

# ORDER

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

8130.15

9/14/79

**SUBJ:** AIRWORTHINESS CERTIFICATION OF "PREMATURELY" EXPORTED GLIDERS

1. PURPOSE. This order contains a procedure for the issuance of a standard airworthiness certificate for foreign manufactured gliders which have been exported to the United States prior to the issuance of an FAR 21.29 type certificate.

2. DISTRIBUTION. This order is distributed to the branch level in the Offices of Airworthiness and Flight Operations, headquarters; Flight Standards branch level in the regions and Aeronautical Center; to General Aviation, Air Carrier, Engineering and Manufacturing and Flight Standards District Offices; the Aeronautical Quality Assurance, International Aviation and International Field Offices.

3. BACKGROUND.

a. In recent years, foreign-manufactured gliders have frequently been exported to the United States, subsequent to being type certificated by the civil air authority of the country of manufacture, but prior to the issuance of an FAR 21.29 type certificate. This practice is due in part to the numerous requests for FAR 21.29 type certificates for foreign-manufactured gliders and the foreign glider manufacturer's and/or the United States importer's desire to get a particular glider model to a glider meet, or simply for commercial reasons.

b. These gliders are usually exported to the United States with an Export Certificate of Airworthiness (ECA) issued by the foreign civil air authorities (FCAA) of the country of manufacture which certify that the gliders conform to the foreign type certificate. Accordingly, these gliders are not eligible for standard airworthiness certification; since in order to be eligible, the ECA must certify that the gliders conform to a United States FAR 21.29 type certificate. These gliders are therefore currently being operated in the United States under a special airworthiness certificate as experimental-exhibition.

c. The problem arises when the United States glider owner wishes to obtain a standard airworthiness certificate after the FAR 21.29 type certificate has been issued for the particular model glider. Such certificates cannot be issued since the applicant cannot provide an ECA from the FCAA certifying that it conforms to its FAR 21.29 type certificate because such ECA's have not been issued for these prematurely exported gliders. Further, the FCAA of the exporting country are naturally reluctant,

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or may refuse, to retroactively issue an ECA certifying conformance to the newly issued FAR 21.29 type certificate since the gliders have already been exported to the United States.

d. Accordingly, we have developed the procedure as described in this order, in coordination with the European Region, which will provide the necessary assurance that these gliders conform to their FAR 21.29 type certificates and are in a condition for safe operation and thereby providing for the issuance of a standard airworthiness certificate with no derogation to safety.

4. PROCEDURE. The following procedure has been established to provide for the issuance of a standard airworthiness certificate (after an FAR 21.29 type certificate has been issued) for those gliders which have been "prematurely" exported when all of the below listed conditions can be satisfied.

a. Those foreign glider manufacturers, who are willing to assist their United States customers, will determine which actions or modifications are necessary to bring the prematurely exported gliders into conformity with the FAR 21.29 type certificate. The foreign manufacturer will then issue a service bulletin (or similar document) which will list the necessary actions or modifications.

b. The foreign manufacturer will further determine by serial number those gliders which are in fact eligible for "conversion" in accordance with the service bulletin noted in 4a. above.

c. When this service bulletin is accepted/approved by the European Region, and the cognizant civil air authority, a note will be added to the FAR 21.29 type certificate data sheet (TCDS) which will read as follows:

"Serial numbers XX through XXX are eligible for a United States standard airworthiness certificate when all actions or modifications have been accomplished in accordance with (identify foreign civil air authority) approved Service Bulletin No. XXX."

d. Upon completion of those actions specified in paragraph 4a., b., and c., requests for a standard airworthiness certificate may be processed in accordance with the following criteria:

(1) The U.S. owner/applicant must provide the original ECA (or equivalent document) issued by the FCAA which certifies conformance to the foreign type certificate. (This establishes the baseline for establishing conformity to the FAR 21.29 type certificate.)

(2) The glider serial number must correspond with one listed as eligible for "conversion" in the FAR 21.29 TCDS note.

(3) The applicant must show and the FAA certificating inspector must find that the specific actions/modifications required by the service bulletin have been accomplished.

(4) The certificating inspector must review the glider logbook and records to determine airworthiness directive compliance, FAA approval of any modifications or repairs, and to ensure that the glider has been properly maintained.

(5) The glider must be inspected in accordance with the performance rules for 100 hour inspections as set forth in FAR 43.15. This inspection must be recorded in the glider logbook.

(6) The certificating inspector should also follow, as appropriate, the certification steps as outlined in Order 8130.2B, paragraph 173 (except for subpar. j.(7) which does not apply).

(7) The certificating inspector may request of the applicant any additional information or inspections as deemed necessary for the applicant to show and the FAA to find that the glider conforms to its FAR 21.29 type certificate and is in a condition for safe operation.

5. CERTIFICATION BASIS. The certification basis normally used for import aircraft is FAR 21.183(c). However, in this particular instance, these aircraft are not considered import aircraft since they are currently United States registered and operating under a United States special airworthiness certificate as experimental-exhibition. Accordingly, the certification basis to be used for these gliders is FAR 21.183(d).



M. C. BEARD  
Director  
Office of Airworthiness