

*Federal Aviation Agency*

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# **EXPORT AIRWORTHINESS APPROVAL PROCEDURES**

*File*

**CHANGE**

*HQ-658*

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DATE: 11/6/68



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** CHANGE 4 TO CIRCULAR NO. 21-2A, SUBJECT:  
EXPORT AIRWORTHINESS APPROVAL PROCEDURES

1. **PURPOSE.** This advisory circular transmits revised pages to AC No. 21-2A dated 2/16/67.
2. **CHANGES.** Appendix 2 to AC No. 21-2A is revised to:
  - a. Incorporate completely rewritten Australian Special Requirements; and
  - b. Add references to the Canadian Engineering and Inspection Manual to paragraphs 1b and 1e of the Canadian Special Requirements. The referenced manual contains procedures and requirements to permit import into Canada of the following types of aircraft, not exceeding 12,500 pounds of gross weight, without the need for U. S. Export Certificates of Airworthiness; (1) Used piston engine helicopters; (2) Used unpressurized piston engine driven aeroplanes; (3) Used gyroplanes; (4) Used gliders. Further details may be obtained by the applicant from the Canadian Department of Transport.

### PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
Appendix 2		Appendix 2	
3 thru 10	2/16/67	3 thru 7	11/6/68
		8	2/16/67
		9 thru 10	11/6/68

*R. P. Staff*  
Director  
Flight Standards Service

Initiated by: FS-180

# Federal Aviation Agency



AC NO: 21-2A

AIRCRAFT

EFFECTIVE :

2/16/67

**SUBJECT :** EXPORT AIRWORTHINESS APPROVAL PROCEDURES

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1. PURPOSE. This circular transmits revised AC No. 21-2A.
2. CANCELLATION. AC No. 21-2 dated 7/16/65.
3. PRINCIPAL CHANGES.
  - a. AC No. 21-2, Change 1, dated 4/15/66, has been incorporated into AC No. 21-2A to bring it up to date.
  - b. This circular transmits Korean Special Requirements as an addition to Appendix 2 - Special Requirements of Foreign Governments.

*Edward C. Hodson*  
Director  
*Acting* Flight Standards Service

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## EXPORT AIRWORTHINESS APPROVAL PROCEDURES

1. **GUIDANCE.** The following subparagraph headings are identified to correspond with those sections of FAR 21, Subpart L, under discussion. Where a particular section has been omitted, it is because further discussion is considered unnecessary at this time. It is recommended that the following subparagraphs always be considered in conjunction with the rules to which they pertain.
  - a. **FAR 21.323 Eligibility.** Normally, 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 other pertinent requirements are met. It should be noted that, due to limited FAA resources, only those manufacturers holding some form of FAA production approval are eligible to obtain export airworthiness approvals for those Class III products covered by their production approvals. The issue of export airworthiness approvals under these provisions will not create an undue burden on the FAA because designees will have been appointed by the FAA to inspect the Class III products as necessary and to issue the Airworthiness Approval Tags, FAA Form 186.
  - b. **FAR 21.325 Export Airworthiness Approvals.**
    - (1) Samples of the export airworthiness approval forms are shown in Appendix 1. This section of the regulations covers all the products which may be approved for export. Subparagraph (b)(2) of Section 21.325 was adopted to make it possible for an owner of a U.S. certificated aircraft, engine, or propeller which at the time may be located in a foreign country, to obtain an export airworthiness approval necessary to the sale of such product to a foreign citizen without the necessity of returning the product to the U.S. Prior to concluding a sales agreement, however, the U.S. owner/exporter is cautioned to contact the nearest FAA International Field Office to determine whether the export airworthiness approval can be issued without creating an administrative and inspection burden on the FAA.
    - (2) The date of issuing 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. Beyond that date the FAA can accept no responsibility for the conformity or condition of the product. 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 except for any deviations authorized by the air authority of the importing country. In order to preclude complaints from foreign countries

and subsequent investigations by the FAA, it is, therefore recommended that, following issuance of the export airworthiness approval, the U.S. exporter ensure that the product still meets the pertinent requirements when delivered to the foreign importer.

- (3) Except for any special requirements which have been filed with the FAA by the country of import and those additional requirements specified in FAR 21, Subpart L, the issue of an export airworthiness approval does not attest to compliance with any requirements which may go beyond the MINIMUM airworthiness standards of the regulations governing domestic certification and maintenance of U.S. aircraft. The FAA considers that any additional requirement of the importer is a matter for settlement between the importer and the U.S. exporter. This is particularly important where USED products are concerned.

c. FAR 21.327 Application. Samples of Application for Export Certificate of Airworthiness, FAA Form 306, 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 designated representative. Subparagraphs (1) and (2) below provide information regarding completion of Parts I and II of the application.

(1) PART I - (For Class I products)

(a) Export Certificate No. - Leave blank.

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

(c) Item 5 Description of Product(s) - Self-explanatory, except as follows: If title to an aircraft has transferred to the foreign purchaser, insert the identification markings supplied by the country of import. Otherwise, insert the U.S. identification marking (registration number) including the prefix "N." Under "FAA Spec. No." insert the pertinent specification number or the type certificate data sheet number, whichever is applicable. Under operating time "since overhaul" and "total," leave blank for new products. For used aircraft, insert the operating hours since the periodic inspection required by FAR 21.329, and the total time in service. For used engines and propellers, insert the operating hours since the products were overhauled, and the total time in service.

(d) Item 6. Applicable to new aircraft, to used aircraft being certificated for the first time, and, to the operational flight check of used aircraft following major

repairs, modifications, or alterations, as required by FAR 91.167.

- (e) Items 7 and 8. 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, obtained from the civil air authority of the importing country, that the product will be accepted with the deviations listed on the Export Certificate of Airworthiness.
- (f) Item 9. Although special corrosion and damage preventative treatment for products being exported via overseas shipment is not required by the regulation, this item provides a means of officially documenting the status of such treatment as required by the regulation. It is recommended that such products always be appropriately treated for corrosion and damage prevention.
- (g) Item 10 Remarks. This space is to be used to convey the information required under items 7 and 8 and as additionally required by the regulation. This space may also be used by the exporter to convey any other information he feels is 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 21.335 will be returned to the applicant.
- (h) 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.

(2) Part II - (For Class II products)

- (a) Items 12 through 15 are self-explanatory.
- (b) Item 16 Parts are Eligible on: Insert the make and model of the 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, engine, or propeller.
- (c) Item 17. Self-explanatory.

- (d) Item 18. This item provides for the description and listing of the Class II products (parts) being exported. If the quantity and variety of parts are too voluminous to list in the space provided, check the first block and, on the line provided, specifically identify (and attach) 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.
- (e) Item 19. 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.

d. FAR 21.329 Issue of Export Certificates of Airworthiness for Class I Products.

- (1) 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 21.183(c).
- (2) The special requirements which the various foreign countries have filed with the FAA are provided in Appendix 2. These requirements are subject to change at the discretion of the foreign government concerned. Special requirements of other foreign countries may be added from time to time. It is, therefore, recommended that prior to making application for an export certificate of airworthiness, the applicable special requirements in the latest issue of Appendix 2 be consulted to prevent unnecessary expense and delays in obtaining an export certificate of airworthiness due to noncompliance with revised or added foreign special requirements.

e. FAR 21.331 Issue of 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. The purpose of 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 because, in the past, when complaints have been received from foreign countries, there was no way to determine, in some cases, whether the parts in question were actually those covered by an export airworthiness approval or had ever been issued such an approval.

f. FAR 21.335 Responsibilities of Exporters.

- (1) Regarding paragraph (e) of FAR 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 certificates being returned for cancellation, should be transmitted direct to the following address by the exporter:

Federal Aviation Agency  
Aircraft Registration Branch, AC-350  
Aircraft Records Building, P.O. Box 1082  
Oklahoma City, Oklahoma 73101

- (2) The act of showing that products meet the pertinent requirements, as required by 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 he considers necessary and appropriate in each case. Normally, his inspection will consist of a thorough examination 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.
- (3) In the case of aircraft exported under the provisions of FAR 21.339, when title to the aircraft has passed to a foreign purchaser, the exporter should:
  - (a) Ensure that all countries except the country in which the aircraft is sold are deleted, by use of ink or typewriter, from the original Export C of A which was carried in the aircraft.
  - (b) Provide the FAA representative who issued the Export C of A with the name and address of the foreign purchaser.
  - (c) Comply with FAR 21.335(e) (reference paragraph 1f(1) of this Advisory Circular).

2. INQUIRIES. Persons in the United States desiring additional information or advice on how to obtain an export airworthiness approval may contact their nearest FAA district or Regional Office of the Flight Standards

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Service. Foreign importers of U.S. aeronautical products and U.S. citizens located in foreign countries may contact their nearest FAA International Office. Such offices are located in the following cities:

Buenos Aires, Argentina  
Brussels, Belgium  
Rio de Janeiro, Brazil  
Frankfurt, Germany  
Tokyo, Japan

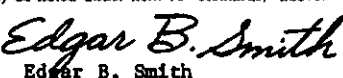
Beirut, Lebanon  
Lagos, Nigeria  
Lima, Peru  
Manila, Phillipine Republic

**Attachments:**

Appendix 1 - Sample Forms

Appendix 2 - Special Requirements of Importing Countries

## APPENDIX 1 - SAMPLE FORMS

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY				Form approved. Budget Bureau No. 04-8039.	
<b>APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS</b>				EXPORT CERTIFICATE NO.	
<b>INSTRUCTIONS.</b> —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 I through II as applicable. For engines and propellers, omit items 5A and 6. Part III is for FAA use only.					
<b>PART I</b>					
1. APPLICATION IS MADE FOR AN EXPORT CERTIFICATE OF AIRWORTHINESS TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS (ARE):					
<input type="checkbox"/> NEW <input checked="" type="checkbox"/> USED (Aircraft) <input type="checkbox"/> NEWLY OVERHAULED					
2. NAME AND ADDRESS OF EXPORTER			3. NAME AND ADDRESS OF FOREIGN PURCHASER		4. COUNTRY OF DESTINATION
Doe Aircraft Service Municipal Airport Cleveland, Ohio			Dr. Robert I. Bordeau 1621 Market Street Montreal, Canada		Canada
5. DESCRIPTION OF PRODUCT(S)					
TYPE	MAKE AND MODEL	IDENTIFICATION NO.	SERIAL NUMBERS	FAA SPEC. NO.	OPERATING TIME (Hours) SINCE OVERHAUL     TOTAL
a. AIRCRAFT	Beech Model C50	CF-ABAN	CH-134	5A4	4 hours     1,832 hr.
b. ENGINES					
c. PROPELLERS					
6. THE AIRCRAFT WAS GIVEN A SATISFACTORY FLIGHT TEST ON <u>March 15, 1965</u> (Date)					
7. DOES THE PRODUCT COMPLY WITH ALL APPLICABLE CIVIL AIR REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER FAA REQUIREMENTS?					
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")					
8. HAVE APPLICABLE SPECIAL REQUIREMENTS OF THE IMPORTING COUNTRY BEEN COMPLIED WITH?					
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")					
9. HAS PROPER PREVENTATIVE TREATMENT BEEN APPLIED TO PRODUCTS SUSCEPTIBLE TO RAPID CORROSION WHEN BEING SHIPPED?					
<input type="checkbox"/> YES <input type="checkbox"/> NO     Not applicable - flyaway delivery					
10. REMARKS     The following documents are attached in compliance with FAR 21.327:					
a. Weight and balance report and equipment list					
b. Aircraft and engine log books showing compliance with AD Nos. _____					
c. Repair and alteration forms dated _____					
d. Current Airplane Flight Manual					
e. Copy of letter to FAA Aircraft Registration Branch showing compliance with FAR 21.335(e) and 47.					
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.					
<u>March 18, 1965</u> (Date)		 Edgar B. Smith (Signature of Applicant or Authorized Representative)		Sales Manager (Title)	

Form FAA-306 (8-57)

Completed Application for Export Certificate of Airworthiness, FAA Form 306  
For Use with Class I Products

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**PART II**

12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:

13. NAME AND ADDRESS OF EXPORTER

Ajax Aviation Parts Company  
701 S. Humphrey Street  
Miami, Florida

14. NAME AND ADDRESS OF FOREIGN PURCHASER

Hugh M. Alexander, Ltd.  
London International Airport  
London, England

15. COUNTRY OF DESTINATION

United Kingdom

16. PARTS ARE ELIGIBLE FOR INSTALLATION ON Cessna Airplane Models 120 and 140

(Make and Model Class I Product)

A-768

(FAA Spec. No.)

17. THE PARTS ARE (check one):

☒ NEW☐ NEWLY OVERHAULED

18. THE PARTS ARE DESCRIBED (check one):

☐ BY NAME, PART NUMBER, AND QUANTITY ON THE ATTACHED INVOICE OR PACKING SHEET NO. \_\_\_\_\_☒ BELOW BY NAME, PART NUMBER, AND QUANTITY.

4 - Metal wings, P.N. A-16409

Serial Nos.: AA-31, AA-32, AA-33, AA-34

**19. EXPORTER'S CERTIFICATION**

I certify that the foregoing statements are true and that the parts described herein are airworthy and conform to FAA approved design data.

March 10, 1965

(Date)

*John J. Doe*  
John J. Doe

(Signature of Applicant or Authorized Representative)

Vice President-Sales

(Title)

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

20. IT IS CONSIDERED THAT THE PRODUCT(S) DESCRIBED IN \_\_\_\_\_ IS (ARE) AIRWORTHY AND CONFORM(S) TO PERTINENT REQUIREMENTS EXCEPT AS NOTED IN ITEM 10.

(Part I or II)

(Signature)

(Number)

(Date)

Check One:

☐ DMR☐ DMCB☐ DMR☐ FAA INSPECTOR

21. \_\_\_\_\_ APPROVAL TAGS, FORMS FAA-186, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II.

(Quantity)

22. EXPORT FILE SPOT-CHECKED BY:

(FAA Supervising Inspector)

(D. O. No.)

(Date)

The United States of America  
Federal Aviation Agency  
Washington, D.C.

No. \_\_\_\_\_

## Export Certificate of Airworthiness

*This certifies that the product identified below and more particularly described in Specification (s)<sup>1</sup> of the Federal Aviation Agency, Numbered \_\_\_\_\_ 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.*

*Manufacturer.*

*Model.*

*Serial No.*

*New* ☐ *Newly Overhauled* ☐

*Used Aircraft* ☐

*Country to which exported.*

*Exceptions.*


\_\_\_\_\_  
*Signature of Authorized Representative*

\_\_\_\_\_  
*Agency Represented and Number*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*District Office or Designee Number*

<sup>1</sup> 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.

FORM FAA-186 (7-57)	
	
UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY	
<b>AIRWORTHINESS APPROVAL TAG</b>	
Description of Parts	
<input type="checkbox"/> NEW	<input type="checkbox"/> NEWLY OVERHAULED
APPROVAL BASIS	
QUANTITY, NAME AND PART NUMBER:	
ELIGIBLE FOR INSTALLATION ON: (T. C. PRODUCT)	
SEE SHIPPER'S INVOICE NO.:	
<b>INSPECTED AND APPROVED</b>	
AGENCY NAME AND NUMBER	
SIGNATURE OF FAA REPRESENTATIVE	
DATE	FAA NUMBER

Airworthiness Approval Tag, FAA Form 186,  
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 to this 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:

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ARGENTINA, REPUBLIC OF - SPECIAL REQUIREMENTS

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 26.
  - b. Record of aircraft and engines, including logbooks.
  - \* c. Copy of the Federal Aviation Administration Approved Flight Manual, if applicable. \*
  - 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 accomplished 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.



AUSTRALIA, COMMONWEALTH OF SPECIAL REQUIREMENTS

1. Aircraft, to be eligible for certification in Australia, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be demonstrated to comply with the requirements of the appropriate Section of Part 101 of the Air Navigation Orders issued by the Director General of Civil Aviation in Australia. The following guidance is offered:
  - a. A United States Export Certificate of Airworthiness for export to Australia without exceptions will be considered as evidence that an aircraft complies with the requirements for the issue of an Australian Certificate of Airworthiness provided the Export Certificate has been issued for no longer than 90 days or 50 operating hours.
  - b. The appropriate Section of the Australian Air Navigation Orders Part 101 will be that appropriate to the category of certification required and the class of aircraft concerned.
  - c. Aircraft may be issued with Australian certificates of airworthiness in one or more of the following categories:
    - (1) Transport;
    - (2) Normal;
    - (3) Utility;
    - (4) Acrobatic;
    - (5) Agricultural;
    - (6) Developmental; and
    - (7) Special.
  - d. 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:
    - (1) Transport Category.
      - (a) A.N.O. Section 101.4, "Imported Aeroplanes Not Above 12,500 lb. in the Transport Category."
      - (b) A.N.O. Section 101.6, "Imported Turbine Aeroplanes Above 12,500 lb. Designed to CAR and FAR."

- (c) A.N.O. Section 101.8, "Imported Piston Aeroplanes Above 12,500 lb. Designed to CAR and FAR."
  - (d) A.N.O. Section 101.10, "Imported Rotorcraft Designed to CAR and FAR in the Transport Category."
  - (2) 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."
  - (3) Agricultural Category. A.N.O. Section 101.17, "Imported Aeroplanes Not Above 12,500 lb. in the Agricultural Category."
  - (4) Developmental Category. A.N.O. Section 101.31, "Developmental Aircraft."
  - (5) 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.
- e. 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.
  - f. The procedures to be followed for the issue of an Australian certificate of airworthiness are specified in the Australian Air Navigation Orders Section 100.2.
  - g. Copies of Air Navigation Orders may be perused at the various regional offices of the Federal Aviation Administration or at the office of the Civil Air Attache, Australian Embassy, 1700 Massachusetts Avenue, N.W., Washington, D.C. 20036, or may be obtained by mail from The Director-General, Department of Civil Aviation, Box 1839Q, G.P.O., Melbourne, Vic. 3001, Australia.
- 2. An Export Certificate of Airworthiness, for export to Australia, in accordance with the requirements prescribed in Part 21 of the Federal Aviation Regulations 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 Civil Aviation that the aircraft complies with the appropriate Section of Part 101 of Air Navigation Orders and the Director General of Civil Aviation has advised the responsible region of the FAA in writing of its acceptance of the aircraft. The following guidance is offered:

- a. 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.
  - b. Compliance with the requirements of Air Navigation Orders may be demonstrated to an authorized officer or officers of the Australian Department of Civil Aviation. These officers will normally visit the United States to assess compliance only in the case of transport category aircraft of maximum take-off weight greater than 12,500 lb.
3. 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 for export to Australia in accordance with the requirements prescribed in Part 21 of the Federal Aviation Regulations may be issued when the circumstances and details have been advised to the Department of Civil Aviation, the Director General of Civil Aviation has advised the responsible Region of the FAA of his acceptance of the proposal and when compliance with all other requirements has been demonstrated in accordance with the requirements of paragraph 2. The Export Certificate of Airworthiness will be endorsed with the exceptions. Requests for approval should be addressed to the Department of Civil Aviation through the applicant for the Australian Certificate of Airworthiness. The following guidance is offered:
- a. Circumstances in which it may not be possible to demonstrate compliance with the requirements before export include the following:
    - (1) Those where interpretations or assessments have to be given by the Department of Civil Aviation and where an authorized officer is not available in the United States to perform these functions; and
    - (2) Those where demonstrations of radio communication/navigation and other electronic equipment need to be given using Australian ground aids.

- b. There are some circumstances where compliance can only be demonstrated or modification can only be performed by the manufacturer in which case approval for deferment until the aircraft arrives in Australia will not be granted.
  - c. In the circumstances concerned, the U.S. 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 when it has been demonstrated to the Department of Civil Aviation that the unfulfilled requirements have been complied with.
4. 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 as many of the documents and data as possible should be provided and a proposal for supply of remaining documents must then be advised to the Department of Civil Aviation. This advice may be addressed to the Director General of Civil Aviation or the Civil Air Attache at their respective addresses indicated in paragraph 1(g). If the proposal is agreed, the Director General of Civil Aviation will address a written statement of acceptance to the responsible regional office of the FAA and an Export Certificate of Airworthiness for export to Australia, endorsed as appropriate with the exception, may be issued by that office in accordance with the requirements prescribed in Part 21 of the FARs. The following guidance is offered:
- a. The documents and data required, by the Air Navigation Orders, to be supplied to the Director General of Civil Aviation, 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. Subsequent aircraft of the same type and model are only required to be supported by documents appropriate to the individual aircraft.
  - b. The vendor or exporter should obtain advice from the purchaser (on the basis of information furnished to the purchaser by the Australian Department of Civil Aviation,) or from a representative of the Department of Civil Aviation, whether an aircraft is the first of its type or model to be imported into Australia.
  - c. 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. Issue of an Australian Certificate of Airworthiness will be dependent upon arrangements made for supply of the remaining documents and data.
5. Aircraft engine and propellers to be eligible for use on Australian aircraft must comply with the type design, must be new or newly overhauled

as defined in Part 21 of the United States FARs and must have a log book. In addition, engines and propellers are required to conform with modifications and specified manufacturers' service documents which are made mandatory by Air Navigation Orders. The following guidance is offered:

- a. A United States Export Certificate of Airworthiness for export to Australia will be considered as evidence that an aircraft engine or propeller conforms with the type design and is either new or newly overhauled.
  - b. Engines and propellers need not incorporate modifications or manufacturers' service documents made mandatory by the Director-General prior to export 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 product would be of help to the Australian user. An appropriate statement either in a log book or separately issued by the person or organization issuing the United States Export Certificate of Airworthiness will be considered as evidence of the modification status.
6. Class II and Class III products to be eligible for use on Australian aircraft must conform with the type design and must be new or newly overhauled as defined in Part 21 of the United States FARs. In addition, products are required to conform with modifications and specified manufacturers' service documents which are made mandatory by Air Navigation Orders. The following guidance is offered:
- a. An Airworthiness Approval Tag issued in accordance with the requirements of Part 21 of the United States FARs will be considered as evidence that the products conform with the type design and are either new or newly overhauled.
  - b. Products need not incorporate modification or manufacturers' service documents made mandatory by the Director-General prior to export 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 product would be of help to the Australian user. A statement by the person issuing the airworthiness approval tag will be considered as evidence of the modification status of the products.

**BRAZIL, REPUBLIC OF THE UNITED STATES OF - SPECIAL REQUIREMENTS**

1. To be eligible for registration and airworthiness certification by the Government of Brazil, Class I, II, and III products will be processed in accordance with the instructions contained in paragraphs a., b., and c., below.
  - a. The manufacturer or supplier must hold or obtain one or more of the following FAA approvals, unless otherwise approved by a Brazilian Governmental agency, e.g., Brazilian Air Force, etc.:
    - (1) A current valid FAA production certificate for the product involved, as outlined in Federal Aviation Regulations Part 21.
    - (2) An FAA Approved Production Inspection System (FAA-APIS), as provided in Federal Aviation Regulations Part 21, Subpart F.
    - (3) An FAA replacement and modification parts manufacturer approval (FAA-PMA) as provided in Federal Aviation Regulations Part 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 FAA approval letter, and the symbol "FAA-PMA."
    - (4) Technical Standard Order (TSO) letter of acceptance, or authorization issued by the FAA per Federal Aviation Regulations Part 37.
  - b. Reconditioned, used, or surplus parts, must be accompanied by a certification statement signed by an FAA certified repair station holding a currently valid 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 Federal Aviation Regulations 43 shall accompany the parts.

NOTE: The provisions of the above paragraphs 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.).
  - c. In all instances, suppliers must certify on the face of their invoice that the product involved was manufactured under one or more of the above procedures; i.e., FAA PC No.\_\_\_\_; FAA-APIS letter dated\_\_\_\_; FAA-PMA letter dated\_\_\_\_; TSO No.\_\_\_\_; SAE No.\_\_\_\_; MIL Spec.\_\_\_\_; other Government or Industry Specifications\_\_\_\_.

### CANADA - SPECIAL REQUIREMENTS

1. Aircraft, to be eligible for export to Canada, in addition to requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must comply with applicable special requirements prescribed below. It should be noted that the Department of Transport will accept for certification in Canada only those aircraft which are eligible for U.S. certification as "standard" aircraft. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis, after referral to the Canadian DOT.
  - a. An aircraft exported to Canada, except as indicated in paragraph b. below, shall not have been flown for any purpose other than that required to accomplish the manufacturer's production flight test, and such time as may be involved in effecting delivery flights.
  - b. Except as provided in Part I, Chapter II, paragraph 2.9 of the Canadian Engineering and Inspection Manual, USED AIRCRAFT may be exported to Canada, provided that such aircraft comply with the export certification standards and requirements in Part 21 of the United States FARs, are certificated in the "standard classification," and provided such aircraft are accompanied by current historical records or logbooks applying to the aircraft and engine(s). This will include surplus military aircraft which have been investigated and type certificated by the FAA, for which a covering FAA aircraft specification or type certificate data sheet has been issued.
  - c. At least one portable fire extinguisher of an approved type, accessible to the pilot and to the copilot, will be installed in each aircraft exported to Canada.
  - d. For skiplanes designed to requirements other than those contained in FAR 23 (excluding skiplanes which have been designed to the Canadian ski gear requirements), the structure should be designed for a limit torque load of .667W or the supplementary skiplane conditions specified in FAR 23. In using the torque load condition of .667W, the ultimate factor of safety shall be 1.5.
  - e. Except as provided in Part I, Chapter II, paragraph 2.9 of the Canadian Engineering and Inspection Manual, an export certificate of airworthiness will be required by the Canadian Government in connection with any Class I product which is exported from the U.S. to Canada. Class II and Class III products exported to Canada will be processed in accordance with the provisions contained in Part 21 of the United States FARs.
  - f. Export certificates of airworthiness, with pertinent data attached, whether issued to cover a complete aircraft, engine, propeller, or other Class I product, will be forwarded by the exporter direct to the Regional Director having surveillance over the region in which the Canadian purchaser resides. In order that the exporter may comply with this requirement with respect to any Class I product which is shipped to its

destination, the Canadian purchaser will inform the exporter regarding the specific region in which he resides, concurrent with the conclusion of the purchase contract. Additional requirements relating to an aircraft which is delivered via flyaway to its destination are contained in paragraphs g. and h. below. The complete addresses of the six Regional Offices of the Canadian Department of Transport (CDOT) are listed at the conclusion of these requirements.

- g. In addition to the data forwarded to the Regional Office (Regional Director, Air Services), the following material should accompany the aircraft, or otherwise be delivered to the Canadian purchaser:
- (1) One copy of the weight and balance report.
  - (2) One copy of each of the aircraft flight manual, operating manual, repair and overhaul manual, maintenance and service manual, loading chart, and service bulletins, when such material would be required and furnished if the aircraft in question were certificated in the standard category as an aircraft of U.S. registry. When the first <sup>1</sup>/<sub>1</sub> aircraft of a model is exported into Canada, it is required that the manufacturer supply the CDOT with eight copies of the pertinent manuals and service bulletins.
  - (3) One copy of the manufacturer's production flight test report with respect to new aircraft which are exported by the manufacturer.
  - (4) Evidence of transfer of title to the foreign purchaser from the last U.S. recorded owner, or the exporter.
- h. Prior to departure from the exporter's base, an aircraft which is being exported to Canada via flyaway shall display Canadian nationality and registration markings, and shall have installed therein a temporary Canadian certificate of registration and airworthiness, and a letter of authority to cover the use of radio, if installed, valid for the delivery flight involved.
2. The Canadian nationality and registration markings, the certificates of registration and airworthiness, and the letter authorizing the use of a radio will be obtained by the Canadian purchaser from the Regional Director, Air Services, of the region in which he resides. To obtain these, the Canadian purchaser will advise the Regional Director involved regarding the name and address of the vendor (exporter), and regarding the make, model, and serial number of the aircraft being purchased, and whether a radio is installed in the aircraft. The Canadian purchaser or the Regional Office involved will advise the United States exporter of the

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



registration number assigned and of the address of the Regional Office having made the assignment, in order that the exporter may forward to the appropriate Regional Office advance telegraphic advice regarding the issuance of an export airworthiness certificate as provided for in paragraph 5 below.

3. It will be the responsibility of the Canadian purchaser to determine that the Canadian identification markings are properly displayed upon the aircraft prior to departure from the exporter's base and to determine that the temporary Canadian certificates and the radio operator's letter of authority, when pertinent, are installed and carried in the aircraft during the delivery flight.
4. The issuance of an export certificate of airworthiness to cover an aircraft is not contingent upon the issuance or display of Canadian nationality and registration markings, nor is it contingent upon the availability of temporary Canadian certificates of registration and airworthiness, nor of the letter of authority authorizing the use of radio.
5. The Canadian Government has requested that the Regional Director, Air Services, of the region in which the Canadian purchaser resides shall be advised by wire with respect to the issuance of an export certificate of airworthiness to cover an aircraft being exported via flyaway to Canada. A copy of this wire shall be mailed to the Controller of Civil Aviation, Department of Transport, Ottawa, Canada.
  - a. The following is a typical example of a wire which would be appropriate:

REGIONAL DIRECTOR, AIR SERVICES  
25 ST. CLAIR AVENUE, EAST  
TORONTO 7, ONTARIO, CANADA

EXPORT CERTIFICATE OF AIRWORTHINESS E-..... COVERING \_\_\_\_\_  
(Make and model  
\_\_\_\_\_ SERIAL NUMBER \_\_\_\_\_ ASSIGNED CANADIAN IDENTIFICATION  
aircraft)  
MARKINGS \_\_\_\_\_ PURCHASED BY \_\_\_\_\_  
(Name and address of Canadian  
\_\_\_\_\_ BEING PREPARED.  
purchaser)

JOHN DOE  
FAA INSPECTOR  
(or)  
JOHN DOE  
DMIR NO. 6666  
(or)  
JOHN DOE  
DMCR No. 1-1

- b. The responsibility for sending these wires and any expense involved lies with the exporter. They may be prepared and signed by the FAA inspector, designee, or other authorized representative responsible for issuing the export certificate of airworthiness, or they may be signed by an FAA representative in the Regional Office for transmittal to the appropriate Canadian Department of Transport Regional Office by the exporter. The dispatcher's signature will be affixed above his typed name, and authority for preparing and dispatching these wires will be indicated as in the examples cited previously. A signed copy of this wire will be carried in the aircraft during delivery flights as evidence that the Canadian Government (Regional Director's Office and the Controller of Civil Aviation, Ottawa) has been given advance notification regarding the issuance of a covering export certificate of airworthiness. The copy of this wire which is carried in the aircraft will be delivered to the foreign purchaser upon completion of delivery flights.

6. Listed below are the addresses and the geographical boundaries of the six Regional Offices of the Canadian Department of Transport referred to above:

- a. VANCOUVER, BRITISH COLUMBIA  
Regional Director, Air Services,  
739 West Hastings Street  
Vancouver 1, British Columbia

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

- b. EDMONTON, ALBERTA  
Regional Director, Air Services,  
Federal Building  
9820 - 107th Street  
Edmonton, Alberta

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 Dease Lake, B.C.)

- c. WINNIPEG, MANITOBA  
Regional Director, Air Services,  
601 General Post Office Building,  
Winnipeg 1, Manitoba

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 lying within the 110th meridian, the Canada-United States border from the 110th meridian to the 88th meridian thence

north to the 60th parallel of latitude, thence east to the 80th meridian and north to the 80th meridian but not including any part of Mansel Island.)

- d. TORONTO, ONTARIO  
Regional Director, Air Services,  
25 St. Clair Avenue East,  
Toronto 7, Ontario

NOTE: (Ontario as far west as the 88th meridian.)

- e. MONTREAL, QUEBEC  
Regional Director, Air Services,  
Regional Administration Building  
Montreal International Airport,  
Dorval, Quebec

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

- f. MONCTON, NEW BRUNSWICK  
Regional Director, Air Services,  
New Federal Building  
1081 Main Street,  
Moncton, New Brunswick

NOTE: (New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland, and the Magdalen Islands, Quebec.)

FRANCE, REPUBLIC OF - SPECIAL REQUIREMENTS

1. In addition to the special requirements outlined below, all Class I, II, and III products will 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 France. Export certificates of airworthiness and other related data should be forwarded to the foreign purchaser, inasmuch as the air authority of the Government of France 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 France will be complied with when exporting aircraft.
  - a. If the aircraft is the first<sup>1/</sup> of a model exported to France, 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 exported, 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.
    - (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.
    - (5) A catalog of spare parts relating to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed.

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

- (6) Three copies each of operating, maintenance, overhaul and repair manuals applying to the aircraft, engine, propeller, or to the 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, a chart of the lubricating system and appropriate instructions relating to the fuel systems.
  - (8) Three copies of information or instructions essential to the assembly and rigging of the aircraft.
  - (9) 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 France, the following documents and information shall be furnished:
- (1) The export certificate shall list the propeller serial numbers, as well as the engine serial numbers.
  - (2) One copy of operating, maintenance, overhaul, and repair manuals, and one copy of assembly and rigging instructions.
  - (3) A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.
- c. Aircraft certificated in the restricted category are eligible for export to France when other applicable conditions prescribed herein are met.

INDIA - SPECIAL REQUIREMENTS

1. 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 United States Federal Aviation Regulations in order to be eligible for certification by the Government of India.
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. A current valid FAA Production Certificate for the product involved, as outlined in Subpart G of Part 21 of the Federal Aviation Regulations.
  - b. An FAA Approved Production Inspection System (FAA-APIS) letter of approval, as stated in Subpart F of Part 21 of the 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. 45.15-1).
  - d. A Technical Standard Order (TSO) acknowledgment or authorization letter, issued by the FAA per Part 37 of the FAR 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\_\_\_\_.

INDONESIA, REPUBLIC OF - SPECIAL REQUIREMENTS

1. Aircraft and other Class I products, to be eligible for export to Indonesia, should be covered by export certificates of airworthiness issued under Part 21 of the United States Federal Aviation Regulations. Export certificates of airworthiness and the supporting data and other material required to be furnished in accordance with these requirements should be delivered to the Indonesian Civil Aviation, Assistant Director for Airworthiness and Operations, Kemajoran Airport, Djakarta V/17, Indonesia, and should be accompanied, where possible, by certificated logbooks or other equivalent historical records.
2. An aircraft which is being exported to Indonesia via flyaway should display Indonesian nationality and registration marks and carry the following documents on the delivery flight:
  - a. Indonesian Certificate of Registration.
  - b. Indonesian Delivery Flight Authorization.
  - c. U.S. Export Certificate of Airworthiness.
  - d. Signed copy of telegram to Djakarta referred to in paragraph 4a of these special requirements.
  - e. Letter certifying that the aircraft has been cancelled from the United States Aircraft Registry.
  - f. Letter of authority to cover the use of the installed radio apparatus for the duration of the delivery flight.
  - g. Approved flight manual, operation manual, maintenance manual and logbooks.
  - h. Such other documents as may be essential to the safe operation of the aircraft.
3. 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.
4. The Department of Air Communications, Djakarta, 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 number of the export certificate of airworthiness being issued; the subject aircraft type, serial number and assigned Indonesian identification markings; the

name of the purchaser; the name of the person responsible for the content of the telegram and reference to this person's FAA authority (FAA inspector, DMIR No., etc.). The signature of the responsible FAA representative shall be affixed to the telegram above his typed name as authority reference. The telegram, when so approved, shall be transmitted to Djakarta (Telegraphic address of the Department of Air Communication: CIVILAIR, DJAKARTA, INDONESIA) by the exporter. A signed copy of the telegram shall be carried in the subject aircraft during the delivery flight as evidence that the Indonesian Government (Department of Air Communications) has been given advance notification of the issuance of a covering export certificate of airworthiness. In addition, a telegram pertaining to the cancellation of the aircraft from the United States Aircraft Registry shall be transmitted to the Indonesian Civil Aviation. The responsibility for sending these telegrams and any expense involved lies with the exporter.

5. An aircraft which is being exported to Indonesia other than via flyaway, the following documents shall be delivered to the Indonesian Civil Aviation, Assistant Director for Airworthiness and Operations:
  - a. Export Certificate of Airworthiness.
  - b. Letter certifying that the U.S. registration of the aircraft has been cancelled.
6. In the case of an aircraft which is the first of its type and model to be exported to Indonesia, the following documents and data should be delivered to the Assistant Director for Airworthiness and Operations, Kemajoran Airport, Djakarta V/17, Indonesia, for retention, at least one month in advance of the intended date of arrival of the aircraft in Indonesia:
  - a. Two copies of the approved flight manual.
  - b. Two copies of each of the operating manuals, maintenance manuals, overhaul manuals and repair manuals applicable to the aircraft, its engines, propellers and major units of ancillary equipment as soon after the date of issuance as possible.
  - c. Two copies of each of the Parts Catalogs applicable to the aircraft, its engines, propellers and major units of ancillary equipment as soon after the date of issuance as possible.
  - d. One copy of the type flight test report.
  - e. 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.



- f. Drawings of the major assemblies, installations and major components of the primary structure, together with a drawing list.
  - g. Wiring diagram and load analysis of the electrical system.
  - h. Wiring diagram and test report of the radio installation.
  - i. A statement from the aircraft manufacturer to the effect that he will undertake to supply the Assistant Director for Airworthiness and Operations with two copies of all service bulletins and other pertinent engineering service information issued in respect of the aircraft, its engines, propellers, and major units of ancillary equipment as soon after the date of issuance as possible.
  - j. Aircraft, engine, and propeller specifications or TC data sheets.
  - k. Fuel Consumption/Cruise Control Data (Phone Book).
  - l. Weight and Balance Report.
  - m. Certificate of Airworthiness for Export.
6. Class II and III products, to be eligible for export to Indonesia, should be processed in accordance with the applicable provisions of Part 21.



### 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<sup>1/</sup> 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

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

safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

- (5) A statement by an authorized representative of the manufacturer to the effect that all 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 material 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.(5).
  - (3) A list of communications equipment installed, including model, capacity, frequency, operating instructions, etc.

STATE OF ISRAEL - SPECIAL REQUIREMENTS

1. GENERAL.

- a. Aircraft and other Class I products to be eligible for export to the State of Israel, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations must be eligible for airworthiness certification in the United States "standard" classification and comply with the applicable special requirements contained in paragraphs c., d., and e..

NOTE: Aircraft and other Class I units eligible for certification in the U.S. "restricted," "limited," or "experimental" classification may be exported to the State of Israel only if a prior and specific approval of the Director, Department of Civil Aviation, is obtained.

- b. Class II and III products to be eligible for export to the State of Israel, must be in accordance with the applicable provisions of FAR 21.
- c. The manufacturer or supplier must hold or obtain one or more of the following documents, unless otherwise approved by the Government of Israel, Department of Civil Aviation:
- (1) A current valid Federal Aviation Agency production certificate for the product involved, as outlined in FAR Part 21, Subpart G.
  - (2) An FAA Approved Production Inspection System (FAA-APIS) letter, as provided in FAR 21, Subpart F.
  - (3) An FAA replacement and modification parts manufacturer approval (FAA-PMA) letter issued by the FAA as per FAR Part 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.
  - (4) Technical Standard Order (TSO) letter of acknowledgement or authorization issued by the FAA per FAR Part 37.
- d. Reconditioned, used, or surplus parts must be accompanied by a certificate signed by an appropriately rated FAA certificated repair station holding a currently valid certificate, as provided for under Part 145 of the FAR.
- (1) The return to service maintenance records required by FAR 43 shall accompany the parts.
  - (2) The provisions of this paragraph d. are not applicable to standard parts (such as nuts and bolts) conforming to established

industry or Government; e.g., Standard Aircraft Equipment (SAE), and Military Specifications (MIL. Spec.).

- e. 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 \_\_\_\_.

2. AIRCRAFT OF FIRST OR SAME MODEL.

- a. In addition to the foregoing, applicable parts of the following requirements prescribed by the Government of Israel, Department of Civil Aviation, will be complied with when exporting aircraft:
  - (1) If the aircraft is the first of a model exported to Israel, the following material shall be furnished with new aircraft:
    - (a) 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.
    - (b) 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.
    - (c) 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.
    - (d) 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 Aviation Authority of the government of the country of destination.

- (e) A catalog of spare parts relating to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed.
  - (f) Two copies each of operating, maintenance, overhaul, and repair manuals applying to the aircraft, aircraft engine, propeller, and all of the equipment installed on the aircraft.
  - (g) 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 systems.
  - (h) Two copies of information or instructions essential to the assembly and rigging of the aircraft.
  - (i) A list of communication and navigation equipment installed by make and model, and operating instructions.
    - 1 In the case of an aircraft intended for instrument flight rules (IFR) operation, a statement should be furnished to the effect that the communication and navigation equipment complies with TSO/FAATC specifications.
    - 2 Manuals are needed for radio equipment exported to Israel for the first time.
- (2) In case an aircraft of the same model previously has been exported to and certificated in Israel, the following documents or material shall be furnished by the exporter or by the Government of the country of origin.
- (a) A certificate of airworthiness for export listing the propeller serial numbers, when applicable, as well as the engine serial numbers.
  - (b) A list of communication and navigation equipment installed by make and model, and operating instructions.
    - 1 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/FAATC specifications.
    - 2 Manuals are needed for radio equipment exported to Israel for the first time.

- 3 Any other information or documentation when specifically asked for.

3. EXPORT - FLYAWAY AIRCRAFT.

- a. An aircraft which is being exported to Israel via flyaway should display Israeli nationality and registration marks and should carry the following documents on the delivery flight:
- (1) Israeli Certificate of Registration.
  - (2) Israeli Certificate of Airworthiness or Delivery Flight Authorization.
  - (3) U.S. certificate of airworthiness for export (if applicable).
  - (4) Approved flight manual.
  - (5) Such other documents as may be essential to the safe operation of the aircraft.
- b. The Government of Israel, Department 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 Israel via flyaway.

NOTE: It will be the responsibility of the Israeli 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.



ITALY, REPUBLIC OF - 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<sup>1/</sup> 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.

<sup>1/</sup> 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 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 systems.
  - (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/FAATC 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 a.(8) 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/FAATC specifications.
    - (b) Manuals are needed for radio equipment exported to Italy for the first time.

2. All ~~com~~munications with the Government of Italy shall be directed to:

Registro Aeronautico Italiano  
Via del Tritone 169  
Rome, Italy

JAPAN - SPECIAL REQUIREMENTS

\* 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. The radio installation should comply with the appropriate Japanese legislation. Export certificates of airworthiness and other related data should be forwarded by the manufacturer or exporter to the Airworthiness Section, Technical Division, 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 will be furnished with aircraft to be exported to Japan:

a. If the aircraft is the first of a model exported to Japan, the following materials will be furnished with aircraft:

- (1) One copy each of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.
- (2) One copy of approved flight manual or data contained in the type flight test report including weight and balance report applicable to the particular aircraft.
- (3) Certified aircraft, engines, and propellers logbooks or other equivalent historical records showing total operating time and time since last overhaul.
- (4) Evidence of strength of primary structure as ascertained by physical tests and/or calculations.
- (5) One copy of the current official aircraft, engine, and propeller specifications.

NOTE: 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 an aircraft is the first of a type or model to be imported into Japan.

b. In case an aircraft of the same model has been exported to, and certificated in, Japan, the following materials will be furnished with aircraft:

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

Registro Aeronautico Italiano  
Via del Tritone 169  
Rome, Italy

### JAPAN - SPECIAL REQUIREMENTS

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. The radio installation should comply with the appropriate Japanese legislation. Export certificates of airworthiness and other related data should be forwarded by the manufacturer or exporter to the Director of Civil Aviation Bureau (Attention: Chief, Inspection Section, Technical Division) 1-1, Otemachi, Chiyodaku, 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 will be furnished with aircraft to be exported to Japan:
  - a. If the aircraft is the first of a model exported to Japan, the following materials will be furnished with aircraft:
    - (1) One copy each of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.
    - (2) One copy of approved flight manual or data contained in the type flight test report including weight and balance report applicable to the particular aircraft.
    - (3) Certified aircraft, engines, and propellers logbooks or other equivalent historical records showing total operating time and time since last overhaul.
    - (4) Evidence of strength of primary structure as ascertained by physical tests and/or calculations.
    - (5) One copy of the current official aircraft, engine, and propeller specifications.
  - NOTE: 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 an aircraft is the first of a type or model to be imported into Japan.
  - b. In case an aircraft of the same model has been exported to, and certificated in, Japan, the following materials will be furnished with aircraft:

- (1) One copy each of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.
  - (2) One copy of approved flight manual or data contained in the type flight test report including weight and balance report applicable to the particular aircraft.
  - (3) Certified aircraft, engines, and propellers logbooks or other equivalent historical records showing total operating time and time since last overhaul.
3. If the aircraft is to be exported via flyaway to Japan without U.S. nationality and marking, the manufacturer or exporter should display on the aircraft Japanese nationality and registration markings and should install in the aircraft Japanese certificate of registration and Japanese certificate of airworthiness. Upon application of the purchaser, Civil Aviation Bureau of Japan will issue nationality and registration markings, certificate of registration and certificate of airworthiness 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 26). If the certificate itself is not yet available, submit its "E" number.
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 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.

### NEW ZEALAND - SPECIAL REQUIREMENTS

1. Aircraft to be eligible for export to New Zealand, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must comply with these special requirements.
2. Aircraft which are certificated only in the restricted category will not be considered as eligible for registration or airworthiness certification in New Zealand, and export certificates of airworthiness issued to such aircraft will not be validated by that Government. Any modifications to aircraft initially designed to comply with requirements for type certification in the normal, utility, acrobatic or transport categories must be approved on the basis of requirements contained in the regulations for those categories, as applicable, to be eligible for certification in New Zealand.
3. Export certificates of airworthiness and other forms and supporting data relating to aeronautical products exported to New Zealand shall be forwarded to the Director of Civil Aviation, Air Department, Civil Aviation Branch, Wellington C.1, New Zealand. This material shall include logbooks or other historical records relating to aircraft or engines exported.
4. An export certificate of airworthiness is required in connection with any Class I product exported from the U.S. to New Zealand. Class II and Class III products to be eligible for approval and installation on certificated civil aircraft of New Zealand registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.
5. If an aircraft is the first<sup>1/</sup> of a model to be exported to New Zealand, the following material will be furnished:
  - a. An export certificate of airworthiness (required with all Class I products).
  - b. A three-view general arrangement drawing of the aircraft.
  - c. A certified copy of the complete drawing list (quoting latest issue numbers issued by the manufacturer).
  - d. A basic load report giving a summary of the design loads, materials, and reserve factors for each member of the primary structure.
  - e. Evidence of strength of primary structure as ascertained by physical tests of calculations (stress analysis or static test reports acceptable).

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



- f. A report on the flight characteristics of the aircraft which shall be specified in a manner convenient for calculating the aircrafts performance over a reasonable range of weights, altitudes, and atmospheric conditions. Type flight test reports should be obtained from the FAA Regional Office responsible for the type certification of the aircraft in question. The purpose of this requirement is to verify that the aircraft can be operated in such a manner as to leave a satisfactory margin between the scheduled characteristics of the aircraft, and those of New Zealand airdromes, and surroundings, and the routes operated upon.
  - g. Performance figures, as referred to in paragraph f., above, shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report on the flight performance characteristics of the aircraft.
  - h. One extra set of the pertinent service bulletins, assembly instructions, and operation manuals, etc.
  - i. Copies of supplements, amendments, modifications, or other changes to type certification data, as required in 5b. through 5h.
6. Information contained in paragraphs 5d, e., f., and g., (i.e., structural and performance data), to be acceptable to the Director of Civil Aviation in New Zealand, must be certified by the FAA, or by a designated representative approved for this purpose by the FAA. This certification may be an endorsement of the actual documents, or in the form of a covering letter attached to the documents provided they are adequately identified in the covering letter. In a case where the information is furnished by different sources, separate certification with respect to each set of documents is required.
7. In lieu of the "certificate of type design" normally required in connection with the first aircraft of a model exported to New Zealand, the Export Certificate of Airworthiness, FAA Form 26, issued to cover such an aircraft, shall indicate the following information in addition to other entires provided for or required under special circumstances or conditions:
- a. Specification Number:  

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(List the covering aircraft spec. or TC Data Sheet No.)
  - b. Type Certificate Number:  

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(List aircraft type certificate number)
  - c. Aircraft Classification:  

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(Example: Single engine land plane)

d. Category:

\_\_\_\_\_  
(Example: Normal category)

e. Subdivision(s):

\_\_\_\_\_  
(Example: Personal aircraft)

8. In addition to the data to be forwarded to the Director of Civil Aviation in accordance with instructions contained in paragraph 3 above, the following material should accompany the aircraft, or otherwise be delivered to the purchaser:
- a. One copy of the weight and balance report.
  - b. One copy of the aircraft flight manual and of the loading chart when such material would be required if the aircraft were certificated in the "standard" classification as an aircraft of U.S. registry.
  - c. One copy of the manufacturer's production flight test report with respect to new aircraft which are exported by the manufacturer.

### PAKISTAN - SPECIAL REQUIREMENTS

1. Aircraft and other Class I products, to be eligible for registration and airworthiness certification by the Government 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 Pakistan registry, should be exported in accordance with the applicable provisions 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, Pakistan.
3. Upon application by the prospective purchaser (citizen of Pakistan), the Department of Civil Aviation of the Government of Pakistan:
  - a. Will assign Pakistan registration letters;
  - b. Will issue a certificate of registration endorsed; "Valid only until first landing at customs aerodrome in Pakistan".
  - c. Will issue a 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 Pakistan or by the foreign purchaser direct to the exporter, or to the point from which delivery of the aircraft is to be initiated.

PHILIPPINES, REPUBLIC OF - SPECIAL REQUIREMENTS

1. In order to be eligible for certification by the Philippine Government, Class I, II, and III products should be covered by export airworthiness approvals in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.
2. In addition to the data required to be furnished to the purchaser or an aircraft, when a NEW aircraft is the first<sup>1/</sup> of a model to be exported to the Philippines, the following data will be forwarded direct by the exporter to the Administrator, Civil Aeronautics Administration, Manila, Philippines:
  - a. One copy of the weight and balance report pertaining to the particular aircraft including a loading schedule or chart, if applicable, and an equipment list.
  - b. One copy of the Approved Aircraft Flight Manual, if applicable, to the particular type of aircraft.
  - c. One copy of the assembly and rigging instructions, if the aircraft is to be assembled at the point of destination.
  - d. One copy of the pertinent maintenance manual and service bulletins.
  - e. The Export Certificate of Airworthiness, FAA Form 26.

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

### RHODESIA - SPECIAL REQUIREMENTS

1. Aircraft and other Class I products are eligible for export to Rhodesia 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 Rhodesia, or
    - (2) to Rhodesia 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, Rhodesia, shall be furnished with the following:

    - (a) An Export Certificate of Airworthiness, FAA Form 26.
    - (b) Properly certified aircraft, engine, and propeller logbooks or equivalent historical records showing total time operated.
    - (c) A certified statement that all FAA mandatory directives have been complied with.
    - (d) 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.
    - (e) 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 Rhodesia, 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 Rhodesia, must be processed in accordance with the applicable provisions in Part 21 of the Federal Aviation Regulations.

SOUTH AFRICA, REPUBLIC OF - SPECIAL REQUIREMENTS

1. An aircraft or any other Class I products, 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 26, 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 Department of Transport, Secretary for Transport, (DCA), Private Bag 193, Pretoria, Republic of South Africa, with the information and data material as shown below:
  - a. A set of maintenance, overhaul, repair and operations manuals issued by the manufacturer 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 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 complete list of all general arrangement drawing numbers and titles (with issue numbers) for the aircraft and its installations.
  - e. A weight summary giving maximum weight(s), the weight-center-of-gravity envelope and an aircraft-weight breakdown showing the weights and arms of the main components and parts.
  - f. A specification of the aircraft.
  - g. The performance and power curves for the engine.
  - h. The propeller performance and efficiency curves.
  - i. The approved flight manual or an equivalent document.
  - j. Such substantiation data as the importer, after consultation with the

Department of Transport in South Africa, arranges in the applicable contract for the exporter to supply for the use of the Commissioner for Civil Aviation in the Republic of South Africa.

3. When an engine or propeller 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 with the information and data material as shown below:
  - a. A set of maintenance, overhaul, repair and operations manuals issued by the manufacturer and containing such information as is necessary to assemble, maintain, overhaul, repair and operate the engine or propeller.
  - b. A set of all current service bulletins, service letters, and modification bulletins issued in respect of the engine or propeller and written confirmation from the manufacturer 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. Performance and power curves of the engine (if applicable).
  - d. Propeller performance and efficiency curves (if applicable).
4. In addition to the requirements of paragraphs 2 and 3, every aircraft engine, propeller, or other Class I product which is exported to South Africa shall be supplied with the following documentation:
  - a. An export certificate of airworthiness.
  - b. Material bearing historical records relating to the aircraft (including its engine and all equipment) and the engine or the propeller as applicable.
5. For each new aircraft which is to be delivered from the United States of America to South Africa by air, the following documentation will be supplied direct to the manufacturer by the Secretary for Transport or by the importer:
  - a. A Republic of South Africa certificate of registration.
  - b. A partly completed Republic of South Africa effective certificate for rendering the U.S. export certificate of airworthiness valid for a specified period during which the delivery flight must be completed. The effective certificate will be completed by the FAA representative who issues the export certificate of airworthiness as follows:
    - (1) By inserting the number and date of the export certificate of airworthiness which is being rendered effective.



- (2) By inserting dates which will make the certificate effective for six months from the date of issuance of the export certificate of airworthiness.
  - (3) By ensuring that the aircraft type and model and the constructor's serial number shown thereon are correct.
- c. A permit to operate radio equipment installed in the aircraft during delivery flight.
6. For each used aircraft which is to be delivered from the United States to South Africa by air, the documentation listed in paragraph 5 will be supplied direct to the appropriate Regional Office of the FAA by the Secretary for Transport, for processing as indicated in paragraph 5.
7. The exporter shall ensure that the following documents are available to the ferry crew:
- a. South African certificate of registration.
  - b. South African effective certificate.
  - c. U.S. export certificate of airworthiness.
  - d. South African radio permit.
  - e. Weight and balance record.
  - f. Flight manual or equivalent document, or when applicable, suitable placards in lieu thereof.
  - g. A journey logbook or general declaration (supplied by the importer of the aircraft).
  - h. A copy of the operating instructions for the aircraft, its engines, propellers, and installed equipment.
8. When an FAA ferry permit or other flight authorization has been issued to an aircraft bearing South African nationality and registration markings and which are intended for export to South Africa, the documents required by paragraphs 5 and 6 above need not be carried.

#### SWEDEN - SPECIAL REQUIREMENTS

1. 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. 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:
  - a. Title to the aircraft shall have been transferred to the Swedish purchaser.
  - b. Swedish registration and nationality markings shall be properly displayed on the aircraft.
  - c. An Export Certificate of Airworthiness, FAA Form 26, shall be issued to cover the aircraft concerned.
2. The above Swedish certificates will be issued by the Swedish Royal Board of Civil Aviation to the Swedish purchaser for forwarding to the flight crew who is making the delivery flight.

### 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<sup>1/</sup> 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 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 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

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

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.

- (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.

UNITED KINGDOM - SPECIAL REQUIREMENTS

1. The special conditions associated with the Exchange of Notes, Treaty Series No. 38 (1934) relating to the reciprocal validation of export certificates of airworthiness<sup>1/</sup> which came into effect on the 1st July 1956 have been shown by experience to be in need of revision, and the amended version below is effective as from 1st November 1960.
  - a. Types of Aircraft, the United States Export Certificates of Airworthiness of which were validated by the United Kingdom prior to the 1st November 1960.
    - (1) Certain types of aircraft designed and constructed in the United States and issued with an export certificate of airworthiness prior to 1st November 1960 may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type.
    - (2) This condition will not be invalidated by minor changes to the aircraft which do not reduce the previously accepted airworthiness standard.
    - (3) The main types of aircraft referred to in paragraph (1) are as follows:

Boeing	377
Boeing	707-436
Douglas	DC.3-C47 Series
Douglas	DC.4 C54A-DC, C54B-DC, C54D-DC
Douglas	DC.6
Douglas	DC.6A
Douglas	DC.6B
Douglas	DC.7C
Lockheed	Constellation Type 049 and 749
    - (4) Additional information on performance, however, will be required in respect of certain of the above-mentioned aircraft certificated against Part 25 of the Federal Aviation Regulations in order that they may be operated in accordance with the United Kingdom Air Navigation Order 1960. The schedule of additional information required will be made available by the Air Registration Board on request.
  - b. Special Conditions for Conventional Fixed-Wing Aeroplanes intended for Public Transport. Aeroplanes in either the transport, normal, utility, or acrobatic categories may have their export certificate

<sup>1/</sup> British documents necessary to determine compliance with U.K. Special Conditions are on file in each FAA Regional Office and are available for review by the exporter.

of airworthiness validated subject to compliance with the following conditions:

- (1) Compliance shall be established with the performance and any directly associated handling requirements of the British Civil Airworthiness Requirements, Section D, appropriate to the relevant performance group and current at the date of application for validation.
- (2) The information on the performance and the handling shall be scheduled in the flight manual in accordance with the British Civil Airworthiness Requirements, current at the date of application for validation.
- (3) The aeroplane shall be equipped, or shall be capable of being equipped, for the conditions under which it is intended to be operated and in accordance with the requirements of the United Kingdom Air Navigation Order current at the date of validation.
- (4) The radio installation shall comply with the appropriate United Kingdom legislation.
- (5) The aeroplane shall, to the extent deemed essential by the Air Registration Board, 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 United Kingdom, and to any additional requirements as would be prescribed for comparable aircraft constructed in the United Kingdom.

c. Applicability of the Special Conditions Stated in Paragraph b.

The applicability is, to some extent, governed by the all-up-weight of the aeroplane and is as shown hereunder. Unless otherwise stated, the conditions as given above apply in full.

- (1) Piston-engined Aeroplanes having an all-up-weight not exceeding 6000 pounds.
  - (a) (Reference subparagraph b(1).) Advantage may be taken of the British simplified requirements for small aeroplanes appropriate to Performance Groups C or D. The performance data required may be scheduled in a simplified form, details of which may be obtained from the Air Registration Board.
  - (b) Aeroplanes in this section which will not be certificated in the public transport category while on the British Register may have their export certificates of airworthiness validated without establishing compliance with subparagraphs b(1) and b(2).

- (c) (Reference subparagraph b(5).) The invoking of this condition is strictly limited to, what would be deemed by the Air Registration Board, exceptional circumstances.
- (2) Piston-engined Aeroplanes having an all-up-weight between 6000 pounds and 12,500 pounds.
  - (a) (Reference subparagraph b(1).) Advantage may be taken of the British Simplified Requirements for small aeroplanes appropriate to Performance Groups C and D.
  - (b) Aeroplanes in this section which will not be certificated in the public transport category while on the British Register may have their export certificates of airworthiness validated without establishing compliance with subparagraphs b(1) and b(2), and only in exceptional cases would subparagraph b(5) be invoked.
- (3) Piston-engined Aeroplanes having a maximum all-up-weight in excess of 12,500 pounds.
  - (a) (Reference subparagraph b(1).) As an alternative to this subparagraph, the Air Registration Board will normally be prepared to recommend validation of an aeroplane certificated in the United States transport category for operation in accordance with the rules appropriate to Performance Group X of the Air Navigation (General) Regulations 1960.
  - (b) The information contained in the flight manual for operations in the United States to Federal Aviation Regulations, Part 121 is usually adequate for this purpose, subject to the provisions of the following additional information:
    - 1 A statement in the flight manual to the effect that the aeroplane must be operated to rules appropriate to Performance Group X of the Air Navigation (General) Regulations 1960.
    - 2 Data on the effect of the ambient air temperature on the rates of climb with two engines inoperative.
    - 3 A statement of the air speed to be assumed when complying with the regulations relating to flight over water. (See BCAR, D2-2, paragraph 41.1).
    - 4 The provision of data on the effect of temperature on the en route rate of climb with one engine inoperative is optional. (This data is only needed if the operator wishes to take advantage of the rules permitting use of "drift down" procedures.)

- d. In the case of other than conventional fixed-wing aeroplanes, the Air Registration Board may, for the issue of a recommendation for the validation of the United States export certificate of airworthiness, require compliance to be established with the appropriate British Civil Airworthiness Requirements and such additional requirements as are applied in the United Kingdom.
- e. Administration and Procedures. The administrative procedures which must be followed by the applicant for validation are dealt with in BCAR, Section A. Unless otherwise agreed by the Air Registration Board, each aeroplane submitted for validation shall be accompanied by the following documents:
- (1) An export certificate of airworthiness issued within a period of 60 days immediately preceding the date of validation.
  - (2) Three copies of the flight manual pertaining to the particular aeroplane.
  - (3) Two copies of the maintenance manual pertaining to the particular aeroplane and prepared in a form which will provide information for the maintenance of the airworthiness of the aeroplane.
- NOTE: With reference to (2) and (3) above, fewer copies may be sufficient in cases where there is already an aircraft of the same type on the British Register.
- f. Certification of Aeronautical Products. An export certificate of airworthiness with pertinent data attached will be required in connection with any Class I product exported from the United States to the United Kingdom. To be eligible for installation on certificated civil aircraft registered in the United Kingdom, Class II and Class III products must be processed in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.
- g. Special Conditions for Restricted Category Aircraft. Applications for United Kingdom validation of U.S. export certificates of airworthiness issued in respect of restricted category aircraft will be considered on an individual basis and generally subject to the following conditions:
- (1) The aircraft type must hold a valid United States "type certificate" and be eligible for export to the United Kingdom.
  - (2) A statement, endorsed by the Federal Aviation Agency, shall be furnished to the Air Registration Board describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for some "special



purpose" operation. This statement should also indicate that Part of the Federal Aviation Regulations and 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. Other aspects of the validation procedure being acceptable, the Air Registration Board will, on the basis of the information provided under g(2) and such advice as it may seek from the FAA, decide whether or not to make a recommendation for the United Kingdom validation of the United States export certificate of airworthiness. Aircraft certificated in the "restricted category" or designed to airworthiness requirements other than FAR, Part 23 or Part 25, will not normally be eligible for United Kingdom validation. The general procedures as laid down in the United Kingdom Special Conditions dated November 1, 1960, will continue to apply.

- \* h. Engines. Where the certification basis of an engine type does not include compliance with FAR 33.8 and where the overhaul manual for the engine type does not include the required information, the Air Registration Board require a statement, endorsed by the Federal Aviation Administration, of the lowest power or thrust which may be produced by a new or newly overhauled engine under the conditions used to determine the ratings.

NOTE: This statement need be submitted once only for each engine type variant.

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### KOREA - SPECIAL REQUIREMENTS

1. To be eligible for certification by the Government of the Republic of 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. Export certificates of airworthiness and other related data should be forwarded to the Korean purchaser, inasmuch as the Civil Aviation Authority of the Republic of Korea requires that the applicant (Korean purchaser) shall submit to the authority such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by the Republic of Korea.
3. In addition to the foregoing, the following materials will be furnished for aircraft to be exported to Korea.
  - a. If the aircraft is the first model exported to Korea, the following material shall be furnished.
    - (1) Three (3) copies of each parts catalog; operating, overhaul, maintenance (including maintenance schedule) and repair manuals applying to the aircraft, engines, propellers and major ancillary equipment installed on the aircraft,  
  
NOTE: If possible the documents specified in (1) shall be delivered well in advance of the intended delivery date for the aircraft.
    - (2) One copy each of approved flight manual and the manufacturer's production flight test report including the weight and balance report applicable to the aircraft.
    - (3) A certified copy of the complete drawing list.
    - (4) 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.
    - (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 Civil Aviation Authority of the Republic of Korea.

- (6) Radio and electrical installation data books showing wiring diagrams.
  - (7) One copy of the current official aircraft, engine, and propeller specifications, and certificated logbooks or other equivalent historical records.
- b. In case an aircraft of the same model has been exported to, and certified in Korea, the following documents or material will be furnished by the exporter.
- (1) One copy each of parts catalog; operating, maintenance (including maintenance schedule), overhaul and repair manuals applying to the aircraft, engines, propellers and major ancillary equipment installed on the aircraft.
  - (2) One copy of approved flight manual and manufacturer's flight test report including weight and balance report applicable to the particular aircraft.
  - (3) Certificated aircraft, engine and propeller logbooks or other equivalent historical records.
- c. If delivery of an aircraft is via flyaway to Korea without U. S. nationality and registration marks, the aircraft shall, display Korean nationality and registration marks and carry certificates of airworthiness and registration issued by the Civil Aviation Authority of the Republic of Korea. All inquiries relating to the issuance of Korean certificate of registration and certificate of airworthiness should be addressed to the Director, Civil Aviation Bureau, Ministry of Transportation, Republic of Korea, Seoul, Korea.

SINGAPORE, REPUBLIC OF - SPECIAL REQUIREMENTS

1. To be eligible for export to the Republic of Singapore, an aircraft must meet the requirements prescribed in Federal Aviation Regulations Part 21, Subpart L.
2. The applicant for certification of the aircraft in the Republic of Singapore must provide the following documents to the Director of Civil Aviation, Department of Civil Aviation, Singapore Airport, Singapore 19, Republic of Singapore.

a. For each aircraft:

- (1) F.A.A. 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.

- (2) Weight and balance report.
- (3) Equipment List.
- (4) Modification statement and List of F.A.A. Airworthiness Directives complied with.
- (5) Copy of Production Flight Test Report related to the specific aircraft.

b. For each model aircraft, one copy of:

- (1) F.A.A. approved flight manual.
- (2) Weight and balance manual.
- (3) Operating manual.
- (4) Maintenance Planning Data.
- (5) Maintenance Manual (Airframe).
- (6) Maintenance Manual (Engine).
- (7) Overhaul Manual (Airframe).
- (8) Overhaul Manual (Engine).

- (9) Structural Repair Manual.
  - (10) Complete set of Service Bulletins (Airframe).
  - (11) Complete set of Service Bulletins (Engine).
  - (12) F.A.A. Aircraft Data Sheet.
  - (13) F.A.A. Engine Data Sheet.
- c. Amendment service for the above documents must be provided as applicable.

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## KINGDOM OF THE NETHERLANDS - 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 14, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions, effective July 1, 1967, apply only to export of aircraft to the Netherlands and not to aircraft exported to the Netherlands Antilles or Surinam.

- 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). (See Note 6a.)
- 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 into 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 by the RLD prior to July 1, 1967, 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 as follows:

<u>Manufacturer</u>	<u>Model</u>	<u>Manufacturer</u>	<u>Model</u>
<u>BEECH</u>	D18S	<u>CESSNA</u>	172F
	23		172G
	65		182B
	65-80		182F
	95-A55		P206
<u>BELL</u>	47G	<u>CONVAIR</u> <u>DOUGLAS</u>	U206A
	47G-2A-1		A188
	47J		640
	47J-2A		DC-3C-S1C-3G
<u>CESSNA</u>	150C		C54B-DC
	150E		DC-6
	150F		DC-6A
	150G		DC-6B
	172		DC-7C
	172A		DC-8-33
	172B		DC-8-53
	172E		DC-8-55

<u>Manufacturer</u>	<u>Model</u>	<u>Manufacturer</u>	<u>Model</u>
<u>DOUGLAS</u>	DC-8F-55	<u>PIPER</u>	PA-23-235
	DC-8-63		PA-24-250
	DC-9-15		PA-25-235
	DC-9-32		PA-28-140
<u>ERCOUPE</u>	415-D		PA-28-160
<u>FAIRCHILD</u>	24R 46A		PA-28-180
<u>N.A.AVIATION</u>	AT-6		PA-30
<u>HUGHES</u>	269B	<u>STINSON</u>	L-5B
<u>LOCKHEED</u>	L-188C		
	L-1049G		
	L-1049H		
<u>MOONEY</u>	M-20A		
<u>PIPER</u>	J3C-65 (L-4J)		
	PA-18A-135		
	PA-18-150		
	PA-18A-150		
	PA-19		
	PA-22-108		
	PA-22-150		
	PA-22-160		
	PA-23-160		

- d. Additional information on performance as prescribed in Annex A (See Note 6b.), paragraph 2, will be required in respect of the following types of small airplanes (maximum weight not exceeding 12,500 lbs):

<u>PIPER</u>	PA-18A-150	<u>CESSNA</u>	A 188
	PA-25-235		

2. DOCUMENTS AND DATA REQUIRED. The following documents and data shall be submitted to the RLD:

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, exemptions or restrictions, which may 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 (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 RLD will inform on request regarding such of the listed documents and data as may 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 the 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 RLD with a copy of all new such bulletins.
- (4) Design and test data. The design data and test data listed in Annex A.

### 3. TECHNICAL REQUIREMENTS.

- a. 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 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.



4. USED AIRCRAFT. 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.
5. FLY-AWAY 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 RLD on arrival in the Netherlands.
  - b. If delivery of an aircraft is via fly-away, 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 RLD. All inquiries relating to the issuance of Netherlands certificates of registration and certificates of airworthiness should be addressed to the RLD.
6. NOTES.
  - a. The address of the RLD is: 

Rijksluchtvaartdienst  
Afdeling Luchtvaartinspectie  
Postbus 7555  
Luchthaven Schiphol - Oost  
Holland
  - b. Annexes A and B are available from the RLD.
  - c. The RLD will inform on request whether an aircraft is the first of a type to be exported to the Netherlands.

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