



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

Northwest Mountain Region  
Colorado, Idaho, Montana,  
Oregon, Utah, Washington,  
Wyoming

17900 Pacific Highway South  
C-68966  
Seattle, Washington 98168

JAN 4 1989

Mr. William E. Lamon  
3301 Videra Street  
Eugene, OR 97405

Dear Mr. Lamon:

This is in response to your September 7, and November 27, 1988 inquiries on adding aircraft to your Type Certificate (TC) No. A26NM. We have evaluated your request and developed some procedures which should help you amend TC No. A26NM. The procedures will vary depending on whether the aircraft in question is registered in Canada or the United States, is the same or different model, and is in standard or modified configuration. We have listed and discussed what appears to be the major variants. This may not be all, however.

1. The aircraft is a model DHC-1B-2-S3, is registered in Canada, has a Standard Canadian Airworthiness ticket, and has no unapproved modifications incorporated.
2. The aircraft is not a model DHC-1B-2-S3, is registered in Canada, has a Standard Canadian Airworthiness ticket, and has no unapproved modifications incorporated.
3. The aircraft may or may not be a model DHC-1B-2-S3, is registered in Canada, and is in a Canadian Experimental Airworthiness category.
4. The aircraft is a model DHC-1B-2-S3, is registered in the U.S.A., is in Experimental category, and has no modifications to the standard aircraft configuration.
5. The aircraft is not a model DHC-1B-2-S3, is registered in the U.S.A., is in Experimental category, and has no modifications to the standard aircraft configuration.
6. The aircraft may or may not be a model DHC-1B-2-S3, is registered in the U.S.A., is in Experimental category, and has had modifications incorporated while in Experimental category.

### Category No. 1

You must request that a particular aircraft be added to TC No. A26NM. You must confirm that your aircraft manuals are applicable to the new aircraft. If any modifications have been incorporated by Canadian STA or One-Off Approvals, you must provide all of the documents used to obtain approval for those modifications. Unapproved modifications must be removed. Confirm that the aircraft matches TC No. A26NM and Canadian Type Approval No. A-19. Except for possible Canadian approvals, the aircraft must be identical to Serial No. 126/164. After all documentation has been evaluated and found satisfactory, the FAA will add the aircraft serial number to TC No. A26NM. The new serial number aircraft must have the TC No. A26NM Import Requirements statement put on the Canadian Export Certificate of Airworthiness (C of A) before it is imported into the U.S.A. NOTE: The Import Statement cannot be put on the Export C of A after the aircraft has been exported from Canada. It may only be done by the Canadian DOT inspector who signs the Export C of A. Once the aircraft is in the U.S.A., a Flight Standards District Office (FSDO) Maintenance inspector may issue a Standard Airworthiness Certificate. It is highly recommended that a copy of amended TC No. A26NM be made available to the Canadian and U.S. inspectors to avoid confusion.

### Category No. 2

You must request that the new aircraft of a different model be added to TC No. A26NM. You must obtain copies of all aircraft manuals which are applicable to this aircraft and send copies to the FAA office holding your TC. You must then develop a section for the new aircraft model which will be used to amend TC No. A26NM. This section must include the same information categories as were used for the model DHC-1B-2-S3. You must provide all background data for any deviations to the basic aircraft covered by Canadian STA or One-Off approved. Any unapproved modifications must be removed.

After the new model data and Canadian modifications, if any, have been evaluated and found to be satisfactory, the FAA will amend TC No. A26NM to reflect the new aircraft serial number and model section. The new serial number aircraft must have the TC No. A26NM Import Requirements statement put on the Canadian Export Certificate of Airworthiness (C of A) before it is imported into the U.S.A. Once the aircraft is in the U.S.A., a Flight Standards District Office (FSDO) Maintenance inspector may issue a Standard Airworthiness Certificate. It is highly recommended that a copy of amended TC No. A26NM be made available to the Canadian and U.S. inspectors to avoid confusion. NOTE: Adding a model section will not automatically cover all aircraft of that model. You may request that a model section be added and provide a list of eligible serial numbers. However, only those aircraft which meet TC No. A26NM are eligible for a Standard Certificate.

### Category No. 3

You must request that the aircraft be added to TC No. A26NM. If the aircraft is in a Canadian Experimental category when exported, it cannot be given a U.S.A. Standard Airworthiness ticket. If the aircraft is returned to a Canadian Standard category configuration prior to export to the U.S.A., the procedures in Categories 1 or 2 will be applicable.

#### Category No. 4

You must request that the aircraft be added to TC No. A26NM. You must confirm that your aircraft manuals are applicable to this aircraft and that the aircraft matches the TC No. A26NM. Presently, the only modifications permitted to a standard aircraft are those deviations already included in TC No. A26NM. If you desire to cover other aircraft modifications not included in TC No. A26NM, you must provide all the background data for the modifications which have Canadian approvals. (However, modifications installed while the aircraft was in U.S.A. Experimental category are not acceptable. The reason is that a U.S.A. registered aircraft may receive a Standard Airworthiness ticket only if it has a U.S.A. TC and has all modifications covered by Field Approvals or Supplemental Type Certificates (STC's). Without an appropriate TC, an STC or Field Approval for a modification cannot be issued.) If the Canadian data is satisfactory, the FAA will add the aircraft serial number to TC No. A26NM. After TC No. A26NM has been amended, the aircraft should be inspected by a Canadian inspector familiar with Chipmunks with the inspection report counter-signed by a Canadian DOT inspector. The aircraft should then be inspected by a U.S.A. FSDO inspector in accordance with the aircraft TC, the aircraft manuals and the Canadian inspection report. If the inspection is satisfactory, a U.S.A. Standard Airworthiness ticket may be issued.

#### Category No. 5

You must request that this aircraft of a particular model be added to TC No. A26NM. All the data and inspection required in Category No. 2 apply to this procedure, including amending TC No. A26NM. Again, modifications made while in U.S.A. Experimental category are not acceptable for the same reason that was given in Category No. 4.

The aircraft must have the Canadian inspection with Canadian DOT counter-signature as described in Category No. 4. The U.S.A. FSDO inspector then checks the aircraft against the TC, Canadian report, and all applicable aircraft manuals before issuing a U.S.A. Standard Airworthiness Certificate.

#### Category No. 6

You must request that the aircraft be added to TC No. A26NM. First, if the aircraft has modifications installed which deviate from a standard configuration as described in TC No. A26NM, the aircraft must be returned to a standard model configuration for the reason given in Category No. 4.

You must obtain a copy of all the aircraft manuals which apply to this aircraft and compare the aircraft to the data sheet. See Categories No. 4 and 5 for the basic procedures.

If all the data is satisfactory, the FAA will amend TC No. A26NM. The aircraft must be inspected in Canada with the report counter-signed as outlined in Categories No. 4 and 5. The U.S.A. FSDO inspector will evaluate the aircraft and may issue a U.S.A. Standard Certificate of Airworthiness if it is found to be airworthy.

An acceptable alternative to Categories No. 4, 5 and 6 is for the owner to return the aircraft to the Canada registry. This would involve de-registering the aircraft in the U.S.A., exporting the aircraft to Canada, and registering it in Canada. If this is done, the simpler procedures of Categories No. 1, 2 and 3 may be used. A second alternative is for each owner to obtain his or her own TC.

As a general comment to the procedures outlined above, you and your inspector would do the first inspection, then the Canadians (if necessary), and finally the U.S.A. FSDO inspector.

We hope this answers your questions.

Sincerely,

*W.B. Ashworth*  
for William B. Ashworth  
Manager, Seattle Aircraft  
Certification Office