with TSO/FAA TC specifications.

(b) Manuals are needed for radio equipment exported to Italy for the first time.

2. All communication with the Government of Italy shall be directed to: -

Registro Aeronautico Italiano,
Via del Tritone 169
Rome, Italy

JAPAN - SPECIAL REQUIREMENTS

(Revised January 6, 1976)

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 exported to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 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 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) One copy of documents regarding stress level substantiation, low cycle fatigue endurance test, substantiation of maximum limits of rotor speeds and exhaust gas temperature, icing test, ingestion test and 150-hour endurance test of engine. (For turbine engines only.)

1/ When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(7) Schematic drawings, descriptions, and failure analysis reports on aircraft systems.

(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.

(10) One copy of maintenance review board report and minimum equipment list for aircraft type certificated in transport category.

(11) Three copies 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) Three copies of approved flight manual and weight and balance report applicable to the particular aircraft. The aircraft not exceeding 6,000 pounds shall also be equipped with three copies each of approved flight manual and weight and balance report.

(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 nonmandatory.

(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 (13).

(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 a turbo-jet engine, three copies 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 paragraphs 2.2, 2.3, and 2.6, which became effective

on August 2, 1971, 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 paragraphs 2.2, 2.3, and 2.6, Chapter 2, Part II, and Appendix I of the ICAO, Annex 16, first edition, which became effective on August 2, 1971, should also be attached.

(b) Description of noise measuring and analyzing procedures including correction methods which should include the following items:

1 Measured and corrected sound pressure levels presented in one-third octave band levels obtained with equipment conforming to the standards described in Section 3, Appendix I of the ICAO, Annex 16, first edition, (August 1971).

2 The type of equipment used for measurement and analysis of all acoustic aeroplane performance and meterological data.

3 The following atmospheric environmental data, measured immediately before, after, or during each test at the observation points prescribed in Section 2 of Appendix I of the ICAO, Annex 16, first edition, (August 1971).

(i) Air temperature and relative humidity.

(ii) Maximum, minimum and average wind velocities.

(iii) Atmospheric pressure.

4 Comments on local topography, ground cover, and events that might interfere with sound recordings.

5 The following aeroplane information:

(i) Type, model, and serial numbers (if any) of aeroplane and engines.

(ii) Gross dimensions of aeroplane and location of engines.

(iii) Aeroplane gross weight for each test run.

(iv) Aeroplane configuration such as flap and landing gear positions.

(v) Airspeed in knots.

(vi) 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.

(vii) 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.

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.

7 Lateral position relative to the extended center line of the runway, configuration, and gross weight.

8 Description of such noise measuring and analyzing procedures including correction methods that differ from or are not specified in the ICAO, Annex 16, first edition (August 1971), if any.

9 Description and analysis of the sources of possible errors which may exist in the final values of EPNL.

(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 Japan Airworthiness Certificate.

(d) In case aircraft of the same model has been exported to, and certificated in Japan, the following materials should be furnished with aircraft:

(1) Two copies of parts catalog and operating maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

(2) Two copies of approved flight manual and weight and balance report applicable to the particular aircraft. The aircraft not exceeding 6,000 pounds shall also be equipped with two copies each of approved flight manual and weight and balance report.

(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 and well as nonmandatory.

3. If the aircraft is to be exported via flyaway to Japan without a U.S. nationality and marking, the manufacturer or exporter should display on the aircraft Japanese nationality and registration and Japanese certificate of airworthiness or ferry permit. Upon application of the purchaser, Civil Aviation Bureau of Japan will issue nationality and registration markings, certificate of registration and certificate of airworthiness or ferry permit when the Japanese importer or the U.S. exporter furnishes Civil Aviation Bureau of Japan the following information:

a. Make and model of the aircraft.

b. Serial number of the aircraft.

c. Purchaser's name and address.

d. U.S. exporter's name and address.

e. Document which certifies transfer of ownership of the aircraft together with date of transfer.

f. Document which certifies airworthiness of the aircraft (Export Certificate of Airworthiness, FAA Form 8130-4).

4. After the Civil Aviation Bureau of Japan receives the foregoing application and information, the Japanese registration markings will be sent as soon as possible to the place where the aircraft is located and Japanese registration and airworthiness certificates or 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.

5. After the issuance of U.S. export certificate of airworthiness, only the modification for ferry flights covered by Form 337 is acceptable.

6. 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

(New - October 12, 1976)

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.

(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):

(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.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (8130-3);

(2) Compliance with FAR 21 (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (8130-4);

(2) Compliance with FAR 21 (Subpart L);

(3) Statement of Service Bulletins complied with.

E. Engine/Propeller Parts

(1) Airworthiness Approval Tag (8130-3);

(2) Compliance with FAR 21 (Subpart L).

F. Appliances.

(1) Airworthiness Approval Tag (8130-3).

G. Components.

(1) Airworthiness Approval Tag (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.

MALAYSIA - SPECIAL REQUIREMENTS
(Revised December 1984)

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:-

Airworthiness Unit,
Department of Civil Aviation,
Subang International Airport,
Selangor, 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).

(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) 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 sub-part 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 sub-part 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 pargraph 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 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 (12500 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.

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 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 Pilots 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 Pilots Operating Handbook	2 (but see also 4.2(h))
ii)	Airframe Maintenance including wiring diagrams	1
iii)	Operations	1

iv)	Weight and Balance/Loading Procedures	1
v)	Overhaul	1
vi)	Structural repair	1
vii)	Engine maintenance and overhaul	1
viii)	Standard practices	1
ix)	Non-destructive testing	1
x)	Structurally significant items	1
xi)	Maintenance planning guide including manufacturers recommended component overhaul lives	1
xii)	Parts Catalogue	1
xiii)	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 (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) 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 programme 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 (ADs) with which compliance has been achieved. This document shall also identify those ADs 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 sub-paragraphs 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 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.

(c) An FAA Airworthiness Approval Tag must be supplied with all appliances.

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 sub-part L of FAR Part 21:-

i) FAA Airworthiness Approval Tag.

(c) Class III as defined in sub-part 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 sub-part G of Far Part 21, a Parts Manufacturing Approval granted under sub-part K of FAR Part 21, or a Technical Standard Order authorization granted under sub-part 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 REQUIREMENTS

(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
Directae Luchtvaartinspectie
Postbus 7555
1117 ZH Schipol
The Netherlands
Telephone No.: 020-5163260

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, par. 2.2 through par. 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 take-off weight not exceeding 5700 kg, which do not comply with Noise Standards at least as severe as the provisions of Chapter 3, par. 3.2 through par. 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

Manufacturer	Model	Manufacturer	Model
G. AGUSTA - BELL	AB.206A	ERCOUPE	415-D
BEECH	D18S	FAIRCHILD	24R 46 A
	23	GRUMMAN	AGCAT G 164 A
	65		P&W R 985-An-I
	65-80		(450 hp)
	65-90		Ham. Std. 6101-A-12
	95-A55		
BELL	47G	N.A. AVIATION	AT-6
	47G-2A-1		
	47J	HUGHES	269B
	47J-2A		
		LOCKHEED	L-188C
BOEING	707-355C		L-1049G
CESSNA	150C		L-1049H
	150E	MOONEY	M-20A
	150F	PIPER	J3C-65(L-4J)
	150G		PA-18-125
	172		PA-18A-135
	172A		PA-18-150
	172B		PA-18A-150
	172E		PA-19
	172F		PA-22-108
	172G		PA-22-150
	182B		PA-22-160
	182F		PA-23-160
	A188		PA-23-235
	P206		PA-24-250
	U206A		PA-25-235
	404		PA-28-140
	* 550		PA-28-160

Manufacturer	Model	Manufacturer	Model
CONVAIR	640	PIPER	PA-28-180
DOUGLAS	DC-3C-S1C-3G		PA-30
	C54B-DC		
	DC-6	SIKORSKY	S-61 N
	DC-6A		S-62A
	DC-6B		
	DC-7C	STINSON	L-5B
	DC-8-33		
	DC-8-53		
	DC-8-55		
	DC-8F-55		
	DC-8-63		
	DC-9-15		
	DC-9-32		
	DC-9-33F		

NETHERLANDS ANTILLES - SPECIAL REQUIREMENTS

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
AERO COMMANDER	100	CURTISS WRIGHT SUPER	C-46
BEECH	C-50	DORNIER	DO 28A-1
	D-50 B		
	65-A80	FOKKER	F 27-500
CESSNA	150 H	MCDONNELL DOUGLAS	DC9-15
	172 C	MOONEY	M20-5
	172 H		
	172 I	DE HAVILLAND	DHC-6
	175 C	PIPER	PA 23-160
	182 E		PA 28-180
	182 M		PA 22-150
			J-3
CONVAIR	340		

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 (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, Nederlandse Antillen

b. Annexes A and B are available form 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.

DOMINION OF NEW ZEALAND - SPECIAL REQUIREMENTS

(Revised January 6, 1976)

SECTION 1 - INTRODUCTION.

A. 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.

B. Special requirements which must be satisfied before the issue of a U.S. Export Certificate of Airworthiness are identified in Section 2. The Director of Civil Aviation (Attention: Airworthiness), Ministry of Transport, Private Bag, Wellington, New Zealand.

C. Airworthiness certification procedures of New Zealand aircraft are specified in the New Zealand Civil Airworthiness Requirements Volume I Sections A and B. Application for a New Zealand Certificate of Airworthiness is to be made not later than 28 days before the issue of the certificate is desired.

D. 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 complied with before export from the United States.

E. 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.

F. If the airworthiness standards which form the certification basis for the aircraft pre-date the U.S. Civil Air Regulations, the aircraft may be certified in the New Zealand Restricted Category and be ineligible for air transport and aerial work operations.

G. Supply of data listed in Section 2 D through G may be required in respect of STC alterations before a New Zealand Certificate of Airworthiness is issued.

H. Copies of MOT 2171 (see Section 2 F) are obtainable from the New Zealand Embassy, 19 Observatory Circle, N.W. Washington, D.C. 20008.

SECTION 2 - SPECIAL REQUIREMENTS

The following identifies those special requirements which 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 Director of Civil Aviation:

A. Statement of Build, Modification and Equipment Standard. To include list of Service Bulletins incorporated in production or subsequently, alterations, customer options, and equipment incorporated including items not necessarily installed by the manufacturer.

B. Engine/airframe log books.

C. Copies of any applicable supplemental type certificates (see Section 1 G).

+ D. Three copies of all current service information for the aircraft, its engine(s) and propeller(s), i.e., Service Bulletins, Service Letters and equivalent documents.

+ E. Two copies of each of the following manufacturer's manuals:

(1) Flight manual (when required by the U.S. regulations for the aircraft type);

(2) Operations (or owners) manual;

)In addition to any)required to be)supplied for each)aircraft under U.S.)airworthiness)regulations.

(3) Maintenance;

(4) Overhaul;

(5) Structural repair;

(6) Parts;

(7) Engine operation;

(8) Engine maintenance;

(9) Engine overhaul;

(10) Engine parts;

(11) Propeller maintenance;

(12) Propeller overhaul;

(13) Propeller parts.

+ F. A New Zealand Ministry of Transport form MOT 2171 completed by the aircraft manufacturer. This constitutes an agreement to supply amendments and reissues of the data required under items D and E above.

+ G. One copy of:

(1) Type Certificate Data Sheet;

(2) Basic loads report;

(3) Structural substantiation report;

(4) Structural fatigue substantiation (if required for U.S. type certification);

(5) Type flight test report;

(6) Drawings of major assemblies, installations, and primary structure;

(7) Electrical load analysis;

(8) Minimum equipment list.

+ Required only with first aircraft of a particular type and model exported to New Zealand.

ISLAMIC REPUBLIC OF PAKISTAN - SPECIAL REQUIREMENTS

1. Aircraft and other Class I products, to be eligible for registration and airworthiness certification by the Government of the Islamic Republic of Pakistan, should be covered by Export Certificates of Airworthiness as provided in 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 the Islamic Republic of Pakistan registry, should be exported in accordance with the applicable provision of Part 21 of the United States Federal Aviation Regulations.

2. Export Certificates of Airworthiness and other related data, as provided for in Part 21, should be forwarded to the Director-General of Civil Aviation, Karachi, the Islamic Republic of Pakistan.

3. Upon application by the prospective purchaser (citizen of the Islamic Republic of Pakistan), the Department of Civil Aviation of the Government of the Islamic Republic of Pakistan:

a. Will assign the Islamic Republic of Pakistan registration letters,

b. Will issue a certificate of registration endorsed: "Valid only until first landing at customs aerodrome in the Islamic Republic of Pakistan."

c. Will issue an Islamic Republic of Pakistan short-term certificate of airworthiness.

NOTE: To preclude delay in initiating the delivery flight, the temporary registration and airworthiness certificates referred to above will be forwarded by the Department of Civil Aviation of the Islamic Republic of Pakistan or by the foreign purchaser direct to the exporter, or to the point from which delivery is to be initiated.

REPUBLIC OF PANAMA - SPECIAL REQUIREMENTS

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) Log Books and when applicable propeller Log Books with certified annual inspection (large aircraft will require annual inspection certified by an FAA-approved repair station).

(iv) Major Repair and Alteration 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 - July 1, 1981)

The following data shall be forwarded direct by the exporter to the Director 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 USFAA 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 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. 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:

Director of Air Transporation
Aviation Safety
Manila International Airport
Pasay City, PHILIPPINES

REPUBLIC OF PORTUGAL - SPECIAL REQUIREMENTS
(Revised March 1987)

GENERAL

1. Aircraft or any other Class I product, to be eligible for registration and airworthiness certification by the Government of the Republic of Portugal, must be eligible for certification in the United States, and should be covered by Export Certificates of Airworthiness - FAA Form 8130.4 - in accordance with Part 21 of the United States Federal Aviation Regulations and should comply with the applicable special requirements contained in paragraphs 3., 4., and 5.

NOTE: Aircraft and other Class I products eligible for certification in the U.S. "Restricted," "Limited," or "Experimental" classification, may be exported to the Republic of Portugal only if a prior and specific approval of the Director, Directorate-General of Civil Aviation, is obtained.

2. Class II and Class III products, to be eligible for approval and installation of certified civil aircraft of Portuguese registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag - FAA Form 8130-3 - is acceptable.

3. The Manufacturer of Supplier must hold or obtain one or more of the following documents, unless otherwise approved by the Republic of Portugal, Directorate-General of Civil Aviation:

(a) A current valid Federal Aviation Administration, Production Certificate (FAA-PC) for the product involved, as outlined in FAR Part 21, Subpart G;

(b) An FAA Approved Production Inspection System (FAA-APIS) letter, as provided in FAR 21, Subpart F;

(c) An FAA replacement and modification Parts Manufacturer Approval (FAA-PMA) letter issued by the FAA as per FAR 21, Subpart K. In this case, parts, containers and invoices, will bear evidence of the manufacturer's name, address, the part number, registered trademark, when described in the FAA approval letter, and the symbol FAA-PMA;

(d) Technical Standard Order (TSO) letter of acknowledgement or authorization issued by the FAA as per FAR Part 21, Subpart O.

4. Reconditioned, used or surplus parts must be accompanied by a certificate signed by an appropriately rated FAA certified repair station holding a currently valid certificate, as provided under Part 145 of the United States Federal Aviation Regulations.

(a) The return to service maintenance records required by FAR Part 43 shall accompany the parts;

(b) The provisions of this paragraph 4. 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.).

5. 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 No._____; FAA-APIS letter dated_____; FAA-PMA letter dated ; TSO No._____; MIL. Spec._____; other Government or Industry Specifications_____.

AIRCRAFT OF FIRST OR SAME MODEL

6. In addition to the foregoing, applicable parts of the following requirements prescribed by the Republic of Portugal, Directorate-General of Civil Aviation will be complied with when exporting aircraft:

(a) If the aircraft is the first of a model exported to Portugal, the following material shall be furnished with the new aircraft:

(1) 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 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 being operated, including a copy of the flight check-off form utilized when testing the aircraft;

(3) 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 in its country of origin, appropriate substantial data shall be submitted;

(4) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins and revisions and up-dates to such bulletins, will be automatically distributed to the Directorate-General of Civil Aviation of the Republic of Portugal;

(5) Two copies of each of the approved flight manual and weight and balance report applicable to the particular aircraft, including aircraft not exceeding 6,000 lbs. M.T.O.W.;

(6) One copy of each of the operating manual maintenance and service manual overhaul, wiring diagrams and repair manuals, applying to the aircraft, aircraft engines(s), propeller(s) and major auxiliary equipment installed on the aircraft;

(7) One copy of spare parts relating to the aircraft, aircraft engine(s), propeller(s) and major auxiliary equipment installed;

(8) One copy of maintenance planning data relating to the aircraft;

(9) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, engine(s), propeller(s) and associated equipment. This should include inspection timetables and appropriate charts and instructions relating to the installed systems;

(10) One copy of information or instructions essential to the assembly and rigging of the aircraft;

(11) A list of communication and navigation equipment installed, by make and model, and operating instructions;

(12) One copy of the current official aircraft, engine and propeller specifications and special conditions and/or exemptions included in the certification basis;

(13) One copy of minimum equipment list (MEL) for aircraft type certificated in Transport category;

(14) One copy of the record of all "mandatory" modifications accomplished prior to exporting, as well as "non-mandatory;"

(15) Certified aircraft, engine(s) and propeller(s) logbook or other equivalent historical records showing total operating time and time since overhaul;

(16) A written undertaking shall be furnished by the manufacturers of the aircraft, its engine(s) and propeller(s) to supply as appropriate all amendments and reissues for the data specified in paragraphs (a)(5) through (a)(10);

(17) Any other information or documentation when specifically asked for.

(b) If an aircraft of the same model has previously been exported to and certified in Portugal, the following documents or material shall be furnished with the new aircraft:

(1) One copy of approved flight manual and weight and balance report applicable to the particular aircraft, including aircraft not exceeding 6,000 lbs. M.T.O.W.;

(2) Certified aircraft, engine(s) and propeller(s) logbooks or other equivalent historical records, showing total operating time and time since overhaul;

(3) Record of all modifications accomplished prior to exporting, "mandatory" as well as "non-mandatory;"

(4) A list of communications and navigation equipment installed by make and model, and operating instructions;

(5) Any other information or documentation when specifically asked for.

(c) If the aircraft is certificated in the restricted category, the following material shall be furnished with aircraft in addition to above 6(a):

(1) 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;

(2) 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.

Special technical requirements:

7. Noise Limits:

An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16, Volume I, First Edition (1981), chapters 2, 3, 5 or 6, as applicable. The following material shall be furnished with the aircraft, in addition to referred in paragraph 6:

(a) 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, First Edition (1981);

(b) Description of noise measuring and analyzing procedures including correction methods which should include the following items:

(1) 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, First Edition.

(2) The type of equipment used for measurement and analysis of all acoustic aeroplane performance and meteorological data.

(3) The following atmospheric environmental data, measured immediately before, after, or during each test at the observation points prescribed in applicable chapters and appendices of the ICAO Annex 16, First Edition.

(i) Air temperature and relative humidity.

(ii) Maximum, minimum and average wind velocities.

(iii) Atmospheric pressure.

(4) Comments on local topography, ground cover, and events that might interfere with sound recordings.

(5) The following aeroplane information:

(i) Type, model and serial number (if any) of aeroplane and engines.

(ii) Gross dimensions of aeroplane and location of engines.

(iii) Aeroplane gross weight for each test run.

(iv) Aeroplane configuration such as flap and landing gear positions.

(v) Airspeed in knots.

(vi) 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.

(vii) 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.

(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.

(7) Lateral position relative to the extended center line of the runway, configuration, and gross weight.

(8) Description of such noise measuring and analyzing procedures including correction methods that differ from or are not specified in the ICAO Annex 16, First Edition (1981), if any.

(9) Description and analysis of the sources of possible errors which may exist in the final values of EPNL.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

8. Radio Equipment

Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Portugal for the first time, one copy of the following material 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 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.

9. Flight Instruments

- Airspeed indicators must show airspeed in knots only.
- Altimeters must be of the sensitive type, showing altitude in feet, with adjustable setting in millibar scale.

10. 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.

11. Changes to Type Certification

Each change of a product must be FAA approved and related material must be furnished 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.

EXPORT - FLYAWAY AIRCRAFT

12. 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:

(a) Portuguese Certificate of Registration;

(b) Portuguese Certificate of Airworthiness;

(c) U.S. Certificate of Airworthiness for Export - FAA Form 8130-4;

(d) FAA Approved Flight Manual;

(e) 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;

(f) Such other documents as may be essential for the safe operation of the aircraft.

NOTES: 1) - (a) and (b) may be replaced by a Special Permit for a delivery flight. The Government of Portugal, the Directorate-General of Civil Aviation, requests to be advised by cable of the issuance of a Certificate of Airworthiness for Export in respect to any aircraft which is to be exported to Portugal via flyaway.

2) - It will be the responsibility of the Portuguese purchaser to ensure that the identification marks are properly displayed upon the aircraft prior to the 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.

NOTES

13. The address of the Directorate-General of Civil Aviation of Portugal is as follows:

PORTUGUESE GOVERNMENT
DIRECCAO-GERAL DA AVIACAO CIVIL
DIRECCAO DO MATERIAL AERONAUTICO
Rua B - Edificio 6 - Aeroporto
1700 - LISBOA (Portugal)

CABLE ADDRESS: AEROCIVIL LISBOA
TELEX: 12120 AERCIV P
PHONES: 88 81 51 - 88 81 52 - 88 81 53 - 89 66 71

14. The manufacturer or exporter will be advised by purchaser on the basis of information furnished to the purchase by the Directorate-General of Civil Aviation of Portugal when an aircraft is the first of a type or model to be imported into Portugal.

KINGDOM OF SAUDI ARABIA - SPECIAL REQUIREMENTS

(Revised - August 30, 1983)

1. GENERAL

a. Aircraft and other Class I, II and III products to be eligible for export to the Kingdom of Saudi Arabia, in addition to the requirements prescribed in Part 21 of the U.S. FARs, must be eligible for airworthiness certification in the "standard" classification and comply with the applicable special requirements.

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 Director General of Civil Aviation is obtained.

b. In all instances, manufacturers or 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 No.; FAA - APIS letter dated: FAA - PMA letter dated; TSO No.; MIL. Spec.; other government or industry specifications.

2. AIRCRAFT OF FIRST OR SAME MODEL

a. In addition to the foregoing the following requirements prescribed by the Kingdom of Saudi Arabia will be complied with when exporting aircraft:

(1) If the aircraft is the first of a model exported to the Kingdom of Saudi Arabia, the following material shall be furnished to the DGCA, including revision service.

(a) Approved Flight Manual.

(b) Production Flight Test Report.

(c) Weight and Balance Report.

(d) Aircraft Operating Manual.

(e) Aircraft, Powerplant, Propeller and APU;

1 Maintenance Manual

2 Overhaul Manual

3 Structural Repair Manual

4 Tool and Equipment Manual

(f) Alert and/or Highly Recommended Service Bulletins.

(g) Maintenance/Inspection Program Planning Document/Data.

(h) Detailed listing of all Airworthiness Directives, method and date of compliance, if applicable.

(2) If an aircraft of the same model previously has been exported to, and certificated in the Kingdom of Saudi Arabia, the following documents or material shall be furnished by the exporter.

(a) Current Weight and Balance Report
(b) Flight Test Report
(c) Detailed listing of all Airworthiness Directives and method and date of each compliance
(d) Any other information or documentation when specifically asked for

3. EXPORT - FLYAWAY AIRCRAFT

a. An aircraft which is being exported to the Kingdom of Saudi Arabia via flyaway should display Saudi Arabian nationality and registration marks and should carry the following documents on the delivery flight:

(1) Saudi Arabian Certificate of Registration;
(2) Saudi Arabian Certificate of Airworthiness or Delivery Flight Authorization;
(3) U.S. Certificate of Airworthiness for Export;
(4) Approved Flight Manual;
(5) Such other documents as may be essential to the safe operation of the aircraft.

b. The Saudi Arabian Director General of Civil Aviation requests to be advised by telegram of the issuance of a Certificate of Airworthiness for Export 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 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.

Mailing Address:

Presidency of Civil Aviation
Director of Flight Standards Department
P.O. Box 887
Jeddah, Saudi Arabia

Cable Address:

PCA - FSD 403235 SJ

REPUBLIC OF SINGAPORE - SPECIAL REQUIREMENTS
(Revised November 3, 1978)

1. The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any additional validation Requirements) for a particular product to be eligible for a Singapore registration certification and/or airworthiness validation:

a. New Aircraft.

* (1) Statement of Build Standard. This statement to include the aircraft specification and a list of Service Bulletins incorporated in production.

(2) Statement of Modification status (above 2730 kg). This must include:

(i) Customer options incorporated;

(ii) Equipment incorporated;

(iii) Service Bulletin including Alert Service Bulletin compliance.

(3) FAA Export Certificate of Airworthiness.

NOTE: It will be necessary for this to be supplied in advance of the aircraft delivery date, so that the Singapore Certificate of Validation may be issued and accompany the aircraft during training flying and delivery flight.

(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) Type Certificate Technical Data Sheets or Specifications. FAA Aircraft, Engine and Propeller Data Sheets including any supplemental type specifications.

(6) Equipment List.

* (7) Wiring Diagram.

(8) Weight schedule and weighing report.

* (9) Electrical load analyses.

* (10) MRB program, where applicable.

(11) Time/Life limitations.

(12) Copy of Production Flight Test Report related to the specific aircraft.

(13) Record of Compass System and Magnetic compass swings.

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

(15) Statement of compliance with mandatory equipment and radio apparatus as specified in the schedules of the Singapore Air Navigation Order.

(16) MANUALS:			Number Required
*	(i)	Flight Manual	1 (+1 for each aircraft)
*	(ii)	Aircraft Maintenance and Overhaul	1
*	(iii)	Operations	1
*	(iv)	Engine Maintenance and Overhaul	1
*	(v)	Maintenance Planning Guide	1
*	(vi)	Structural Repair	1
*	(vii)	Parts Catalog	1
*	(viii)	Weight and Balance Loading Procedures	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 (Engines)	1
* (xiv)	Complete set of Service Bulletins (Propellers)	1

NOTE: Amendment service for the above documents must be provided as applicable.

b. Used Aircraft.

In addition to the information referred to above the following is also required for used aircraft:

(1) A complete history of the aircraft, engines, 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 have previously been maintained.

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

(3) 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.

(4) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components and histories of the replacing components.

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

* Required only with first aircraft of a particular type and model exported to Singapore.

c. Aircraft Parts.

(1) Airworthiness Approval Tag (8130-3);

(2) Compliance with FAR 21 (Subpart L).

d. Engines/Propellers.

(1) Export Certificate of Airworthiness (8130-4);

(2) Compliance with FAR 21 (Subpart L);

(3) Statement of Service Bulletins complied with.

e. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (8130-3);

(2) Compliance with FAR 21 (Subpart L).

f. Components.

(1) Airworthiness Approval Tag (8130-3);

(2) Compliance with FAR 21 (Subpart L);

(3) Statement of Service Bulletins complied with.

g. Appliances.

(1) Airworthiness Approval Tag (8130-3);

(2) FAA Certificate of Conformity.

REPUBLIC OF SOUTH AFRICA - SPECIAL RQUIREMENTS

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 Secretary for Transport, Department of Transport, Private Bag 193, 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 Secretary for 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; and
(f) A copy of the manufacturer's production flight test report for the aircraft being exported.

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; and
(c) An approved flight manual or equivalent document.

KINGDOM OF SWEDEN - SPECIAL REQUIREMENTS

(New - June 5, 1978)

1. INTRODUCTION

REQUIREMENTS TO BE APPLIED AS APPLICABLE FOR EXPORT OF AERONAUTICAL PRODUCTS FROM THE U.S.A. TO SWEDEN. In accordance with bilateral agreement between the United States of America and Sweden on reciprocal acceptance of airworthiness certification, the following Special Requirements are applicable to aeronautical products exported from the United States of America to Sweden. Where in the following reference is made to Swedish Civil Air Regulations, BCL, those are in applicable cases to be presented to the FAA by the exporter.

2. GENERAL

a. The Swedish regulations for import of new or used aircraft to Sweden are as follows:

(1) A Certificate of Airworthiness for Export shall be obtained from the aviation authority of the state of export.

(2) The Certificate of Airworthiness for Export must not be older than 60 days from date of issuance.

(3) Swedish interim Certificate of Registration and Swedish temporary Certificate of Airworthiness are needed if the aircraft is not on foreign register and in all cases where the aircraft type has not previously been accepted on the Swedish register.

(4) Acceptable alternatives for aircraft on foreign register, provided the particular aircraft type has been accepted on Swedish register.

(a) As applicable, a Major Repair and Alteration FAA Form 337 issued by an FAA-approved repair station shall be shown at the time of application for a Swedish Certificate of Airworthiness in Sweden.

(b) An airworthiness inspection is required by Swedish CAA.

(c) Before application for Swedish Certificate of Airworthiness, the aircraft shall pass a Swedish repair station for carrying out at least a 100-hour inspection and airworthiness inspection by Swedish CAA.

(5) In both cases of (4)(a) and (4)(c), the aircraft is flown to Sweden on its foreign documents, it is the responsibility of the applicant to make sure that the aircraft is type accepted in Sweden.

3. AIRCRAFT. At the import of aircraft the following documents shall be presented.

a. Type Documents, aircraft not previously on Swedish register.

(NOTE: The importer has to inform the FAA if this is the case or not)

(1) Type Certificate and Type Certificate Data Sheet and corresponding documents in accordance with par. 5.a. below for engine and propeller unless this material is already in civil use in Sweden.

(2) Type Certificate and Type Specification, if any, issued for alternative equipment and approved alterations.

(3) List of manufacturer's reports on which type certification is based.

(4) Summary of strength data, stating performed static tests and fatigue tests and also safety margins for primary parts of the structure.

(5) Summary of flight type tests reports.

(6) Documentation, verifying that the special additional Swedish Regulations stated in BCL-M 2.1 are complied with.

(7) Flight Manual and possible supplements hereto, approved by the FAA.

(NOTE: Concerning requirements for approved Flight Manual and such manual in the Swedish language, see BCL-M 1.5 (in Swedish).)

(8) Instruction Manual (Operating Manual, Owner's Manual, etc) - other than Flight Manual - for aircraft, engine, and propeller, issued by the manufacturer.

(9) Maintenance Manual or equivalent document issued by the manufacturer, or in the case of used aircraft, issued by the previous user and approved by the FAA.

(10) Declaration regarding information service, i.e., a statement made by the manufacturer of the aircraft that he undertakes to provide the Board, without charge, with

(a) Information in the form of service bulletins or equivalent concerning alterations or other actions recommended by the manufacturer for continued airworthiness of the aircraft,

(b) Amendments to documents referred to in para's 3.a.(7) and 3.a.(9).

(11) Noise data in accordance with ICAO Annex 16 or FAR 36 (in certain cases Annex 16 data may be requested even if FAR 36 data are made available).

b. Documents, aircraft previously on Swedish register (See note to para. 3.a.).

(1) Type documents are to be submitted to the Board only if the Board finds additional documentation necessary.

(NOTE: Additional documentation concerning a certain type of aircraft will often be necessary due to modifications in later models of the type and corresponding changes in manuals as required in para's 3.a.(7), 3.a.(8), 3.a.(9) and 3.a.(11).)

c. Individual documents as specified below concerning imported aircraft shall be submitted for examination to the Board as part of base for issuance of Certificate of Airworthiness.

(1) Export Certificate of Airworthiness, issued by the FAA.

(2) The year of manufacture of the aircraft shall be stated in the Export Certificate of Airworthiness, or documents shall be submitted from which the year of manufacture of the aircraft clearly appears.

(3) If an Export Certificate of Airworthiness is the base for a Ferry Flight Permit in accordance with para. c.(4) below it must be issued within 60 days prior to the completion of the ferry flight.

(4) If an Export Certificate of Airworthiness was not issued for the aircraft in question the Board may - if other requirements for documentation according to these regulations are satisfied - accept, after special consideration, other valid Certificate of Airworthiness than Export Certificate of Airworthiness.

(NOTE: In this case the following alternatives for aircraft on foreign register are applicable, provided the aircraft type has been previously accepted on Swedish register.)

(a) A major repair and alterations form, FAA 337, issued by an FAA approved repair station shall be shown at the time of application for a Swedish Certificate of Airworthiness in Sweden. Airworthiness inspection will be performed by the Swedish Board of Civil Aviation.

(b) Before application for Swedish Certificate of Airworthiness the aircraft shall pass a Swedish repair station for carrying out at least a 100-hour inspection. Airworthiness inspection will be performed by the Swedish Board of Civil Aviation.

(c) In both cases (a) and (b) the aircraft is flown to Sweden on its foreign documents. It rests with the applicant to make sure that the aircraft is type accepted in Sweden.

(5) Documents concerning determination of weight and center of gravity, including list of basic equipment, weighing record with calculation of basic empty weight and, when applicable, loading schedule for the aircraft.

(6) Report on flight test with aircraft after production or preparation for delivery according to decision by the Board in each particular case.

(7) Statement of technical state of the aircraft at the time of export including engine(s), propellers(s), and other equipment of the aircraft. The statement shall include as applicable:

(a) Alterations carried out in accordance with AD notes, also major alterations introduced for other reasons and major repairs performed.

(b) The latest basic overhaul performed, or other extensive procedures of the type of overhaul.

(c) Time since latest major periodical maintenance procedure, total run if basic overhaul was not performed, and time since basic overhaul if performed, and - if possible - total run.

(NOTE: For aircraft that has been maintained in compliance with a specially approved maintenance system item (c) above implies a requirement for information of where the aircraft and its components are situated time-wise in the time schedule of the system at the time of acceptance examination.)

(d) Longest runs permitted (safe life) that have been prescribed to apply in the aircraft and the total runs of the components concerned.

(e) Measures taken for the preservation of the aircraft in storage and transport.

(8) Specification of the equipment of the aircraft for communication and navigation, etc.

d. Ferry Flight

(1) Documents to be available for a ferry flight include:

(a) Export Certificate of Airworthiness.

(b) Temporary Nationality and Registration Certificate in accordance with BCL-M 1.2.

(c) Authorization for ferry flight, stating conditions.

(d) Journey log book, unless other acceptable log document is already available.

(NOTE: Items (b) and (c) and in some cases also (d) are issued by the Board).

(2) In addition to the documents indicated in para. d.(1) the following documents shall be carried on board at the ferry flight.

(a) Flight Manual as stated in para. 3.a.(7), valid for the individual aircraft.

(b) The Manufacturer's Instruction Manual as stated in para. 3.a.(8).

(c) Weight and balance documents.

(d) Documents concerning extra equipment installed, as stated in para. d.(3) below.

(NOTE: When flight for special purpose, e.g. training, within the U.S.A. has been permitted in the authorization for ferry flight a special permit issued by the FAA may be required for such flight.)

(3) When an aircraft has been provided with special equipment for ferry flight from the place of delivery to a place in Sweden (such as extra fuel tanks), a statement regarding the approval of the installation shall be available and, in addition, appropriate instructions for handling the equipment. The installation of the mentioned equipment shall comply with the FAA requirements.

(4) The last maintenance inspection or corresponding procedures performed before the ferry flight shall, when appropriate, be performed by the manufacturer or by an FAA approved repair station, or by a maintenance engineer duly licensed by the FAA.

(5) When the Ferry Flight Permit includes permission for flight training the responsibility for the maintenance shall be defined.

(6) At ferry flight the aircraft shall be marked with the assigned nationality and registration marks.

4. EXPORT - FLYAWAY AIRCRAFT

a. In addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, an aircraft, to be eligible for export to Sweden via flyaway, must be issued a Swedish interim Certificate of Registration and a Swedish temporary Certificate of Airworthiness.

b. These certificates will be carried in the aircraft during the delivery, flight from the United States exporter's base to Sweden. In such cases, however, the following is required:

(1) Title to the aircraft shall have been transferred to the Swedish purchaser.

(2) Swedish registration and nationality markings shall be properly displayed on the aircraft.

(3) An Export Certificate of Airworthiness, FAA Form 8130-4, shall be issued to cover the aircraft concerned.

c. The above Swedish certificates will be issued by the Swedish Royal Board of Civil Aviation, Civilair, Sweden, to the Swedish purchaser for forwarding to the flight crew who is making the delivery flight.

5. ENGINE AND PROPELLER (not installed in aircraft). At the import of aircraft engine and propeller the following documents shall be submitted:

a. Type Documents, Engine and Propeller not previously type accepted in Sweden.

(1) Type Certificate and Type Certificate Data Sheet, issued by the FAA, or other equivalent documents.

(2) Instruction Manual (Operation Manual, Owner's Manual, etc).

(3) Maintenance Manual or equivalent document issued by the manufacturer.

(4) Declaration regarding information service, i.e., a statement issued by the manufacturer of engine or propeller to the effect that he undertakes to provide the Board, without charge, with information in the form of service bulletins or equivalent concerning alterations or other actions recommended by the manufacturer for continued airworthiness of the product, and also amendments to the Maintenance Manual as indicated in para's 5.a.(2) and 5.a.(3).

b. Documents, Engines and Propellers previously type accepted in Sweden (See note to 3.a.).

(1) Type documents are to be submitted to the Board only if the Board finds additional documentation necessary.

c. Individual Documents. For separately imported aircraft, engine or propeller the following individual documents shall follow the product as base for documentation in connection with installation of the product in an aircraft.

(1) Export Certificate of Airworthiness or other document according to the FAA regulations, equivalent to such certificate. The certificate shall contain information sufficient for the identification of the product.

(2) Statement in accordance with FAA regulations of the technical state of the engine or propeller in question at the time of import. The statements shall in appropriate parts comply with the requirements of para. c.7.

6. AERONAUTICAL PRODUCTS NOT COVERED BY PARA'S 3 AND 4

In the case of separate export of components and parts of aircraft - other than aircraft engines and propellers - intended for aircraft which is entered on the Swedish register and alternative or special equipment intended for such aircraft which is not normally included in the type approval of aircraft, regulations to be applied are those contained in FAR, Part 21, Subpart L.

CONFEDERATION OF SWITZERLAND - SPECIAL REQUIREMENTS

1. In addition to the special requirements outlined below, all Class I II, and III products should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations, in order to be eligible for certification by the Government of Switzerland. Export Certificates of Airworthiness and other related data should be forwarded to the foreign purchaser, inasmuch as the air authority of the Government of Switzerland requires that the applicant (the foreign purchaser) shall submit to that government such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that government.

2. In addition to the foregoing, applicable parts of the following special requirements prescribed by Switzerland will be complied with when exporting aircraft:

a. If the aircraft is the first 1/ of a model exported to Switzerland, the following material shall be furnished with new aircraft:

(1) 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, 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 concerned, including a copy of the flight check-off form utilized with respect to the testing of the aircraft.

(3) Three-view drawings of the major assemblies, installations, and primary structure.

(4) A type record or stress analyses 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.

(5) A certified copy of the complete drawing list (quoting latest issue numbers issued by the manufacturer).

(6) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins will be automatically distributed to the technical section of the air authority of the government of the country of destination.

1/ When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(7) A catalog of spare parts relating to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed.

(8) Three copies each of operating, maintenance, overhaul, and repair manuals applying to the aircraft, engine, propeller, or to equipment installed on the aircraft.

(9) 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. This should include inspection timetables, a chart of the lubricating system, and appropriate instructions relating to the fuel systems.

(10) Three copies of information or instructions essential to the assembly and rigging of the aircraft.

(11) A list (in triplicate) of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

b. In case an aircraft of the same model previously has been exported to and certificated in Switzerland, the following documents or material shall be furnished by the exporter or by the government of the country of origin.

(1) The Export Certificate of Airworthiness shall list the propeller serial numbers, as well as the engine serial numbers.

(2) Three copies each of operating, maintenance, overhaul, and repair manuals or other related information, as provided for in 2a(8).

3. A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

SYRIAN ARAB REPUBLIC - SPECIAL REQUIREMENTS

(New - 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

SECTION I - INTRODUCTION. This section briefly describes administrative procedures for airworthiness acceptance of aeronautical products for import 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.

Procedures to be followed:

1. All aeronautical products (Class I, II, and III) exported from the United States must have airworthiness approval for export in accordance with Federal Aviation Regulation Part 21 and other applicable Federal Aviation Regulations.

2. All aeronautical products located outside the United States may be eligible for export, however, must have airworthiness approval for export in accordance with Federal Aviation Regulation Part 21.

(i) All Class II and III aeronautical products located outside the United States must have additional substantiation that the products are new and/or newly overhauled.

3. Each Class I product to be exported to Taiwan must conform to the applicable airworthiness standards in force at the time of export and in accordance with applicable FAA regulations. Class I products must have valid Export Certificate of Airworthiness.

(i) Acceptable Class I products for export are those listed in the aircraft, engine and propeller type certificate data sheets and specifications issued by the FAA.

(ii) Class I products that are in production.

4. Class I products which will not be acceptable for export are those products which are no longer in production. In addition Class I products certificated under the following classifications will not be eligible for export:

(i) Restricted,

(ii) Limited,

(iii) Experimental, and

(iv) Provisional (including Class II products).

5. 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 is not forwarded with the product.

6. Historical records such as aircraft, engine and propeller LOG BOOKS must identify the product and must be complete. Other historical records to substantiate airworthiness will be acceptable with the product, provided that the records keeping procedures are FAA approved. Example would be a computer readout of used air carrier type aircraft being exported to Taiwan with computerized records.

(i) Documents should identify heavy maintenance, periodic inspections, repairs, overhaul, modifications . . . etc.

(ii) Must identify all airworthiness directives complied with, and in addition must identify those airworthiness directives that are of repetitive nature.

(iii) All airworthiness directives must have been complied with, prior to issuance of Export Certificate of Airworthiness.

(iv) Certain airworthiness directives may be applicable to the Class I product being exported. However the airworthiness directives may not necessarily be complied with because of aircraft time remaining or calendar time remaining. Compliance of such airworthiness directive(s) should be coordinated between FAA and Taiwan Civil Aeronautical Administration to determine if product is eligible for export under those conditions.

(v) All modifications and/or alterations performed on any export product must have been performed in accordance with FAA approved technical DATA and in accordance with FAA approved repair sources. All pertinent DATA must be submitted to Taiwan with the Export Certificate of Airworthiness unless otherwise instructed. Such DATA may include FAA Form 337's approved drawings, Supplemental Type Certificate with relevant documents.

SECTION II - SPECIAL REQUIREMENTS. The following is the special administrative requirements which must be satisfied for exporting Class I, II, and III products for ultimate registration and airworthiness certification by Taiwan.

A. AIRCRAFT. When exporting an aircraft to Taiwan, the following documents must be provided and addressed to the Director of Flight Standards Division, Civil Aeronautics Administration, Taipei International Airport, Taipei, Taiwan.

1. The following documents and/or certification statements for each new or used aircraft exported to Taiwan.

(1) The original Export Certificate of Airworthiness, FAA Form 8130-4, within 90 days or 100 hours time in service whichever is first since the date of issuance.

(2) A photocopy of cancelled U.S. Standard Airworthiness Certificate, FAA Form 8100-2.

(3) A statement certifying service bulletins compliance, means of compliance and listing applicable to the aircraft being exported.

(4) A listing of all airworthiness directives complied with, means of compliance, such as modifications, rework, inspections, repairs, and other means of identification.

(5) A listing of all airworthiness directives of repetitive nature, time/cycles/landings/calendar information.

(6) A statement of any previous modification, major repair and/or alteration performed, with FAA approved documents certifying airworthiness.

(7) For customer requested modifications and/or alterations, FAA approved technical data and conformity statement certifying airworthiness must be submitted with the Export Certificate of Airworthiness.

(8) A copy of weight and balance report and loading schedule. Weight and balance report must be current.

(9) A statement that the aircraft was satisfactorily test flown prior to delivery, and all discrepancies found during test flight were corrected.

2. Additional documents shall be furnished for first of its kind (type/model) to be exported regardless of aircraft being new or used.

(1) A copy of FAA Type Certificate Data Sheet or FAA Aircraft Specifications.

(2) A copy of FAA Supplemental Type Certificate.

(3) Manuals:

(1) A copy of flight manual.

(2) A copy of operations manual.

(3) A copy of maintenance manual.

(4) A copy of structural repair manual.

(5) A copy of overhaul and/or components overhaul manual

(6) A copy of weight and balance manual.

(7) A copy of non-destructive inspection manual.

(8) A copy of overhaul/repair standard practices handbook.

(9) A copy of maintenance planning data/guide/handbook.

(10) One complete set of service bulletins or the equivalent.

(11) A copy of parts catalog.

(12) Documents of engine and propeller:

(a) A copy of FAA Type Certificate Data Sheets or FAA Specifications.

(b) A copy of FAA Supplemental Type Certificate.

(c) A copy of maintenance manual.

(d) A copy of heavy maintenance manual.

(e) A copy of overhaul manual.

(f) A copy of overhaul/repair standard practices (including NDI).

(g) A copy of maintenance planning handbook.

(h) A copy of parts catalog.

(i) One complete set of service bulletins or the equivalent.

(13) The amendment services for above documents listed in Item 2.(3), (1) through (11), and (12), (c) through (i).

3. <u>Additional documents required for used aircraft will include:</u>

(1) A copy of previous operator's FAA approved maintenance program.

(2) A copy of maintenance reliability program(s) approved by FAA for previous operator's fleet which included the exported aircraft, including:

(a) Previous and future check cycles of system/components.

(b) Analysis and calculating methods for monitoring the maintenance program.

(c) Performance standards of the monitored system/components

(3) Summary of life time control items, including details of service life remaining, time since new, time since last overhaul/heavy maintenance.

(4) Compliance with structural sampling schedule and location/position, and description of the details of sampling procedures and practices.

B. Engine/Propeller

1. Export Certificate of Airworthiness, FAA Form 8130-4.

2. Compliance with FAR Part 21, Subpart L.

3. Statement of service bulletins and airworthiness directives complied with.

C. Aircraft/Engine/Propeller Parts and Components

1. Airworthiness Approval Tag, FAA Form 8130-3.

2. Compliance with FAR Part 21, Subpart L.

3. Statement of service bulletins and airworthiness directives complied with.

D. Radio/APU/Appliances and other Class II and III Products

1. Airworthiness Approval Tag, FAA Form 8130-3.

2. Compliance with FAR Part 21, Subpart L.

3. Statement of service bulletins and airworthiness directives complied with.

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 1981)

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 A 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 5700 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 ADs 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 aeroplanes, 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 ADs 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 the current issue of Section A, Chapter A3-4, 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 A, Chapter A3-3, of BCAR. An acceptable method of complying with these procedures is contained in Section 3.

(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 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 incoporated;

(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 Certificates 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.

(NOTE: Non-compliance with any U.K. Special Condition would not require a waiver from the U.K. nor preclude the issuance of a U.S. Export Certificate of Airworthiness since the U.K. is primarily concerned with the status of compliance).

(4) Airworthiness Directives. A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with CAA Additional Directives (available at FAA aircraft certification offices).

* (5) A copy of the aircraft type certificate plus any applicable supplemental type certificates (STC). The STC's will be subject to CAA evaluation if not previously investigated.

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

(7) Engine/Airframe/Auxiliary Power Unit logbooks.

** (8) Seating configuration approval document, where appropriate.

*** (9) Maintenance Review Board program, where applicable.

(10) Time/Life limitations.

* (11) Electrical load analyses.

* (12) Minimum equipment list.

* (13) Wiring Diagram.

(14) Weight schedule and weighing report.

(15) Manuals:

			Number Required
*	(i)	Flight Manual or Pilot Operating Handbook	5 (+1 for each aircraft)
*	(ii)	Maintenance	2
*	(iii)	Operations	2
*	(iv)	Weight and Balance Loading Procedures	1
*	(v)	Overhaul	2
*	(vi)	Structural repair	2

*	(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 (6,019 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 A, Chapter A3-4, British CAR's);

(2) Compliance with FAR 21 (Subpart L).

SECTION 3 - U.K. PROCEDURES FOR ACCEPTANCE OF APPLIANCES (OTHER THAN RADIO)

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 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.

* (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. APPLIANCE REGISTRATION 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 must submit the following documents for each appliance offered for registration:

(i) CAA Form AD.70 (Attachment Enclosure 4) or letter requesting registration addressed to CAA, Redhill, 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, as required by BCAR Chapter A3. (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 registration.

(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)(d), 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 registration will only apply to the applicant, at his address at the time of registration.

(ii) The applicant will normally deal directly with the CAA throughout the registration 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 registration number issued by the CAA shall be quoted on the Airworthiness Approval Tag.

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 2G.100: Part 1, entitled "Declarations, Identifications and Construction," 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.2G.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. . . . . Limited cannot accept responsibility for the satisfactory operation of equipment used outside the conditions given above without their agreement."

EXAMPLE 1 of ENCLOSURE 1 - AVIONIC TYPE EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P. NUMBER. . . . . .
REVISION NO. . . . . .
CAA APPLIANCE REGISTRATION 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

EXAMPLE 1 of ENCLOSURE 1 cont'd

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 . . . . . .

EXAMPLE 2 of ENCLOSURE 1 - PASSENGER SAFETY TYPE EQUIPMENT

NAME AND ADDRESS
OF MANUFACTURER

D.D.P. NUMBER. . . . . .
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:

Intended Use:

I hereby certify that: . . . .

ENCLOSURE 2 - STATEMENT OF CONFORMANCE

FIRM'S NAME AND ADDRESS

I certify that:

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. T.S.O. # _____ (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 specifed 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, par. B(2).

ENCLOSURE 3

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN REPLY REFER TO

AIRWORTHINESS DIVISION
CIVIL AVIATION AUTHORITY
BRABAZON HOUSE
REDHILL SURREY RH1 1SQ
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.

ENCLOSURE 4

CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIVISION BRABAZON HOUSE REDHILL SURREY RH1 1SQ
Telephone Redhill 65966 Telex 27100 Telegrams & Cables Bordair Redhill

APPLICATION FOR APPROVAL OF, OR MODIFICATION TO, AN ACCESSORY

Name and Address of Applicant		Name and Address of Manufacturer if different from Applicant
State whether Initial Approval or Modification	Full Title of Accessory	
Identity or Reference No.	Drawing or Specification No.	Declaration of Design and Performance No.
Brief Description of Accessory, or of Modification.		
INITIAL APPROVAL — State the condition of the Maintenance, Overhaul and Repair Manuals. MODIFICATION — Describe briefly any complementary amendment necessary to the Maintenance, Overhaul and Repair Manual : otherwise state "Not Affected".		

FOR CAA USE ONLY	
Cheque P.O. value £ : Cash Detached by _____ Folio _____ Date _____	I/we hereby apply for approval of the above Accessory/Modification in accordance with British Civil Airworthiness Requirements, Chapter A3-3 or A3-4 (as applicable).
Internal Reference No.	Signed _____ Date _____

SOCIALIST FEDERAL REPUBLIC OF YUGOSLAVIA - SPECIAL REQUIREMENTS

In order to be eligible for certification in SFR Yugoslavia, transport type aircraft must be covered by following documents:

1. DOCUMENTS CONCERNING THE TYPE CERTIFICATE

a. A copy of the type certificate for the aircraft type.

b. A copy of the type certificate data sheet.

c. Summary of flight test reports for aircraft type certification, with expanded flight test list.

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

e. Summary of stress analysis, for principal structural elements, their design loads, dimensions, materials, stresses, and safety margins, or summary of static test reports, performed for aircraft type certification.

f. Summary of vibration test reports.

g. List of reports and notes prepared for aircraft type certification.

h. A copy of information or instruction necessary for the assembly and rigging of the aircraft, if the aircraft will be exported unassembled.

i. A list of the time limits for first overhaul /TBO/ for: engines, propellers, their relevant rotables including the aircraft ones.

j. The aircraft emergency equipment installation bulletin.

k. The passengers' attention and emergency placards bulletin.

l. Manufacturer's maintenance requirements.

m. A list of the necessary special tools and equipment essential to the inspection and maintenance of the aircraft, its engines, propellers, and principal accessories and other equipment items. This should include a list of permissible tolerance limits, maintenance inspection notes due to aircraft structural parts, and complete information on lubricating, fuel and hydraulic systems.

n. One copy each of maintenance and service, overhaul, and repair manuals applying to the aircraft, engines, propellers, or to the equipment installed on the aircraft.

o. A separate parts catalog for the aircraft, the engines, the propellers, and the principal accessories and other equipment items.

p. One copy of the following manuals:

(1) Flight manual which should contain: limitations, normal operations, emergency operations, and performance.

(2) Flight crew operating manual.

(3) Manual wiring diagram.

(4) Weight and balance manual.

q. Complete manufacturer's service bulletins.

r. A statement by an authorized representative of the manufacturer that the Yugoslav D.G.C.A., Brankova 25, Beograd, Yugoslavia, 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.

(1) One copy of above documents must be forwarded to Yugoslav D.G.C.A., in advance or with imported aircraft, if no Yugoslav standard airworthiness certificate was issued for aircraft of that type prior to the time of aircraft importing, or if Yugoslav standard airworthiness certificate has been issued but abovementioned documents have not been forwarded to Yugoslav D.G.C.A.

2. DOCUMENTS REQUIRED FOR EACH INDIVIDUAL NEW AIRCRAFT

a. An Export Certificate of Airworthiness.

b. Manufacturer's production control and test report for individual aircraft.

c. Manufacturer's production flight test report for the aircraft, including a flight test checklist utilized when testing the aircraft (two copies).

d. A weight and balance report with record containing a complete inventory of all equipment and instruments (two copies).

e. Manufacturer's production test report for the engines and propellers (two copies).

f. A list of modifications that have been incorporated during production for the aircraft, the engines, and the propellers (two copies).

g. A list of historical records for the aircraft, the engines, and the propellers (summary operating hours).

h. Last engines run-up report, not older than 10 days.

i. Delivery declaration with aircraft specification containing: data on engines, propellers, their rotables - including the aircraft ones and the equipment installed; flight data recorder, emergency equipment, radio and electrical equipment with following characteristics; model, capacity, frequency, operating instructions, etc. Manufacturer's serial number and summary operating hours must be given for each listed item (two copies).

j. One copy of the documents listed under 1(h) through(q). These documents, which are intended for the purchaser, are required only for first aircraft imported for certain purchaser. For each additional aircraft same type, imported for the same purchaser, all these documents are not required, except flight manual and flight crew operating manual. For these aircraft, the number of each required manual should be determined through the contract between aircraft exporter and purchaser.

k. Blanket of authorization for ferrying aircraft to make export delivery, issued from airworthiness authority exporter's country, if aircraft will be exported to Yugoslavia via flyaway. The use of aircraft communication transceivers should be also permitted by this document, or by separate ones.

l. Yugoslav certificate of registration and Yugoslav certificate of airworthiness, if aircraft is intended for export to Yugoslavia via flyaway with Yugoslav registration and nationality markings. Mentioned Yugoslav certificates will be issued after basic airworthiness inspection, as defined in Yugoslav law. Yugoslav registration and nationality markings shall be properly displayed on the aircraft before inspection.

3. <u>DOCUMENT REQUIRED IN ADDITION TO THOSE SPECIFIED UNDER ITEM 2, FOR EACH INDIVIDUAL - USED AIRCRAFT</u>

a. Airworthiness directives status performed on aircraft, list and documents (two copies).

b. A summary of aircraft, engines and propellers modifications, performed during past use.

c. A report of past maintenance and overhaul inspection with a summary of technical data, date and the operating hours since last inspection of each type (two copies).

d. A report of non-routine work performed on aircraft after failures and damages, list and documents.

e. Aircraft logbook with notified: summary operating hours, number of landings, aircraft historical data concerning technical incidents and accidents, major repairs, periodical inspections and overhauls.

f. Engine and propeller logbooks with notations: summary operating hours, number of cycles and historical data listed above under item 1.e.

g. Acceptance flight test report (two copies).

h. Limitations for next overhaul, or part of overhaul (in-flight hours and in calendar periods) for aircraft, engines and propellers (two copies).

i. Documentation on aircraft system reliability and statistical data on failures, and aircraft technical daily report book, for the past three months of regular use.

j. Previous owner's maintenance manual with current maintenance schedule (two copies).

k. Maintenance and overhaul work cards.

l. Aircraft and powerplants functional test procedures, if not conducted in work cards or in maintenance manual.

m. Maintenance agreement, if aircraft is leased.

n. A copy of radio license.

o. A certificate of deregistration.

NOTE:

Documents listed above, under Items 3.j., k. and l., required only for first aircraft type imported for each purchaser;

Documents specified under Items 2 and 3 must be furnished with imported aircraft. They are intended for the purpose of both, D.G.C.A. and purchaser; and

All documents specified under these requirements must be issued or approved by airworthiness authority of the manufacturer's country.

REPUBLIC OF ZAMBIA - SPECIAL REQUIREMENTS

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 2 and Class 3 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 Director of Civil Aviation, P.O. Box RW 137, Ridgeway, 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 & Balance report showing the weights and arms of the main components, and a list of installed equipment.

REPUBLIC OF ZIMBABWE - SPECIAL REQUIREMENTS

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 Foreign 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
b. Caribbean Area, South America, Central America, (excluding Mexico) Panama, and the Canal Zone	Federal Aviation Administration Aircraft Certification Office, ACE-115A 1075 Interloop Road College Park, Georgia 30337
c. Mexico	Federal Aviation Administration Aircraft Certification Division, ASW-100 4400 Blue Mound Road P.O. Box 1689 Fort Worth, Texas 76101
d. Area east of East Pakistan and India, including all free nations south and east of China	Federal Aviation Administration Aircraft Certification Office, ANM-100L 4344 Donald Douglas Drive Long Beach, California 90808
e. Europe, Africa, Middle East west of Burma, Iceland, Greenland, and Bermuda	Federal Aviation Administration Brussels Aircraft Certification Staff, AEU-100 c/o American Embassy APO New York 09667 -or- 15 Rue de La Loi B-1040 Brussels, Belgium

APPENDIX 4 - SUMMARY OF BILATERAL AIRWORTHINESS AGREEMENTS

Revised 1/23/87

BILATERAL COUNTRIES	AIRCRAFT	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED AIRCRAFT	AIRCRAFT ENGINES	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED AIRCRAFT ENGINES	PROPELLERS	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED PROPELLERS	APPLIANCES	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED APPLIANCES	COMPONENTS: MATERIAL	COMPONENTS: PARTS	COMPONENTS: SUBASSEMBLIES	THIRD COUNTRY PROVISION	MAINTENANCE	TREATIES AND OTHER INTERNATIONAL ACT SERIES	AGREEMENT DATE
AUSTRALIA (Ref. Notes 4 and 7)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		8126	1975
AUSTRIA	x	x	x	x	x	x								4219	1959
BELGIUM (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7675	1973
BRAZIL (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		8384	1976
CANADA (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x	x	7091 131	1984
CZECHOSLOVAKIA	x	x	x	x	x	x	x	x						6987	1970
DENMARK	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		10335 3158	1982
FINLAND	x[1]	x[1]					x[5]	x[5]						7795	1974
FRANCE (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7728	1973
GERMANY (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7965	1974
INDONESIA	x[8]	x[8]	x[8]	x[8]	x[8]	x[8]	x[8]	x[8]	x[8]	x[8]	x[8]				1987
ISRAEL	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]			7926 6530	1974
ITALY (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7895	1973
JAPAN (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		8934	1977
NETHERLANDS (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7869	1974
NEW ZEALAND	x[3]	x[3]	x[3]	x[3]	x[3]	x[3]	x[3]	x[3]	x[2]	x[2]	x[2]			9440 6857	1979
NORWAY	x	x					x	x						9141 3769	1978
POLAND	x[6]	x[6]	x[6]	x[6]	x[6]	x[6]	x[6]	x[6]	x[2]	x[2]	x[2]	x		9723 8407	1980
ROMANIA	x[1]	x[1]												8440	1976
SINGAPORE (Ref. Notes 4 and 9)	x[9]	x[9]	x[9]	x[9]	x[9]	x[9]	x[9]	x[9]	x[2]	x[2]	x[2]	x		10203	1981
SOUTH AFRICA	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]			3200	1984
SPAIN	x	x					x	x						3906	1978
SWEDEN (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7611	1973
SWITZERLAND	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]			8563 5214	1977
UNITED KINGDOM (Ref. Note 4)	x	x	x	x	x	x	x	x	x[2]	x[2]	x[2]	x		7537	1972

APPENDIX 4 - Notes

1. Gliders only.

2. The U.S. has bilateral airworthiness agreements with these countries which provide for the reciprocal acceptance of certificates of conformity for components (i.e., materials, parts, and subassemblies) produced within the limits of each particular bilateral.

a. An agreement exists between the manufacturers in the importing and exporting countries; and

b. The component is of such complexity that a determination of conformity cannot readily be made by the manufacturer in the importing country; and

c. The airworthiness authorities of the importing country have notified the airworthiness authorities of the exporting country of the applicable design, test, and quality control requirements and then only if the authority of the exporting country is willing to undertake the task.

3. The U.S./New Zealand Bilateral is limited to --

a. Export from New Zealand to the U.S.:

(1) Fixed-wing aircraft constructed in New Zealand not exceeding a maximum weight of 12,500 pounds;

(2) Space (replacement) parts for fixed-wing aircraft constructed in New Zealand which do not exceed a maximum weight of 12,500 pounds;

(3) Appliances for use on civil aircraft;

(4) Space (replacement) parts for those appliances used on civil aircraft; and

(5) Components for fixed-wing aircraft not exceeding 12,500 pounds.

b. Export from U.S. to New Zealand:

(1) U.S.-constructed civil aircraft, in all categories;

(2) U.S.-constructed aircraft engines, and propellers;

(3) Spare (replacement) parts for such aircraft, aircraft engines, and propellers;

(4) Appliances for use on civil aircraft;

(5) Spare (replacement) parts for those appliances for use on civil aircraft; and

(6) Components for use on civil aircraft and related products.

4. These bilaterals contain a third-party country provision which provides for import/export certification of products/parts thereof by the civil air authorities of a country other than the country of manufacture. In these instances, the exporting country must certify that the products/parts thereof conform to the design covered by the certificate or approval of the importing country (which would be other than country of manufacture) and that the products/parts thereof are in proper state of airworthiness. This provision only applies when all three countries (i.e., manufacturing, importing, and exporting countries) have similar agreements for the reciprocal acceptance of airworthiness certifications.

5. Although this bilateral contains a provision for including appliances and replacement or modification parts therefor, by mutual consent of both countries, no appliances nor replacement/modification parts have been included to date.

6. U.S./Polish Bilateral Agreement is limited to --

a. Products which may be exported from Poland to U.S. (or U.S. possession):

(1) Civil gliders and replacement/modification parts therefor designed and produced in Poland;

(2) Piston engines of 1,000 h.p. or less with associated propellers and accessories and replacement/modification parts therefor produced in Poland;

*(3) Small fixed-wing aircraft of 12,500 pounds or less and replacement/modification parts therefor;

*(4) Helicopters with associated accessories and replacement/modification parts therefor;

*(5) Turbine engines and replacement/modification parts therefor; and,

(6) Components and appliances for U.S.-manufactured products of the types specified in subparagraphs (1), (2), (3), (4), and (5) above.

*NOTE: Refer to U.S./Poland Bilateral Airworthiness Agreement for applicable design constraints.

b. Products which may be exported from U.S. to Poland:

(1) U.S.-designed and produced aircraft, engines, propellers, components and appliances; and replacement/modification parts therefor; and

(2) U.S.-produced components and appliances for Polish-manufactured products; and replacement and spare parts therefor.

7. The U.S./Australian Bilateral contains a two-party country provision which provides for reciprocal certification whereby Australia can issue an export certificate for a U.S.-manufactured product located in that country which is to be exported to the U.S. Conversely, the U.S. can issue an export certificate for an Australian-manufactured product which is located in the U.S. and which is to be exported to Australia. Such certifications will state that the product conforms to the importing countries type design and is in a proper state of airworthiness.

8. The U.S./Indonesia BAA is limited, when exporting aeronautical products from Indonesia to the U.S., to the production approval and airworthiness certification or approval of civil aeronautical products for which the Indonesian manufacturer holds the manufacturing rights to a U.S. type certificate under a licensing agreement with a U.S. manufacturer, or with a manufacturer in another state with which the U.S. has an agreement for the reciprocal acceptance of type design certifications.

9. The U.S./Singapore Bilateral is limited to --

a. Export from Singapore to the U.S.:

(1) U.S.-designed component for use in the manufacture of an aircraft or related product in the U.S. (Note: Such components may also be shipped directly from Singapore to other states (other than the U.S.) when authorized by the FAA, for use as a replacement or modification part on U.S.-registered aircraft located in the other state); and

(2) Appliances approved under Federal Aviation Regulations Section 21.617, Technical Standard Order Design Approval.

(3) Note 4 of this document (third-party country provision) only applies to those products listed under foregoing subparagraphs (1) and (2) exported from Singapore to the U.S.

b. Export from the U.S. to Singapore:

(1) All products listed in the summary chart (page 1 of this appendix); and

(2) Note 4 of this appendix (third-party country provision) applies to all products listed in the composite chart exported from the U.S. to Singapore.

APPENDIX 5
ICAO MEMBER STATES

Number of ICAO Member States: 156
*Countries with which the United States has Bilateral Airworthiness Agreements.

Afghanistan
Algeria
Angola
Antigua and Barbuda
Argentina
*Australia
*Austria

Bahamas
Bahrain
Bangladesh
Barbados
*Belgium
Benin
Bolivia
Botswana
*Brazil
Brunei
Bulgaria
Burkina Faso
Burma
Burundi

Cameroon
*Canada
Cape Verde
Central African Empire
Chad
Chile
China
Colombia
Comores
Congo, People's Republic
Costa Rica
Cote d'Ivoire
Cuba
Cyprus
*Czechoslovakia

Democratic Kampuchea
Democratic People's Republic of Korea
Democratic Yemen
*Denmark
Djibouti
Dominican Republic

Ecuador
Egypt, Arab Republic of
El Salvador
Equatorial Guinea
Ethopia

Fiji
*Finland
*France

Gabon
Gambia
*Germany, Federal Republic
Ghana
Greece
Grenada
Guatemala
Guinea
Guinea-Bissau
Guyana

Haiti
Honduras
Hungary

Iceland
India
*Indonesia
Iran
Iraq
Ireland
*Israel
*Italy
Ivory Coast

Jamahiriya
Jamaica
*Japan
Jordan

Kenya
Kiribati
Kuwait

Lao People's Democratic Republic
Lebanon
Lesotho
Liberia
Libyan Arab
Luxembourg

Madagascar
Malawi
Malaysia
Maldives
Mali
Malta
Mauritania
Mauritius
Mexico
Monaco
Morocco
Mozambique

Nauru
Nepal
*Netherlands, Kingdom of
*New Zealand
Nicaragua
Niger
Nigeria
*Norway

Oman
Pakistan
Panama
Papua New Guinea
Paraguay
Peru
Philippines
*Poland
Portugal

Republic of South Korea
*Romania
Rwanda

Saint Lucia
Sao Tome and Principe
Saudi Arabia
Senegal
Seychelles
Sierra Leone
*Singapore
Solomon Islands
Somalia
*South Africa
*Spain
Sri Lanka
Sudan
Surinam
Swaziland
*Sweden
*Switzerland
Syrian Arab Republic

Thailand
Togo
Tonga
Trinidad and Tobago
Tunisia
Turkey

Uganda
Union of Soviet Socialist Republics
United Arab Emirates
*United Kingdom
United Republic of Cameroon
United States
Uruguay

Vanuatu
Venezuela
Vietnam

Yemen
Yugoslavia

Zaire, Republic of
Zambia
Zimbabwe, Republic of

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