



ADVISORY CIRCULAR

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

EXPORT AIRWORTHINESS APPROVAL PROCEDURES

OCTOBER 2, 1969

CHANGE



701D-494.4
AC NO: 21-2B CHG 2

DATE: 8 Feb 71

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: EXPORT AIRWORTHINESS APPROVAL PROCEDURES

1. **PURPOSE.** This change transmits revised pages to AC 21-2B dated 10/2/69.
2. **CHANGES.** Appendix 2 is revised to delete "Except as provided" through to "Inspection Manual" and addition of a NOTE insert. Correction was made on page 37 due to a typographical error.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
Appendix 2		Appendix 2	
9 and 10	10/2/69	9	2/8/71
		10	10/2/69
37 and 38	10/2/69	37	2/8/71
		38	10/2/69

R. S. Stiff
Acting Director, Flight Standards Service

Initiated by: FS-180

TAD-494.4

CHANGE

AC NO: 21-2B CHG 1

DATE: 11/13/70



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT:

EXPORT AIRWORTHINESS APPROVAL PROCEDURES.

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1. PURPOSE. This advisory circular transmits revised pages to AC No. 21-2B, dated October 2, 1969.
 2. CHANGES:
 - a. The basic text is revised to:
 - (1) Provide an explanation of special requirements and bilateral agreements.
 - (2) Clarify that export certificates of airworthiness do not constitute authority to operate an aircraft.
 - (3) Provide additional guidance for completion of an application for Export Certificate of Airworthiness, FAA Form 8130-1.
 - (4) Delete paragraph 1f(3)(b) which required the exporter to provide the FAA representative who issued the Export C of A with the name and address of the foreign purchaser.
 - (5) Delete the reference to FAA International Offices (A new appendix is added giving the FAA Regional Office addresses to which inquiries should be directed).
 - (6) Renumber the paragraphs and to incorporate other nonsubstantive changes.
 - b. Appendix 1 is revised to provide a sample application form which shows the "engines" and "propellers" blocks completed for an aircraft.
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c. Appendix 2 is revised to:

- (1) Incorporate special requirement changes requested by the civil air authority of:

- (a) Australia
- (b) France
- (c) Japan
- (d) Kingdom of the Netherlands

- (2) Add new special requirements for:

- (a) Netherlands Antilles
- (b) Republic of Zambia

- d. New Appendix 3 and 4 have been added to provide FAA Regional Office addresses and a list of countries with which the U.S. has bilateral agreements.

PAGE CONTROL CHART

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1 thru 6	10/2/69	1 thru 6	11/13/70
<u>Appendix 1</u>			
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		2, 8	10/2/69
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		65 and 66	11/13/70
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		1	11/13/70
		<u>Appendix 4</u>	
		1	11/13/70


acting Director
Flight Standards Service

AC NO: 21-2B

DATE: 10/2/69



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: EXPORT AIRWORTHINESS APPROVAL PROCEDURES

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1. PURPOSE. This advisory circular transmits revised AC No. 21-2B.
 2. CANCELLATION. AC No. 21-2A, dated 2/16/67, and changes 1, 2, 3, and 4.
 3. PRINCIPAL CHANGES.
 - a. References to FAA forms, and examples of such forms, have been updated.
 - b. The special requirements in Appendix 2 for Canada, France, India, The Netherlands, South Africa, and Australia have been revised. Special requirements for West Malaysia have been added.


Director
Acting Flight Standards Service

Initiated by: FS-180

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EXPORT AIRWORTHINESS APPROVAL PROCEDURES

1. GENERAL.

- * a. This advisory circular provides general information and guidance concerning issuance of export approvals under Federal Aviation Regulations (FAR) Part 21, Subpart L. As appropriate, the information contained herein sets forth an acceptable means, but not the sole means, for compliance with the FAR. Paragraphs 2 through 8 are identified to correspond with the section of the FAR under discussion. Some sections have been intentionally omitted, since their meaning is clear and further discussion is considered unnecessary.
- b. Persons in the United States desiring additional information or advice on how to get an export airworthiness approval may contact the nearest FAA District or Regional Office of the Flight Standards Service. Foreign importers of U.S. aeronautical products and U.S. citizens located in foreign countries may contact the appropriate FAA office listed in Appendix 3.
- c. Certain foreign countries have notified the FAA of their special requirements applicable to import into their countries of U.S. manufactured aeronautical products or parts. Such requirements are in Appendix 2. These are generally the special requirements referred to in Subpart L of FAR 21; however, this does not preclude one of these countries from applying unique special requirements at their own option. As applicable in such cases, the civil air authority of the importing country may waive a requirement by providing a statement that they will validate an export certificate of airworthiness for a product which does not meet specified, normally applicable FAA requirements. All exceptions covered by the statement from the foreign civil air authority are listed by the issuing FAA representative on the Export Certificate of Airworthiness, FAA Form 8130-4. The special requirements of an importing country, whether general or unique, take precedence over any conflicting FAA airworthiness requirements and are not considered as being "exemptions" from the FAR.
- d. Appendix 4 lists the countries with which the U.S. has concluded formal bilateral agreements for reciprocal acceptance of export certificates of airworthiness. The special requirements in Appendix 2 include those submitted by some of the bilateral agreement countries as well as special requirements submitted informally by countries with whom no formal agreement is in effect. An export *

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- * approval may be issued upon request for a product to be exported to a country not covered in either Appendix 2 or 4, however, such an approval would certify compliance with only U.S. airworthiness standards. Assurance of compliance with any other requirements which the country may impose would be the responsibility of the exporter and importer, unless the country chooses to submit their special requirements for publication in this advisory circular.
- e. An Export Certificate of Airworthiness, FAA Form 8130-4, certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. Information and guidance concerning appropriate airworthiness certificates and/or flight permits are in Advisory Circular No. 20-65, "U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft." *
2. 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 an FAA production approval, and who have in their employ a designated representative of the Administrator, are eligible to obtain export airworthiness approvals * for Class III products covered by their production approvals.
3. FAR 21.325 Export Airworthiness Approvals.
- a. 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 appropriate FAA Office (See Appendix 3) to determine whether the export airworthiness approval can be issued* without creating an administrative and inspection burden on the FAA.
- b. 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. In other words, an export airworthiness approval means that AS OF THE DATE OF ITS

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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 recommended that the U.S. exporter ensure the product still meets the pertinent requirements when delivered to the foreign importer.

- c. 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.
- 4. FAR 21.327 Application. Samples of Application for Export Certificate of Airworthiness, FAA Form 8130-1, 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. Subparagraph (a) and (b) below provide information regarding completion of Parts I and II of the application.
 - a. PART I - (For Class I products)
 - (1) Export Certificate No. - Leave blank.
 - (2) Items 1 through 4 - Self-explanatory.
 - (3) Item 5 Description of Product(s) - Self-explanatory, except as follows:
 - * (a) For an aircraft not under U.S. registry, insert in the "Identification No." block the nationality and registration marks supplied by the country of registry or intended registry and which are displayed on the aircraft. For U.S. registered aircraft, insert the identification marks as assigned under FAR Part 47. Any questions concerning the marking requirements of the importing country should be resolved between the exporter/importer and the civil air authority of that country. *

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- (b) Under "FAA Spec. No." insert the pertinent specification number or the type certificate data sheet number, whichever is applicable.
- (c) Under operating time "since overhaul" and "total," leave blank for new products. For used aircraft, insert the operating hours since the annual type inspection required by FAR 21.329, and the total time in service. Since used engines and propellers must have been newly overhauled, under FAR 21.329(e), the operating time since overhaul would reflect only run-in time as required to complete the overhaul process.
- (d) For aircraft, the engine blocks and, if applicable, the propeller blocks should also be completed. *
- (4) 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.
- (5) 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 acceptable with the deviations listed on the Export Certificate of Airworthiness.
- (6) 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.
- (7) 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.

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

b. PART II - (For Class II products)

- (1) Items 12 through 15, are self explanatory.
- (2) 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.
- (3) Item 17. Self-explanatory.
- (4) 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.
- (5) 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.

5. FAR 21.329, Issue of Export Certificates of Airworthiness, FAA Form 8130-4, for Class I Products. Under the provisions of this Section, an aircraft of U.S. manufacture need not already possess a standard or restricted airworthiness certificate, but it is required to meet the requirements FOR such a certificate, as applicable. On the other hand, an aircraft of foreign manufacture is required to possess a valid U.S. STANDARD airworthiness certificate issued under the provisions of FAR 21.183(c).

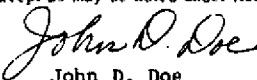
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6. FAR 21.331 Issue of Airworthiness Approval Tags, FAA Form 8130-3, for CLASS II Products. Among other things, Class II products are required to be identified by means of serial numbers or equivalent. This requirement is to provide for positive identification of each product covered by the export airworthiness approval similar to that provided for Class I products. This should be of benefit both to the exporter and the FAA 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.
7. FAR 21.335 Responsibilities of Exporters.
- a. 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 to the following address by the exporter:
- Federal Aviation Administration
Aircraft Registration Branch, AC-250
Aircraft Records Building, P.O. Box 1082
Oklahoma City, Oklahoma 73101
- b. 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 review of the application (when applicable), a review of all related documents, and an inspection of the finished product or products to determine their eligibility, proper identification and configuration, condition for safe operation, and compliance with special requirements, (if any) of the importing country.
8. FAR 21.339 Special Export Airworthiness Approval for Aircraft. 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. Comply with FAR 21.335(e) (reference paragraph 7a of this Advisory Circular).

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APPENDIX 1 - SAMPLE FORMS

UNITED STATES OF AMERICA				Form approved. Budget Bureau No. 04-R0059		
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION				EXPORT CERTIFICATE NO.		
Application for Export Certificate of Airworthiness						
<p>INSTRUCTIONS.—This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11 as applicable. For engines and propellers, omit items 5A and 6. Part III is for FAA use only.</p>						
PART I						
<p>1. APPLICATION IS MADE FOR AN EXPORT CERTIFICATE OF AIRWORTHINESS TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS (ARE):</p> <p><input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED (Aircraft) <input type="checkbox"/> NEWLY OVERHAULED</p>						
2. NAME AND ADDRESS OF EXPORTER		3. NAME AND ADDRESS OF FOREIGN PURCHASER		4. COUNTRY OF DESTINATION		
ABC Airplane Corporation Cleveland, Ohio		Tokyo News Service Tokyo, Japan		Japan		
5. DESCRIPTION OF PRODUCT(S)						
TYPE	MAKE AND MODEL	IDENTIFICATION NO.	SERIAL NUMBERS	FAA SPEC. NO.	OPERATING TIME (Hours)	
					SINCE OVERHAUL	TOTAL
a. AIRCRAFT	ABC Airplane Corp. Model C-5	JA-VOX	2468	6A17		7.5
b. ENGINES	AIRECO Model IO-470-2		18976 18978	E-88-8		10.5 9.2
c. PROPELLERS	Senhart Hub model: SC-82XK-Z Blade model: X8498C-2		Hub No.'s 21375 21412	P-99-9		7.5 7.5
6. THE AIRCRAFT WAS GIVEN A SATISFACTORY FLIGHT TEST ON <u>April 28, 1969</u>						
7. DOES THE PRODUCT COMPLY WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER FAA REQUIREMENTS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO (Explain in "Remarks")						
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. Fly-away delivery						
10. REMARKS						
<p>The aircraft described above complies with all applicable FAA requirements, except that a temporary auxiliary fuel system has been installed for the delivery flight.</p> <p>Documents required by FAR 21.327 as applicable, are provided herewith.</p>						
11. EXPORTER'S CERTIFICATION						
<p>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.</p>						
<u>April 29, 1969</u> (Date)		 John D. Doe (Signature of Applicant or Authorized Representative)		<u>Sales Manager</u> (Title)		

FAA Form 8130-1 (6-69)

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

PART II											
12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:											
13. NAME AND ADDRESS OF EXPORTER ABC Airplane Corp. Cleveland, Ohio	14. NAME AND ADDRESS OF FOREIGN PURCHASER Aviation Supplies Ltd. London, England	15. COUNTRY OF DESTINATION England									
16. PARTS ARE ELIGIBLE FOR INSTALLATION ON <u>ABC Airplane Corp. Model C-5</u> <u>6A17</u> <small>(Make and Model Class / Product)</small> <small>(FAA Spec. No.)</small>											
17. THE PARTS ARE (check one): <input checked="" type="checkbox"/> NEW <input type="checkbox"/> NEWLY OVERHAULED											
18. THE PARTS ARE DESCRIBED (check one): <input type="checkbox"/> By Name, Part Number, and Quantity on the attached Invoice or Packing Sheet No. _____ <input checked="" type="checkbox"/> Below by Name, Part Number, and Quantity.											
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Name</th> <th style="text-align: left; border-bottom: 1px solid black;">Part Number</th> <th style="text-align: left; border-bottom: 1px solid black;">Quantity</th> </tr> </thead> <tbody> <tr> <td>Aileron</td> <td>P/N A-456-4</td> <td>2</td> </tr> <tr> <td>Elevator Assy.</td> <td>P/N A-789-2A</td> <td>2</td> </tr> </tbody> </table>			Name	Part Number	Quantity	Aileron	P/N A-456-4	2	Elevator Assy.	P/N A-789-2A	2
Name	Part Number	Quantity									
Aileron	P/N A-456-4	2									
Elevator Assy.	P/N A-789-2A	2									
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.											
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div> March 25, 1969 <small>(Date)</small> </div> <div style="text-align: center;"> John D. Doe <small>(Signature of Applicant or Authorized Representative)</small> </div> <div style="text-align: right;"> Sales Manager <small>(Title)</small> </div> </div>											
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. <small>(Part I or II)</small>											
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div> Check One: <input type="checkbox"/> DMIR <input type="checkbox"/> DELEGATION OPTION MFR. <input type="checkbox"/> FAA INSPECTOR </div> </div>											
21. _____ APPROVAL TAGS, FORMS FAA-186, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II. <small>(Quantity)</small>											
22. EXPORT FILE SPOT-CHECKED BY:											
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div> _____ <small>(FAA Supervising Inspector)</small> </div> <div> _____ <small>(D. O. No.)</small> </div> <div> _____ <small>(Date)</small> </div> </div>											

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

No. 30016

Export Certificate of Airworthiness

This certifies that the product identified below and more particularly described in Specification (s)¹ of the Federal Aviation Administration, Numbered 6A17; 7E6; and P-234 has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the United States Government, and is in compliance with those special requirements of the importing country filed with the United States Government, except as noted below. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Product: Airplane	Engine Model: AIRECO IO-470-Z Serial No.'s 18976 and 18978
Manufacturer: ABC Airplane Corp.	Propeller Model: Senhart SC-82XK-2 hub with X8498C-2 blades Hub Serial No.'s 21375 and 21412
Model: C-5	
Serial No.: 2468	
New <input checked="" type="checkbox"/> Newly Overhauled <input type="checkbox"/>	
Used Aircraft <input type="checkbox"/>	
Country to which exported: Japan	

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

James R. Smith
J. R. Smith, FAA Delegation Option Authorization
Signature of Authorized Representative
March 1, 1969
Date

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

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

FAA Form 8130-4 (7-68) Formerly Form FAA 26 U.S. GOVERNMENT PRINTING OFFICE: 1968 O-315-947

FAA FORM 8130-3 (5-62)
FORMERLY
FAA FORM 226

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS APPROVAL TAG

DESCRIPTION OF PARTS

☒ NEW ☐ NEWLY OVERHAULED

APPROVAL BASIS
TC No. 6A17

QUANTITY, NAME AND PART NUMBER
2 Ailerons P/N A-456-4
2 Elevator Assy's A-789-2A

ELIGIBLE FOR INSTALLATION ON: (T. C. PRODUCT)
ABC Airplane Model C-5

SEE SHIPPER'S INVOICE NUMBER
ABC 948690

INSPECTED AND APPROVED
AGENCY NAME AND NUMBER
ABC Airplane Corp.

SIGNATURE OF FAA REPRESENTATIVE
James R. Smith
J. R. Smith

DATE July 28, 1969 FAA NUMBER DOA PC 75

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:

	<u>Page No.</u>	
a. Argentina, Republic of	2	
b. Australia, Commonwealth of.....	3	
c. Brazil, Republic of the United States of.....	8	
d. Canada.....	9	
e. France, Republic of.....	14	
f. India.....	23	
g. Indonesia, Republic of.....	25	
h. Ireland.....	28	
i. Israel, State of.....	30	
j. Italy, Republic of.....	34	
k. Japan.....	36	
l. Korea.....	38	
m. Malaysia, West.....	40	
n. Netherlands, Kingdom of.....	42	
* o. Netherlands Antilles.....	46	*
p. New Zealand.....	46-4	
q. Pakistan.....	49	
r. Philippines, Republic of.....	50	
s. Rhodesia.....	51	
t. Singapore, Republic of.....	53	
u. South Africa, Republic of.....	55	
v. Sweden.....	57	
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x. United Kingdom.....	60	
* y. Zambia.....	65	*

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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 8130-4.
 - 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. The Section against which the aircraft has been demonstrated to comply should be endorsed on the Export Certificate of Airworthiness. *
 - 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, Embassy of Australia, 1601 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 may be issued in accordance with the requirements prescribed in Part 21 of the Federal Aviation Regulations when it has been demonstrated to the responsible region of the FAA that the aircraft complies with such of the requirements of the appropriate Section of Part 101 of the Air Navigation Orders as are desired and the requirements not complied with are clearly established. The Export Certificate of Airworthiness will be endorsed with those exceptions and with the applicable Section of Air Navigation Orders Part 101 against which the demonstration has been made. The following guidance is offered: *
- 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 U.S. 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 cases the applicant should note the possibility of difficulties developing later, should he proceed without that compliance. *
- *

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- * 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 only when it has been demonstrated to the Department of Civil Aviation that the previously unfulfilled requirements have been complied with or agreement has been reached with the Australian applicant as to a program of compliance. *
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 an Export Certificate of Airworthiness for export to Australia may be issued in accordance with the requirements prescribed in Part 21 of the Federal Aviation Regulations when as many of the documents and data as possible are supplied to the responsible region of the FAA and documents and data not supplied are clearly defined. The Export Certificate of Airworthiness will be endorsed with those exceptions and with the applicable Section of Air Navigation Orders, Part 101 against which the supply of documents and data has been assessed. The following guidance is offered: *
- 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, as to whether an aircraft is the first of its type or model to be imported into Australia.
- * c. Practically all of the documents and data concerned can only be supplied by the manufacturer and therefore, the applicant should note the possibility of difficulties developing later should he proceed without that material.
- d. In the circumstances concerned, the United States Export Certificate of Airworthiness may be validated, if so requested, to permit the aircraft to be flown to Australia. An Australian Certificate of Airworthiness will be issued for the aircraft only when the remaining documents and data have been supplied to the Department of Civil Aviation or agreement has been reached with the Australian applicant as to a program for supply of the material. *

5. Aircraft engines and propellers which are exported to Australia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Australian aircraft must comply with the type design, must be new or newly overhauled as defined in Part 21 of the United States FARs and must have a log book. In addition, such 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 which are exported to Australia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Australian aircraft must conform with the type design and must be new or newly overhauled as defined in Part 21 of the United States FARs. In addition, such 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, FAA Form 8130-3, 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.

- * NOTE: USED AIRCRAFT imported from the United States without an Export Certificate of Airworthiness may obtain a Canadian Certificate of Airworthiness when the requirements of Part I, Chapter II, paragraph 2.9 of the Canadian Department of Transport Engineering Manual have been complied with. *
- 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. 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. 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 ^{1/}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

^{1/}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, ONTARIO AIR SERVICES REGION
DEPARTMENT OF TRANSPORT TORONTO-DOMINION CENTRE
KING STREET WEST
TORONTO 1, ONTARIO

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
FAA DELEGATION OPTION MANUFACTURER
(NAME OF COMPANY)

- 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, Pacific Air Services Region
Department of Transport
739 West Hastings St.
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, Western Air Services Region
Department of Transport
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, Central Air Services Region
Department of Transport
General Post Office Building
266 Graham Avenue
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, Ontario Air Services Region
Department of Transport
P. O. Box 7, Toronto-Dominion Centre
King Street West
Toronto 1, Ontario
NOTE: (Ontario as far west as the 88th meridian.)

e. MONTREAL, QUEBEC

Regional Director, Quebec Air Services Region
Department of Transport
Regional Administration Building
Montreal International Airport
Dorval, P.Q.
NOTE: (Quebec, including Labrador and those parts of the Northwest Territories to the north and east of the Winnipeg Region, not including the Magdalen Island.)

f. MONCTON, NEW BRUNSWICK

Regional Director, Atlantic Air Services Region
Department of Transport
P. O. Box 42
1081 Main Street
Moncton, New Brunswick
NOTE: (New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland, and the Magdalen Island, Quebec.)

FRANCE, REPUBLIC OF - SPECIAL REQUIREMENTS

1. Introduction. Effective October 12, 1968, to be eligible for a French standard airworthiness certificate an aircraft imported into France must be of a type which has been issued a French type certificate for import, except as provided in paragraph 2a(2) of these special requirements. In addition, U.S. manufactured aircraft must meet the export rules in Federal Aviation Regulations (FAR) Part 21, Subpart L. The requirements for issuance of French type certificates are contained in a document "Conditions de Navigabilité des Aéronefs Civile - Arrêté of September 1967," (for convenience, referred to hereinafter as the "CNAC") and in French Circular No. 5403 DTA/M, S.G.A.C. dated November 13, 1968. Other French documents and circulars also apply, as referred to in the text that follows. Copies of French documents and circulars can be obtained from the Ministry of Transportation, Secretariat General of Civil Aviation, Direction des Transports Aériens, 93, Boulevard du Montparnasse, Paris 6, France. Since a French type certificate for import is a prerequisite to issuance of a French airworthiness certificate, these special requirements include an outline of the general requirements for obtaining such type certificates.
2. Requirements for Issuance of French Airworthiness Certificates and Permits.
 - a. Standard Airworthiness Certificates.
 - (1) Except as provided in paragraph 2a(2), a U.S. Export Certificate of Airworthiness, FAA Form 8130-4, may be exchanged against a French airworthiness certificate only if the following requirements have been met.
 - (a) The aircraft type must have a French type certificate for import.
 - (b) The requirements of Article 11B of the CNAC must be complied with.
 - (2) If a French standard airworthiness certificate was issued prior to October 12, 1968, for at least one aircraft of a particular type, then aircraft of that type may continue to be issued French standard airworthiness certificates on the basis of equivalency with the U.S. export certificate of airworthiness, even though the particular model involved may not have been issued a French type certificate for import. French airworthiness certificates are issued under these conditions subject to compliance with other requirements of the CNAC (reference CNAC Article 5, paragraph 2).

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

- b. Special Airworthiness Certificates. A French special airworthiness certificate may be issued to an aircraft of a model for which application has been made for a French type certificate for import, in order to facilitate its use under the conditions spelled out in Article 5, paragraph 2B of the CNAC, provided that the Secretariat General of Aviation Civil (S.G.A.C.) is familiar with the model. In addition, the procedure required for issuance of special airworthiness certificates will be applied in the case of aircraft in the restricted category.
 - c. Permit. A permit may be issued by the S.G.A.C. to an aircraft which has provisional French registration markings, only to permit the ferrying and tests necessary for aircraft type certification. Normally, the S.G.A.C. will not authorize any private utilization and the permit may, basically, be renewed only for a total period of time not to exceed one year (reference CNAC Articles 13 and 19, and Article 5, paragraph 3).
3. Requirements for Issuance of French Type Certificates for Import for U.S. Manufactured Aircraft.
- a. Applicant.
 - (1) The applicant for a French type certificate for import must be the person responsible for maintaining the level of airworthiness for the aircraft. Generally such person would be the manufacturer who originally obtained, and who holds the U.S. type certificate. If the U.S. type certificate has been transferred by the original holder, the new holder (applicant) must be capable of, and responsible for maintaining the level of airworthiness.
 - (2) In exceptional cases, it is possible to accept an application for a French type certificate for import from a person who is not the U.S. type certificate holder, provided that the applicant furnishes proof that he has been duly authorized to take over complete responsibility for the type certificate under the licensing provisions of Federal Aviation Regulations Part 21, Section 21.47.

- b. Documents. The required documents are specified in Article 11 of the CNAC and under paragraph 5 of these special requirements.
- c. Special Conditions. A U.S. applicant for a French type certificate for import must show compliance with the applicable FARs, plus any special conditions imposed by the S.G.A.C. Three types of special conditions are outlined in paragraphs 3c(1), (2), and (3). The primary purpose of the special conditions is to guarantee an airworthiness level equivalent to that of aircraft built and certified in France.

(1) Administrative Special Conditions.

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

- 1 The type certificate (T.C.), data sheet;
- 2 The flight manual; and
- 3 The proposed maintenance guide.

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

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

- 1 T.C. Data Sheet. The SGAC will accept a simple translation into French of the TC data sheets approved by the FAA.
- 2 Flight Manual. The flight manual in French, which must be carried in each aircraft imported into France, must be either a simple translation of the FAA approved flight manual when one exists, or if a flight manual does not exist, a similar document must be established for the purpose of import into France and must contain the following sections:
 - a Limitations.
 - b Normal Operations
 - c Emergency Operations.
 - d Performance (Limited to only the approved performance conforming to the requirements of the applicable airworthiness FAR part.)

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3 Proposed Maintenance Guide. It is recommended that the proposed maintenance guide correspond to the instructions of the GENERAL DEFINITION OF "ROUTINE MAINTENANCE" INSPECTION of the Bureau Veritas, copies of which are available from any FAA Regional Office, Engineering and Manufacturing Branch (Aircraft Engineering Division (AED) in the Western Region).

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

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

* With decimal multiples and sub-multiples.

NOTE: Electrical units: Ampere, Volt, Ohm -- International System.

- (2) General Technical Special Conditions. These special conditions would be required as a result of differences between the French regulations and the U.S. Federal Aviation Regulations.
- (3) Specific Technical Special Conditions. These conditions would pertain to any possible unusual characteristics in the design, construction, or operation of the aircraft under consideration.

4. How to Get a French Type Certificate for Import. In the following procedures, any of the required documents and data which would normally be approved by the FAA for issuance of U.S. type certificates must also be FAA approved for issuance of French type certificates for import.

a. General.

- (1) The French require that the application be submitted to the pertinent government agency. Insofar as the FAA is concerned, this means that the application must be submitted to the FAA regional office of the region in which the applicant is located, Attention: Chief, Engineering and Manufacturing Branch ((AED) in the Western Region), who will transmit the application to the S.G.A.C. (An example of a standard application form is reproduced under paragraph 6 of these special requirements.) A statement including the following information, and signed by the Chief of the Engineering and Manufacturing Branch ((AED) in the Western Region), should be provided the S.G.A.C. with the application:
 - (a) The FAR upon which the issuance of the U.S. type certificate is based;
 - (b) If applicable, a copy of the complete text of each special condition imposed by the FAA in connection with issuance of the type certificate; and
 - (c) If applicable, a copy of the complete text of each exemption which may have been granted.
- (2) The manufacturer should provide the S.G.A.C. with all of the officially requested documents (reference paragraph 5).
- (3) Following compliance with preceding paragraphs 4a(1) and 4a(2), the S.G.A.C. will transmit to the FAA Washington Office (FS-100) the special conditions as provided for under paragraph 3c, with a copy to the appropriate FAA regional office and a copy to the applicant.

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

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

- (1) Applications for a French type certificate for import may be submitted directly to the S.G.A.C., with a copy to the FAA regional office. The manufacturer should state in his application that he holds an FAA delegation option authorization, giving the date of issue, FAA region which issued the authorization, and the number assigned. The French type certificate for import, when issued, will be addressed directly to the manufacturer, with a copy to the regional office.
- (2) The S.G.A.C. will accept statements, certifications, and issuances that are within the scope of FAR Part 21, Subpart J, provided that:
 - (a) Pertinent documents are signed by personnel approved by the FAA (reference FAR Part 21, Section 21.235(b)); and,
 - (b) The manufacturer furnishes a list of authorized signatures to the S.G.A.C. and maintains the list in a current condition.

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

a. Type Certificate for Import.

- (1) A copy of the U.S. type certificate for the aircraft type.
- (2) A copy of the T.C. Data Sheet.
- (3) Summary of flight test reports for aircraft type certification. The characteristic data furnished must substantiate operation within a reasonable range of weights, altitudes, and atmospheric conditions.

- (4) Summary of static test reports relative to the principal structural elements, specifically giving the loads, the dimensions, the stresses, and the safety margins, or a summary of complete static tests performed prior to issuance of the U.S. type certificate.
- (5) Summary of vibration test reports.
- (6) Complete index of reports and notes prepared for U.S. type certification of the aircraft, including systems.
- (7) A statement by an authorized representative of the manufacturer (applicant) that the Bureau Véritas, 31, rue Henri Rochefort, Paris 17^{ème}, France, acting for the S.G.A.C., will systematically be furnished will all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guarantee the maintenance of an acceptable airworthiness level for the aircraft.
- (8) A separate parts catalog for the aircraft, the engine(s), the propeller(s), and the principal accessories and other equipment items.
- (9) A list of special installations and equipment necessary for the inspection and maintenance of the aircraft, its engine(s), propeller(s), and principal accessories and other equipment items, together with:
 - (a) A list of permissible tolerance limits,
 - (b) A statement of the nature and periodicity of maintenance inspections,
 - (c) Complete information on lubricating, fuel, and hydraulic circuits.
- (10) Two copies of information necessary for the assembly of the aircraft, if the aircraft is of a type which will be exported unassembled and without having had a production flight test.
- (11) The following manuals for the aircraft, the engine(s), the propeller(s), and accessories:
 - (a) Flight manual (two copies).
 - (b) Maintenance manual (two copies).

- * b. The documents listed in paragraph 3c(1)(a)2 and 3, as well as the following documents, will be required for each individual NEW aircraft imported into France. *
- (1) One copy of a list of radio and electrical equipment items, with their characteristics and their operating instructions. These equipment items must conform to the applicable categories for which there are French certification requirements.
 - (2) One copy of the production flight test report for the aircraft involved, including a copy of the flight test checklist utilized when testing the aircraft.
 - (3) A U.S. Export Certificate of Airworthiness, FAA Form 8130-4, for the aircraft.
 - (4) A weight and balance record containing a complete inventory of all equipment and instruments.
 - (5) A list of modifications that have been incorporated, at least those covered by service bulletins, except that, if the manufacturer's information distribution system has been found satisfactory by the S.G.A.C., submittal of such a list is not required.
- c. For an individual, USED aircraft, the following documents must be furnished in addition to those specified under paragraph 5b:
- (1) A summary of modifications, including:
 - (a) A summary of mandatory changes made,
 - (b) A list of modifications recommended by the manufacturer (service bulletins, etc.),
 - (c) A list and description of modifications made by the previous owners.
 - (2) A summary and date of past maintenance inspections and the operating hours since the last inspection of each type.

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

1. a. Application for Type Certificate for Import: <input type="checkbox"/>
b. Application for Extension of Type Certificate for Import. (Type Certificate No. <input type="text"/>): <input type="checkbox"/>
2. Name of Applicant:
3. Status of applicant with respect to aircraft to be certificated: Original Manufacturer: <input type="checkbox"/> Licensee: <input type="checkbox"/>
4. Applicant's Complete Address:
5. Address of Production Plant:
6. Aircraft Description: Make: Model:
7. Descriptive Documents (enclose copies with application): a. FAA Type Certificate No. _____ b. FAA Type Certificate Data Sheet dated _____
8. FAA Type Certification Basis (FAR):
9. Date:
10. Applicant's Title and Signature:

INDIA - SPECIAL REQUIREMENTS

1. When an aircraft/engine/component exported to India is the first of a model, the manufacturer must supply to the Director General of Civil Aviation the following documents and subsequent revisions:
 - a. Copies of type certification documents and relevant drawings, specification etc.
 - b. Two sets of maintenance manuals.
 - c. Two sets of overhaul/shop manuals.
 - d. Two sets of engine operations manuals.
 - e. One set of flight manuals, if applicable.
 - f. One set of repair manuals.
 - g. Two sets of Service Bulletins and subsequent new issues in addition to revisions.
 - h. Recommended maintenance schedules.
2. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals, unless otherwise approved by the Government of India, Director General of Civil Aviation:
 - a. A current valid FAA Production Certificate for the product involved, as outlined in Subpart G or 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. 21.303-1).
 - 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^{1/} of a model exported to Ireland, the following material will be furnished with the new aircraft.
 - (1) A copy of the Type Flight Test Report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with, the Type Flight Test Report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.
 - (2) A copy of the manufacturer's production flight test report applying to the aircraft in question including a copy of the flight checkoff form utilized with respect to the testing of the aircraft.
 - (3) Three-view drawings of the major assemblies, installations, and primary structure.
 - (4) A type record or stress analysis summary or equivalent documentation showing, for all members of the primary structure, their design load, dimensions, materials, strength and margins of

^{1/} 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^{1/} of a model exported to Italy, the following material shall be furnished with new aircraft:

- (1) A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with, the type flight test report shall have been corrected to standard atmospheric conditions and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.
- (2) A copy of the manufacturer's production flight test report applying to the aircraft being operated, including a copy of the flight checkoff form utilized when testing the aircraft.
- (3) A type record or stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests. If the aircraft has been approved for ditching in its country of origin, appropriate substantiating data shall be submitted.
- (4) A statement by an authorized representative of the manufacturer to the effect that all pertinent information, modification service bulletins, and revisions to such bulletins will be automatically distributed to the technical section of the air authority of the government of the country of destination.

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

- (5) A catalog of spare parts relating to the aircraft, aircraft engine(s), propeller(s), and major auxiliary equipment installed.
- (6) Three copies each of 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 1a(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 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. 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 fly-away 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 8130.4). If the certificate itself is not 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.

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.

- (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 8130-4 itself is not 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.

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.

MALAYSIA, WEST - SPECIAL REQUIREMENTS

1. To be eligible for export to West Malaysia, an aircraft must meet the requirements prescribed in Federal Aviation Regulations Part 21, Subpart L.
2. The applicant for certification of the aircraft in West Malaysia must provide the following documents to the Department of Civil Aviation, 3rd Floor, 4th Block, Government Offices, Young Road, Kuala Lumpur, West Malaysia:

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 Malaysian 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.

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS
(ISSUE 2)

1. INTRODUCTION. The special requirements associated with the Agreement on the reciprocal validation of export certificates of airworthiness of May 22, 1956, based on the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 14, 1955, are prescribed in this document. These requirements are effective from the 1st of July 1967. Issue 2 is effective from the 1st of July 1969. The requirements specified in this document apply only to aircraft exported to the Netherlands, and not to those exported to Surinam. *
2. GENERAL.
 - a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted", "limited", and "experimental" aircraft, except on an individual basis after referral to the Netherlands Department of Civil Aviation, Rijks Luchtvaart Dienst (RLD); (See Note 4a).
 - b. Aircraft with a certification basis older than March 5, 1952 and being of a type which had no Netherlands airworthiness approval during the last six years, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD;
 - c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated already by the RLD, may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are specified under paragraph 5.
 - d. For each used aircraft the RLD will, after inspection of the aircraft, establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the RLD approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.
3. DOCUMENTS AND DATA REQUIRED. The application for the issue or validation of a certificate of airworthiness shall be accompanied by the following documents and data.
 - a. For the first aircraft of a specific make and model being imported. (See Note 4c).
 - (1) The design and test data specified in Annex A. (See Note 4b).

- (2) The certificate of airworthiness issued or renewed within a period of sixty days immediately preceding the date of the application for validation of that certificate or the issue of a new certificate of airworthiness.
- (3) A statement specifying the applicable airworthiness requirements and indicating that these requirements were complied with.
- (4) The manufacturer's specification and, if available, a type specification issued by the Contracting State, containing basic data concerning performance, dimensions, weights and required equipment.
- (5) The weight and balance report, including equipment list, showing all removable items of equipment that are included in the empty weight.
- (6) The aircraft flight manual, approved by the contracting State, issued in the English language.
- (7) The manufacturer's maintenance manual, containing at least the following information:
 - (a) Engineering description of the aircraft.
 - (b) Instructions for ground handling.
 - (c) Assembly and disassembly instructions for the various aircraft parts and assemblies.
 - (d) Description of the powerplants, propellers and the various systems.
 - (e) Maintenance repair and overhaul instructions and the associated inspection items and schedule.
- (8) Aircraft, engine and propeller parts lists.
- (9) For used aircraft the historical records, such as aircraft and engine logbooks and records regarding maintenance, repairs, modifications, mandatory service bulletins and airworthiness directives.

b. For subsequent import aircraft of the same make and model as under paragraph 3a:

- (1) The documents and data listed under 3a(2), (4), (5), (6), and (9), unless the documentation submitted previously is also applicable to the individual aircraft concerned.

- (2) A list of deviations from the first aircraft. If the applicant is unable to provide such a list additional data may be required to enable the RLD to determine the deviations.

3. TECHNICAL REQUIREMENTS

- a. Special conditions of a particular nature. The aircraft shall to the extent deemed essential by the RLD, comply with such additional requirements as may be specified in writing. These additional requirements will be prescribed if the aircraft has special features or characteristics the safety of which has not been guaranteed adequately by the existing requirements.
- b. Special conditions of a general nature. The special conditions of a general nature are listed in Annex B. (See note 4b.)

4. NOTES

- a. The address of the RLD is: Rijksluchtvaartdienst
Afd. Luchtvaartinspectie
Hangaar 5, tel (020) 798451
Schiphol - Oost Postbus 7555
The Netherlands
- b. Annex A and Annex 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.

5. AIRCRAFT TYPES WHICH HAVE HAD EXPORT CERTIFICATES OF AIRWORTHINESS
VALIDATED BY THE RLD.

Manufacturer	Model	Manufacturer	Model
<u>G. AGUSTA - BELL</u>	AB.206 A		
<u>BEECH</u>	D18S	<u>BELL</u>	47G
	23		47G-2A-1
	65		47J
	65-80A		47J-2A
	65-90	<u>BOEING</u>	707-355C
	95-A55		

<u>Manufacturer</u>	<u>Model</u>	<u>Manufacturer</u>	<u>Model</u>
<u>CESSNA</u>	150C	<u>GRUMMAN</u>	AGCAT G 164 A
	150E		P&W R 985-An-I
	150F		(450 hp)
	150G		Ham.Std.6101-A-12
	172		
	172A	<u>N.A.AVIATION</u>	AT-6
	172B	<u>HUGHES</u>	269B
	172E	<u>LOCKHEED</u>	L-188C
	172F		L-1049G
	172G		L-1049H
	182B		
	182F		
	A188	<u>MOONEY</u>	M-20A
	P206		
	U206A	<u>PIPER</u>	J3C-65(L-4J)
<u>CONVAIR</u>	640		PA-18-125
<u>DOUGLAS</u>	DC-3C-S1C-3G		PA-18A-135
	C54B-DC		PA-18-150
	DC-6		PA-18A-150
	DC-6A		PA-19
	DC-6B		PA-22-108
	DC-7C		PA-22-150
	DC-8-33		PA-22-160
	DC-8-53		PA-23-160
	DC-8-55		PA-23-235
	DC-8F-55		PA-24-250
	DC-8-63		PA-25-235
	DC-9-15		PA-28-140
	DC-9-32		PA-28-160
	DC-9-33F		PA-28-180
<u>ERCOUPE</u>	415-D	<u>SIKORSKY</u>	PA-30
<u>FAIRCHILD</u>	24R 46 A	<u>STINSON</u>	S-61 N
			S-62 A
			L-5B

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS NETHERLANDS ANTILLES

1. General. The special conditions associated with the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 4, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions apply only to export of aircraft to the Netherlands Antilles.
 - a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Department of Civil Aviation, Netherlands Antilles (Department van Luchtvaart Nederlandse Antillen (D.V.L. N.A.)) (See Note 6a.)
 - b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands Antillean airworthiness approval during the last six years, are excluded from import into the Netherlands Antilles except on an individual basis after referral to the D.V.L. N.A.
 - c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated by the D.V.L. N.A. prior to July 1, 1967, may continue to be imported on 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:

Manufacturer	Model	Manufacturer	Model
Aero Commander	100	Curtiss Wright Super	C-46
Beech	C-50	Dornier	DO 28A-1
	D 50 B	Fokker	F 27-500
	65-A80	McDonnell Douglas	DC9-15
Cessna	150 H	Mooney	M20-5
	172 C	de Havilland	DHC-6
	172 H	Piper	PA 23-160
	172 I		PA 28-160
	175 C		PA 28-180
	182 E		PA 22-150
	182 M		J-3
Convair	340		

2. DOCUMENTS AND DATA REQUIRED. The following documents and data shall be submitted to the D.V.L. N.A.
- a. For all aircraft.
- (1) Certificate of airworthiness for export issued not more than 60 days prior to the application for validation.
 - (2) FAA approved Airplane Flight Manual and weight and balance report with equipment list.
 - (3) Certificated aircraft and engine logbooks, and when available propeller logbooks, or other equivalent historical records showing total operating time.
 - (4) A certified statement regarding any flight or operational limitations, 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, F.A.A. Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.
- b. For Aircraft being the First of a Type Exported to the Netherlands Antilles (See Note 6c). In addition to the documents and data mentioned in the preceding paragraph the following documentation and data shall in general be submitted: (The D.V.L. N.A. will inform on request regarding such of the listed documents and data as may be required in each specific area.)
- (1) Manuals related to aircraft. The Maintenance Manual, Overhaul Manual, Repair Manual, Parts Catalog, and a copy of the customer's specification for the aircraft, together with a specimen copy of the approved Airplane Flight Manual. A copy of information or instructions essential to the assembly and rigging of the aircraft.
 - (2) Manuals related to major parts. The approved Operating Manual, Maintenance Manual, Overhaul Manual, and Repair Manual for each type of engine, propeller, and major auxiliary equipment fitted to the aircraft. A list of communications equipment

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

NOTE: If possible, the documents specified in (1) and (2) shall be delivered well in advance of the intended delivery date of the aircraft.

- (3) Bulletins. A complete set of service publications including bulletins issued by the manufacturers of the aircraft and by 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 D.V.L. N.A. with a copy of all new such bulletins.
- (4) Design and test data. The design data and test data listed in Annex A (see Note 6b.)

3. TECHNICAL REQUIREMENTS.

- a. The aircraft shall to the extent deemed essential by the D.V.L. N.A. comply with such additional requirements as may be specified in writing. These additional requirements will be determined having regard to the differences between the relevant airworthiness codes of the United States and the Netherlands, and to any additional requirements as would be prescribed for comparable aircraft in the Netherlands.
- b. Unless otherwise stated the conditions listed in Annex B apply (See Note 6b).

4. USED AIRCRAFT. For each used aircraft the D.V.L. N.A. will after inspection of the aircraft establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the D.V.L. N.A. approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

5. 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 D.V.L. N.A. on arrival in the Netherlands Antilles.

- 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 D.V.L. N.A. All inquiries relating to the issuance of Netherlands Antilles certificates of registration and certificates of airworthiness should be addressed to the D.V.L. N.A.

6. NOTES.

- a. The address of the Department of Civil Aviation:

Department van Luchtvaart
Dr. A. Plesman Luchthaven
Curacao, Nederlandse Antillen.

- b. Annexes A and B are available from the D.V.L. N.A.
- c. The D.V.L. N.A. will inform on request whether an aircraft is the first of a type to be exported to the Netherlands Antilles.

NEW ZEALAND - SPECIAL REQUIREMENTS

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^{1/} 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).

^{1/} 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 8130-4, issued to cover such an aircraft, shall indicate the following information in addition to other entries provided for or required under special circumstances or conditions:
- a. Specification Number:

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

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

(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^{1/} 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 8130-4.

^{1/} 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 8130-4.
 - (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.

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.

REPUBLIC OF SOUTH AFRICA - SPECIAL REQUIREMENTS

1. An aircraft or any other Class I product, to be eligible for registration and airworthiness certification by the Government of the Republic of South Africa, must be eligible for certification in the United States standard or restricted category and should be covered by an Export Certificate of Airworthiness, FAA Form 8130-4, in accordance with Part 21 of the United States Federal Aviation Regulations. Class II and Class III products, to be eligible for approval and installation on certificated civil aircraft of South African registry, should be exported in accordance with the applicable provisions of Part 21 of the United States Federal Aviation Regulations.
2. When the aircraft is the first of the type or model to be imported into South Africa, the importer will advise the exporter of this fact and the exporter is to supply the Secretary for Transport, Department of Transport, Private Bag 193, Pretoria, Republic of South Africa, with the information and data material as shown below:
 - (a) A set of maintenance, overhaul, parts, repair and operations manuals issued by the manufacturers of the aircraft, its engine(s), propeller(s) and installed equipment and containing such information as is necessary to assemble, maintain, overhaul, repair and operate the aircraft, its engine(s), propeller(s), and installed equipment.
 - (b) A set of all current service bulletins, service letters and modification bulletins, issued in respect of the aircraft, its engine(s), propeller(s) and installed equipment and written confirmation from the manufacturer of the aircraft that, as and when they are issued, he will supply the Secretary for Transport with copies of amendments to and new issues or revisions of the publications referred to in this and the preceding subparagraph;
 - (c) A three-view general arrangement drawing of the aircraft;
 - (d) A type certificate data sheet or equivalent document;
 - (e) The approved flight manual or an equivalent document;
and
 - (f) A copy of the manufacturer's production flight test report for the aircraft being exported.
3. The exporter must supply the following documents in respect of every aircraft for which a South African Certificate of Airworthiness is desired:
 - (a) A certified statement issued by the manufacturer, indicating that all mandatory modifications and special inspections have been complied with;

- (b) A copy of the aircraft weight and balance report and equipment list showing the weights and arms of the main components and installed equipment; and
- (c) An approved flight manual or equivalent document.

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 8130-4, 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^{1/} of a model exported to Switzerland, the following material shall be furnished with new aircraft:
 - (1) A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.
 - (2) A copy of the manufacturer's production flight test report applying to the aircraft concerned, including a copy of the flight 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

^{1/} 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^{1/} 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

^{1/} 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 Administration, 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 the 1st November 1960 will continue to apply.

* ZAMBIA, REPUBLIC OF - SPECIAL REQUIREMENTS

1. GENERAL.

- a. Any aircraft, to be eligible for the issue of a Certificate of Registration issued by the Government of the Republic of Zambia, must qualify for certification in the United States of America in the standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Regulations.
- b. Class 2 and Class 3 products should be accompanied by documentation which conform that the item is in accordance with the relevant section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3 is acceptable.
- c. If the aircraft is to be entered on the Zambia Register of Civil Aircraft prior to departure from the United States of America, the Importer will make application to the Zambian Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly and Radio Station License, which must be carried during the delivery flight.
- d. Enquiries should be addressed to the Director of Civil Aviation, P. O. Box RW 137, Ridgeway, Lusaka, Zambia, marked for the Attention of the Chief Aircraft Inspector.

2. AIRCRAFT FIRST OF THE TYPE TO BE REGISTERED IN THE REPUBLIC OF ZAMBIA.
The following documents and data are required:

- a. Complete set of maintenance and overhaul manuals, and parts catalogues, for:
 - (1) Airplane.
 - (2) Engine (s)
 - (3) Propeller (s)
 - (4) Any equipment not already installed in an aircraft on the Zambian Register of Civil Aircraft.
- b. Full set of Service Bulletins, Letters, and Modification Leaflets issued by the manufacturers in respect of the airframe, engine (s), propeller (s), and installed equipment.
- c. A copy of the Type Certificate, if not already held by the Department.*

- *
 - d. Three copies of the flight manual for the aircraft.
 - e. One copy of the production flight test report issued by the manufacturer.
- 3. EACH AIRCRAFT FOR WHICH A ZAMBIAN CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED. The following documentation is required:
 - a. A statement, signed by an official representative of the manufacturers, showing that all mandatory modifications and special inspections have been complied with.
 - b. The Export Certificate of Airworthiness, FAA Form 8130-4.
 - c. Two copies of the Approved Flight Manual.
 - d. Two copies of the Weight & Balance report showing the weights and arms of the main components, and a list of installed equipment.

*

FAA Regional Offices Responsible for Civil
Aviation Matters in Foreign Countries

Country or Area	FAA Regional Office Address
a. Canada	Federal Aviation Administration Federal Building John F. Kennedy International Airport Jamaica, New York 11430
b. Caribbean Area, South America Central America, (excluding Mexico) Panama, and the Canal Zone	Federal Aviation Administration P. O. Box 20636 Atlanta, Georgia 30320
c. Mexico	Federal Aviation Administration P. O. Box 1689 Fort Worth, Texas 76101
d. Area East of East Pakistan and India, including all free nations south and east of China	Federal Aviation Administration P. O. Box 4009 Honolulu, Hawaii 96812
e. Europe, Africa, Middle East west of Burma, Iceland Green- land, and Bermuda	Federal Aviation Administration Tour-Madou Building 1 Place Madou Brussels 3, Belgium

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COUNTRIES WITH WHICH THE UNITED STATES HAS
CONCLUDED AGREEMENTS FOR RECIPROCAL
ACCEPTANCE OF AIRWORTHINESS CERTIFICATES

1. The agreements with the following countries are valid for aircraft, aircraft engines, and propellers, and for spare parts for aircraft, aircraft engines, and propellers which have been exported under the terms of the agreements. (Note: The agreement with Japan also includes appliances and spare parts for appliances exported under the terms of the agreement).
 - a. Australia
 - b. Austria
 - c. Israel
 - d. Japan
 - e. Switzerland
2. The agreements with the following countries are valid only for aircraft, and components of aircraft exported under the terms of the agreements:
 - a. Belgium
 - b. Canada
 - c. Denmark
 - d. France
 - e. Germany, Federal Republic of
 - f. Italy
 - g. Netherlands
 - h. Norway
 - i. South Africa, Republic of
 - j. Spain
 - k. Sweden
 - l. United Kingdom
3. The agreements with the following countries are valid for gliders only and spare parts for gliders exported under the terms of the agreements:
 - a. Finland
 - b. Poland

*

CHANGE

AC NO: 21-2B CHG 1

DATE: 11/13/70



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT:

EXPORT AIRWORTHINESS APPROVAL PROCEDURES.

-
1. PURPOSE. This advisory circular transmits revised pages to AC No. 21-2B, dated October 2, 1969.
 2. CHANGES:
 - a. The basic text is revised to:
 - (1) Provide an explanation of special requirements and bilateral agreements.
 - (2) Clarify that export certificates of airworthiness do not constitute authority to operate an aircraft.
 - (3) Provide additional guidance for completion of an application for Export Certificate of Airworthiness, FAA Form 8130-1.
 - (4) Delete paragraph 1f(3)(b) which required the exporter to provide the FAA representative who issued the Export C of A with the name and address of the foreign purchaser.
 - (5) Delete the reference to FAA International Offices (A new appendix is added giving the FAA Regional Office addresses to which inquiries should be directed).
 - (6) Renumber the paragraphs and to incorporate other nonsubstantive changes.
 - b. Appendix 1 is revised to provide a sample application form which shows the "engines" and "propellers" blocks completed for an aircraft.
-

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c. Appendix 2 is revised to:

- (1) Incorporate special requirement changes requested by the civil air authority of:

- (a) Australia
- (b) France
- (c) Japan
- (d) Kingdom of the Netherlands

- (2) Add new special requirements for:

- (a) Netherlands Antilles
- (b) Republic of Zambia

- d. New Appendix 3 and 4 have been added to provide FAA Regional Office addresses and a list of countries with which the U.S. has bilateral agreements.

PAGE CONTROL CHART

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<u>Appendix 2</u>			
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acting Director
Flight Standards Service

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EXPORT AIRWORTHINESS APPROVAL PROCEDURES

1. GENERAL.

- * a. This advisory circular provides general information and guidance concerning issuance of export approvals under Federal Aviation Regulations (FAR) Part 21, Subpart L. As appropriate, the information contained herein sets forth an acceptable means, but not the sole means, for compliance with the FAR. Paragraphs 2 through 8 are identified to correspond with the section of the FAR under discussion. Some sections have been intentionally omitted, since their meaning is clear and further discussion is considered unnecessary.
- b. Persons in the United States desiring additional information or advice on how to get an export airworthiness approval may contact the nearest FAA District or Regional Office of the Flight Standards Service. Foreign importers of U.S. aeronautical products and U.S. citizens located in foreign countries may contact the appropriate FAA office listed in Appendix 3.
- c. Certain foreign countries have notified the FAA of their special requirements applicable to import into their countries of U.S. manufactured aeronautical products or parts. Such requirements are in Appendix 2. These are generally the special requirements referred to in Subpart L of FAR 21; however, this does not preclude one of these countries from applying unique special requirements at their own option. As applicable in such cases, the civil air authority of the importing country may waive a requirement by providing a statement that they will validate an export certificate of airworthiness for a product which does not meet specified, normally applicable FAA requirements. All exceptions covered by the statement from the foreign civil air authority are listed by the issuing FAA representative on the Export Certificate of Airworthiness, FAA Form 8130-4. The special requirements of an importing country, whether general or unique, take precedence over any conflicting FAA airworthiness requirements and are not considered as being "exemptions" from the FAR.
- d. Appendix 4 lists the countries with which the U.S. has concluded formal bilateral agreements for reciprocal acceptance of export certificates of airworthiness. The special requirements in Appendix 2 include those submitted by some of the bilateral agreement countries as well as special requirements submitted informally by countries with whom no formal agreement is in effect. An export *

- * approval may be issued upon request for a product to be exported to a country not covered in either Appendix 2 or 4, however, such an approval would certify compliance with only U.S. airworthiness standards. Assurance of compliance with any other requirements which the country may impose would be the responsibility of the exporter and importer, unless the country chooses to submit their special requirements for publication in this advisory circular.
- e. An Export Certificate of Airworthiness, FAA Form 8130-4, certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. Information and guidance concerning appropriate airworthiness certificates and/or flight permits are in Advisory Circular No. 20-65, "U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft." *
2. 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 an FAA production approval, and who have in their employ a designated representative of the Administrator, are eligible to obtain export airworthiness approvals * for Class III products covered by their production approvals.
3. FAR 21.325 Export Airworthiness Approvals.
- a. 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 appropriate FAA Office (See Appendix 3) to determine whether the export airworthiness approval can be issued* without creating an administrative and inspection burden on the FAA.
- b. 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. In other words, an export airworthiness approval means that AS OF THE DATE OF ITS

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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 recommended that the U.S. exporter ensure the product still meets the pertinent requirements when delivered to the foreign importer.

- c. 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.
4. FAR 21.327 Application. Samples of Application for Export Certificate of Airworthiness, FAA Form 8130-1, 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. Subparagraph (a) and (b) below provide information regarding completion of Parts I and II of the application.
- a. PART I - (For Class I products)
 - (1) Export Certificate No. - Leave blank.
 - (2) Items 1 through 4 - Self-explanatory.
 - (3) Item 5 Description of Product(s) - Self-explanatory, except as follows:
 - * (a) For an aircraft not under U.S. registry, insert in the "Identification No." block the nationality and registration marks supplied by the country of registry or intended registry and which are displayed on the aircraft. For U.S. registered aircraft, insert the identification marks as assigned under FAR Part 47. Any questions concerning the marking requirements of the importing country should be resolved between the exporter/importer and the civil air authority of that country. *

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- (b) Under "FAA Spec. No." insert the pertinent specification number or the type certificate data sheet number, whichever is applicable.
- (c) Under operating time "since overhaul" and "total," leave blank for new products. For used aircraft, insert the operating hours since the annual type inspection required by FAR 21.329, and the total time in service. Since used engines and propellers must have been newly overhauled, under FAR 21.329(e), the operating time since overhaul would reflect only run-in time as required to complete the overhaul process.
- (d) For aircraft, the engine blocks and, if applicable, the propeller blocks should also be completed. *
- (4) 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.
- (5) 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 acceptable with the deviations listed on the Export Certificate of Airworthiness.
- (6) 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.
- (7) 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.

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

b. PART II - (For Class II products)

- (1) Items 12 through 15, are self explanatory.
- (2) 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.
- (3) Item 17. Self-explanatory.
- (4) 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.
- (5) 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.

5. FAR 21.329, Issue of Export Certificates of Airworthiness, FAA Form 8130-4, for Class I Products. Under the provisions of this Section, an aircraft of U.S. manufacture need not already possess a standard or restricted airworthiness certificate, but it is required to meet the requirements FOR such a certificate, as applicable. On the other hand, an aircraft of foreign manufacture is required to possess a valid U.S. STANDARD airworthiness certificate issued under the provisions of FAR 21.183(c).

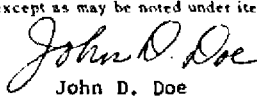
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6. FAR 21.331 Issue of Airworthiness Approval Tags, FAA Form 8130-3, for CLASS II Products. Among other things, Class II products are required to be identified by means of serial numbers or equivalent. This requirement is to provide for positive identification of each product covered by the export airworthiness approval similar to that provided for Class I products. This should be of benefit both to the exporter and the FAA 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.
7. FAR 21.335 Responsibilities of Exporters.
- a. 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 to the following address by the exporter:
- Federal Aviation Administration
Aircraft Registration Branch, AC-250
Aircraft Records Building, P.O. Box 1082
Oklahoma City, Oklahoma 73101
- b. 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 review of the application (when applicable), a review of all related documents, and an inspection of the finished product or products to determine their eligibility, proper identification and configuration, condition for safe operation, and compliance with special requirements, (if any) of the importing country.
8. FAR 21.339 Special Export Airworthiness Approval for Aircraft. 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. Comply with FAR 21.335(e) (reference paragraph 7a of this Advisory Circular).

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APPENDIX 1 - SAMPLE FORMS

UNITED STATES OF AMERICA				Form approved. Budget Bureau No. 04-R0059	
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION				EXPORT CERTIFICATE NO.	
Application for Export Certificate of Airworthiness					
<p>INSTRUCTIONS.—This application is to be submitted to an authorized FAA representative (one copy) when the product(s) to be exported is (are) presented for inspection. Use Part I for Class I products and Part II for Class II. For complete aircraft execute items 1 through 11 as applicable. For engines and propellers, omit items 5A and 6. Part III is for FAA use only.</p>					
PART I					
1. APPLICATION IS MADE FOR AN EXPORT CERTIFICATE OF AIRWORTHINESS TO COVER THE PRODUCT(S) DESCRIBED BELOW, WHICH IS (ARE): <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED (Aircraft) <input type="checkbox"/> NEWLY OVERHAULED					
2. NAME AND ADDRESS OF EXPORTER ABC Airplane Corporation Cleveland, Ohio		3. NAME AND ADDRESS OF FOREIGN PURCHASER Tokyo News Service Tokyo, Japan		4. COUNTRY OF DESTINATION Japan	
5. DESCRIPTION OF PRODUCT(S)					
TYPE	MAKE AND MODEL	IDENTIFICATION NO.	SERIAL NUMBERS	FAA SPEC. NO.	OPERATING TIME (Hours) SINCE OVERHAUL TOTAL
a. AIRCRAFT	ABC Airplane Corp. Model C-5	JA-VOX	2468	6A17	7.5
b. ENGINES	AIRECO Model IO-470-2		18976 18978	E-88-8	10.5 9.2
c. PROPELLERS	Senhart Hub model: SC-82XK-Z Blade model: X8498C-2		Hub No.'s 21375 21412	P-99-9	7.5 7.5
6. THE AIRCRAFT WAS GIVEN A SATISFACTORY FLIGHT TEST ON <u>April 28, 1969</u> (Date)					
7. DOES THE PRODUCT COMPLY WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS, AIRWORTHINESS DIRECTIVES, AND OTHER FAA REQUIREMENTS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO (Explain in "Remarks")					
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. Fly-away delivery					
10. REMARKS <p>The aircraft described above complies with all applicable FAA requirements, except that a temporary auxiliary fuel system has been installed for the delivery flight.</p> <p>Documents required by FAR 21.327 as applicable, are provided herewith.</p>					
11. EXPORTER'S CERTIFICATION <p>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.</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;"> <p><u>April 29, 1969</u> (Date)</p> </div> <div style="text-align: center;"> <p> John D. Doe (Signature of Applicant or Authorized Representative)</p> </div> <div style="text-align: center;"> <p>Sales Manager (Title)</p> </div> </div>					

FAA Form 8130-1 (6-69)

PART II											
12. APPLICATION IS MADE FOR APPROVAL OF AERONAUTICAL PARTS FOR EXPORT AS INDICATED BELOW:											
13. NAME AND ADDRESS OF EXPORTER ABC Airplane Corp. Cleveland, Ohio	14. NAME AND ADDRESS OF FOREIGN PURCHASER Aviation Supplies Ltd. London, England	15. COUNTRY OF DESTINATION England									
16. PARTS ARE ELIGIBLE FOR INSTALLATION ON <u>ABC Airplane Corp. Model C-5</u> <u>6A17</u> <small>(Make and Model Class / Product) (FAA Spec. No.)</small>											
17. THE PARTS ARE (check one): <input checked="" type="checkbox"/> NEW <input type="checkbox"/> NEWLY OVERHAULED											
18. THE PARTS ARE DESCRIBED (check one): <input type="checkbox"/> By Name, Part Number, and Quantity on the attached Invoice or Packing Sheet No. _____ <input checked="" type="checkbox"/> Below by Name, Part Number, and Quantity.											
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 30%;">Name</th> <th style="text-align: left; width: 40%;">Part Number</th> <th style="text-align: left; width: 30%;">Quantity</th> </tr> </thead> <tbody> <tr> <td>Aileron</td> <td>P/N A-456-4</td> <td>2</td> </tr> <tr> <td>Elevator Assy.</td> <td>P/N A-789-2A</td> <td>2</td> </tr> </tbody> </table>			Name	Part Number	Quantity	Aileron	P/N A-456-4	2	Elevator Assy.	P/N A-789-2A	2
Name	Part Number	Quantity									
Aileron	P/N A-456-4	2									
Elevator Assy.	P/N A-789-2A	2									
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.											
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div> <u>March 25, 1969</u> <small>(Date)</small> </div> <div style="text-align: center;"> <u>John D. Doe</u> <small>(Signature of Applicant or Authorized Representative)</small> </div> <div> <u>Sales Manager</u> <small>(Title)</small> </div> </div>											
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. <small>(Part I or II)</small>											
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div> Check One: <input type="checkbox"/> DMIR <input type="checkbox"/> DELEGATION OPTION MFR. <input type="checkbox"/> FAA INSPECTOR </div> </div>											
21. _____ APPROVAL TAGS, FORMS FAA-186, WERE ISSUED FOR THE PARTS DESCRIBED IN PART II. <small>(Quantity)</small>											
22. EXPORT FILE SPOT-CHECKED BY:											
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div> _____ <small>(FAA Supervising Inspector)</small> </div> <div> _____ <small>(D. O. No.)</small> </div> <div> _____ <small>(Date)</small> </div> </div>											

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 8130-4.
 - 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. The Section against which the aircraft has been demonstrated to comply should be endorsed on the Export Certificate of Airworthiness. *
 - 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, Embassy of Australia, 1601 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 may be issued in accordance with the requirements prescribed in Part 21 of the Federal Aviation Regulations when it has been demonstrated to the responsible region of the FAA that the aircraft complies with such of the requirements of the appropriate Section of Part 101 of the Air Navigation Orders as are desired and the requirements not complied with are clearly established. The Export Certificate of Airworthiness will be endorsed with those exceptions and with the applicable Section of Air Navigation Orders Part 101 against which the demonstration has been made. The following guidance is offered: *

- 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 U.S. 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 cases the applicant should note the possibility of difficulties developing later, should he proceed without that compliance. *

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- * 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 only when it has been demonstrated to the Department of Civil Aviation that the previously unfulfilled requirements have been complied with or agreement has been reached with the Australian applicant as to a program of compliance. *
- * 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 an Export Certificate of Airworthiness for export to Australia may be issued in accordance with the requirements prescribed in Part 21 of the Federal Aviation Regulations when as many of the documents and data as possible are supplied to the responsible region of the FAA and documents and data not supplied are clearly defined. The Export Certificate of Airworthiness will be endorsed with those exceptions and with the applicable Section of Air Navigation Orders, Part 101 against which the supply of documents and data has been assessed. The following guidance is offered: *
- 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, as to whether an aircraft is the first of its type or model to be imported into Australia.
- * c. Practically all of the documents and data concerned can only be supplied by the manufacturer and therefore, the applicant should note the possibility of difficulties developing later should he proceed without that material.
- d. In the circumstances concerned, the United States Export Certificate of Airworthiness may be validated, if so requested, to permit the aircraft to be flown to Australia. An Australian Certificate of Airworthiness will be issued for the aircraft only when the remaining documents and data have been supplied to the Department of Civil Aviation or agreement has been reached with the Australian applicant as to a program for supply of the material. *

5. Aircraft engines and propellers which are exported to Australia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Australian aircraft must comply with the type design, must be new or newly overhauled as defined in Part 21 of the United States FARs and must have a log book. In addition, such 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 which are exported to Australia as spares, i.e., not as parts of a particular aircraft, to be eligible for use on Australian aircraft must conform with the type design and must be new or newly overhauled as defined in Part 21 of the United States FARs. In addition, such 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, FAA Form 8130-3, 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.

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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_____.

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

- b. Special Airworthiness Certificates. A French special airworthiness certificate may be issued to an aircraft of a model for which application has been made for a French type certificate for import, in order to facilitate its use under the conditions spelled out in Article 5, paragraph 2B of the CNAC, provided that the Secretariat General of Aviation Civil (S.G.A.C.) is familiar with the model. In addition, the procedure required for issuance of special airworthiness certificates will be applied in the case of aircraft in the restricted category.
- c. Permit. A permit may be issued by the S.G.A.C. to an aircraft which has provisional French registration markings, only to permit the ferrying and tests necessary for aircraft type certification. Normally, the S.G.A.C. will not authorize any private utilization and the permit may, basically, be renewed only for a total period of time not to exceed one year (reference CNAC Articles 13 and 19, and Article 5, paragraph 3).

3. Requirements for Issuance of French Type Certificates for Import for U.S. Manufactured Aircraft.

a. Applicant.

- (1) The applicant for a French type certificate for import must be the person responsible for maintaining the level of airworthiness for the aircraft. Generally such person would be the manufacturer who originally obtained, and who holds the U.S. type certificate. If the U.S. type certificate has been transferred by the original holder, the new holder (applicant) must be capable of, and responsible for maintaining the level of airworthiness.
- (2) In exceptional cases, it is possible to accept an application for a French type certificate for import from a person who is not the U.S. type certificate holder, provided that the applicant furnishes proof that he has been duly authorized to take over complete responsibility for the type certificate under the licensing provisions of Federal Aviation Regulations Part 21, Section 21.47.

- b. Documents. The required documents are specified in Article 11 of the CNAC and under paragraph 5 of these special requirements.
- c. Special Conditions. A U.S. applicant for a French type certificate for import must show compliance with the applicable FARs, plus any special conditions imposed by the S.G.A.C. Three types of special conditions are outlined in paragraphs 3c(1), (2), and (3). The primary purpose of the special conditions is to guarantee an airworthiness level equivalent to that of aircraft built and certified in France.

(1) Administrative Special Conditions.

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

- 1 The type certificate (T.C.), data sheet;
- 2 The flight manual; and
- 3 The proposed maintenance guide.

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

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

- 1 T.C. Data Sheet. The SGAC will accept a simple translation into French of the TC data sheets approved by the FAA.
- 2 Flight Manual. The flight manual in French, which must be carried in each aircraft imported into France, must be either a simple translation of the FAA approved flight manual when one exists, or if a flight manual does not exist, a similar document must be established for the purpose of import into France and must contain the following sections:
 - a Limitations.
 - b Normal Operations
 - c Emergency Operations.
 - d Performance (limited to only the approved performance conforming to the requirements of the applicable airworthiness FAR part.)

*

*

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

- (1) One copy of a list of radio and electrical equipment items, with their characteristics and their operating instructions. These equipment items must conform to the applicable categories for which there are French certification requirements.
- (2) One copy of the production flight test report for the aircraft involved, including a copy of the flight test checklist utilized when testing the aircraft.
- (3) A U.S. Export Certificate of Airworthiness, FAA Form 8130-4, for the aircraft.
- (4) A weight and balance record containing a complete inventory of all equipment and instruments.
- (5) A list of modifications that have been incorporated, at least those covered by service bulletins, except that, if the manufacturer's information distribution system has been found satisfactory by the S.G.A.C., submittal of such a list is not required.

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

- (1) A summary of modifications, including:
 - (a) A summary of mandatory changes made,
 - (b) A list of modifications recommended by the manufacturer (service bulletins, etc.),
 - (c) A list and description of modifications made by the previous owners.
- (2) A summary and date of past maintenance inspections and the operating hours since the last inspection of each type.

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

1. a. Application for Type Certificate for Import: <input type="checkbox"/>
b. Application for Extension of Type Certificate for Import. (Type Certificate No. <input type="checkbox"/>): <input type="checkbox"/>
2. Name of Applicant:
3. Status of applicant with respect to aircraft to be certificated: Original Manufacturer: <input type="checkbox"/> Licensee: <input type="checkbox"/>
4. Applicant's Complete Address:
5. Address of Production Plant:
6. Aircraft Description: Make: Model:
7. Descriptive Documents (enclose copies with application): a. FAA Type Certificate No. _____ b. FAA Type Certificate Data Sheet dated _____
8. FAA Type Certification Basis (FAR):
9. Date:
10. Applicant's Title and Signature:

- (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.

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS
(ISSUE 2)

1. INTRODUCTION. The special requirements associated with the Agreement on the reciprocal validation of export certificates of airworthiness of May 22, 1956, based on the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 14, 1955, are prescribed in this document. These requirements are effective from the 1st of July 1967. Issue 2 is effective from the 1st of July 1969. The requirements specified in this document apply only to aircraft exported to the Netherlands, and not to those exported to Surinam. *
2. GENERAL.
 - a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted", "limited", and "experimental" aircraft, except on an individual basis after referral to the Netherlands Department of Civil Aviation, Rijks Luchtvaart Dienst (RLD); (See Note 4a).
 - b. Aircraft with a certification basis older than March 5, 1952 and being of a type which had no Netherlands airworthiness approval during the last six years, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD;
 - c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated already by the RLD, may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are specified under paragraph 5.
 - d. For each used aircraft the RLD will, after inspection of the aircraft, establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the RLD approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.
3. DOCUMENTS AND DATA REQUIRED. The application for the issue or validation of a certificate of airworthiness shall be accompanied by the following documents and data.
 - a. For the first aircraft of a specific make and model being imported. (See Note 4c).
 - (1) The design and test data specified in Annex A. (See Note 4b).

Manufacturer	Model	Manufacturer	Model
<u>CESSNA</u>	150C	<u>GRUMMAN</u>	AGCAT G 164 A
	150E		P&W R 985-An-I
	150F		(450 hp)
	150G		Ham.Std.6101-A-12
	172		
	172A	<u>N.A.AVIATION</u>	AT-6
	172B	<u>HUGHES</u>	269B
	172E	<u>LOCKHEED</u>	L-188C
	172F		L-1049G
	172G		L-1049H
	182B		
	182F		
	A188	<u>MOONEY</u>	M-20A
	P206		
	U206A	<u>PIPER</u>	J3C-65(L-4J)
<u>CONVAIR</u>	640		PA-18-125
<u>DOUGLAS</u>	DC-3C-S1C-3G		PA-18A-135
	C54B-DC		PA-18-150
	DC-6		PA-18A-150
	DC-6A		PA-19
	DC-6B		PA-22-108
	DC-7C		PA-22-150
	DC-8-33		PA-22-160
	DC-8-53		PA-23-160
	DC-8-55		PA-23-235
	DC-8F-55		PA-24-250
	DC-8-63		PA-25-235
	DC-9-15		PA-28-140
	DC-9-32		PA-28-160
	DC-9-33F		PA-28-180
<u>ERCOUPE</u>	415-D	<u>SIKORSKY</u>	PA-30
<u>FAIRCHILD</u>	24R 46 A	<u>STINSON</u>	S-61 N
			S-62 A
			L-5B

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS NETHERLANDS ANTILLES

1. General. The special conditions associated with the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 4, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions apply only to export of aircraft to the Netherlands Antilles.
 - a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Department of Civil Aviation, Netherlands Antilles (Department van Luchtvaart Nederlandse Antillen (D.V.L. N.A.)) (See Note 6a.)
 - b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands Antillean airworthiness approval during the last six years, are excluded from import into the Netherlands Antilles except on an individual basis after referral to the D.V.L. N.A.
 - c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated by the D.V.L. N.A. prior to July 1, 1967, may continue to be imported on 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:

Manufacturer	Model	Manufacturer	Model
Aero Commander	100	Curtiss Wright Super	C-46
Beech	C-50	Dornier	DO 28A-1
	D 50 B	Fokker	F 27-500
	65-A80	McDonnell Douglas	DC9-15
Cessna	150 H	Mooney	M20-5
	172 C	de Havilland	DHC-6
	172 H	Piper	PA 23-160
	172 I		PA 28-160
	175 C		PA 28-180
	182 E		PA 22-150
	182 M		J-3
Convair	340		

2. DOCUMENTS AND DATA REQUIRED. The following documents and data shall be submitted to the D.V.L. N.A.
- a. For all aircraft.
- (1) Certificate of airworthiness for export issued not more than 60 days prior to the application for validation.
 - (2) FAA approved Airplane Flight Manual and weight and balance report with equipment list.
 - (3) Certificated aircraft and engine logbooks, and when available propeller logbooks, or other equivalent historical records showing total operating time.
 - (4) A certified statement regarding any flight or operational limitations, 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, F.A.A. Form 337, or equivalent, if repairs and/or alterations have been accomplished on the exported aircraft.
- b. For Aircraft being the First of a Type Exported to the Netherlands Antilles (See Note 6c). In addition to the documents and data mentioned in the preceding paragraph the following documentation and data shall in general be submitted: (The D.V.L. N.A. will inform on request regarding such of the listed documents and data as may be required in each specific area.)
- (1) Manuals related to aircraft. The Maintenance Manual, Overhaul Manual, Repair Manual, Parts Catalog, and a copy of the customer's specification for the aircraft, together with a specimen copy of the approved Airplane Flight Manual. A copy of information or instructions essential to the assembly and rigging of the aircraft.
 - (2) Manuals related to major parts. The approved Operating Manual, Maintenance Manual, Overhaul Manual, and Repair Manual for each type of engine, propeller, and major auxiliary equipment fitted to the aircraft. A list of communications equipment

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

NOTE: If possible, the documents specified in (1) and (2) shall be delivered well in advance of the intended delivery date of the aircraft.

- (3) Bulletins. A complete set of service publications including bulletins issued by the manufacturers of the aircraft and by 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 D.V.L. N.A. with a copy of all new such bulletins.
- (4) Design and test data. The design data and test data listed in Annex A (see Note 6b.)

3. TECHNICAL REQUIREMENTS.

- a. The aircraft shall to the extent deemed essential by the D.V.L. N.A. comply with such additional requirements as may be specified in writing. These additional requirements will be determined having regard to the differences between the relevant airworthiness codes of the United States and the Netherlands, and to any additional requirements as would be prescribed for comparable aircraft in the Netherlands.
- b. Unless otherwise stated the conditions listed in Annex B apply (See Note 6b).

4. USED AIRCRAFT. For each used aircraft the D.V.L. N.A. will after inspection of the aircraft establish on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the D.V.L. N.A. approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

5. 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 D.V.L. N.A. on arrival in the Netherlands Antilles.

- 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 D.V.L. N.A. All inquiries relating to the issuance of Netherlands Antilles certificates of registration and certificates of airworthiness should be addressed to the D.V.L. N.A.

6. NOTES.

- a. The address of the Department of Civil Aviation:

Department van Luchtvaart
Dr. A. Plesman Luchthaven
Curacao, Nederlandse Antillen.

- b. Annexes A and B are available from the D.V.L. N.A.
- c. The D.V.L. N.A. will inform on request whether an aircraft is the first of a type to be exported to the Netherlands Antilles.

NEW ZEALAND - SPECIAL REQUIREMENTS

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.I, 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^{1/} 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 or calculations (stress analysis or static test reports acceptable).

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

ZAMBIA, REPUBLIC OF - SPECIAL REQUIREMENTS

1. GENERAL.

- a. Any aircraft, to be eligible for the issue of a Certificate of Registration issued by the Government of the Republic of Zambia, must qualify for certification in the United States of America in the standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, should have been issued in accordance with Part 21 of the United States Federal Regulations.
- b. Class 2 and Class 3 products should be accompanied by documentation which conform that the item is in accordance with the relevant section of Part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3 is acceptable.
- c. If the aircraft is to be entered on the Zambia Register of Civil Aircraft prior to departure from the United States of America, the Importer will make application to the Zambian Department of Civil Aviation for the necessary Certificate of Registration, Permit to Fly and Radio Station License, which must be carried during the delivery flight.
- d. Enquiries should be addressed to the Director of Civil Aviation, P. O. Box RW 137, Ridgeway, Lusaka, Zambia, marked for the Attention of the Chief Aircraft Inspector.

2. AIRCRAFT FIRST OF THE TYPE TO BE REGISTERED IN THE REPUBLIC OF ZAMBIA.
The following documents and data are required:

- a. Complete set of maintenance and overhaul manuals, and parts catalogues, for:
 - (1) Airplane.
 - (2) Engine (s)
 - (3) Propeller (s)
 - (4) Any equipment not already installed in an aircraft on the Zambian Register of Civil Aircraft.
- b. Full set of Service Bulletins, Letters, and Modification Leaflets issued by the manufacturers in respect of the airframe, engine (s), propeller (s), and installed equipment.
- c. A copy of the Type Certificate, if not already held by the Department.*

- *
 - d. Three copies of the flight manual for the aircraft.
 - e. One copy of the production flight test report issued by the manufacturer.
- 3. EACH AIRCRAFT FOR WHICH A ZAMBIAN CERTIFICATE OF AIRWORTHINESS IS TO BE REQUESTED. The following documentation is required:
 - a. A statement, signed by an official representative of the manufacturers, showing that all mandatory modifications and special inspections have been complied with.
 - b. The Export Certificate of Airworthiness, FAA Form 8130-4.
 - c. Two copies of the Approved Flight Manual.
 - d. Two copies of the Weight & Balance report showing the weights and arms of the main components, and a list of installed equipment. *

FAA Regional Offices Responsible for Civil
Aviation Matters in Foreign Countries

Country or Area	FAA Regional Office Address
a. Canada	Federal Aviation Administration Federal Building John F. Kennedy International Airport Jamaica, New York 11430
b. Caribbean Area, South America Central America, (excluding Mexico) Panama, and the Canal Zone	Federal Aviation Administration P. O. Box 20636 Atlanta, Georgia 30320
c. Mexico	Federal Aviation Administration P. O. Box 1689 Fort Worth, Texas 76101
d. Area East of East Pakistan and India, including all free nations south and east of China	Federal Aviation Administration P. O. Box 4009 Honolulu, Hawaii 96812
e. Europe, Africa, Middle East west of Burma, Iceland Green- land, and Bermuda	Federal Aviation Administration Tour-Madou Building 1 Place Madou Brussels 3, Belgium

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*
COUNTRIES WITH WHICH THE UNITED STATES HAS
CONCLUDED AGREEMENTS FOR RECIPROCAL
ACCEPTANCE OF AIRWORTHINESS CERTIFICATES

1. The agreements with the following countries are valid for aircraft, aircraft engines, and propellers, and for spare parts for aircraft, aircraft engines, and propellers which have been exported under the terms of the agreements. (Note: The agreement with Japan also includes appliances and spare parts for appliances exported under the terms of the agreement).
 - a. Australia
 - b. Austria
 - c. Israel
 - d. Japan
 - e. Switzerland
2. The agreements with the following countries are valid only for aircraft, and components of aircraft exported under the terms of the agreements:
 - a. Belgium
 - b. Canada
 - c. Denmark
 - d. France
 - e. Germany, Federal Republic of
 - f. Italy
 - g. Netherlands
 - h. Norway
 - i. South Africa, Republic of
 - j. Spain
 - k. Sweden
 - l. United Kingdom
3. The agreements with the following countries are valid for gliders only and spare parts for gliders exported under the terms of the agreements:
 - a. Finland
 - b. Poland

*

CHANGE

AC NO: 21-2B CHG 2

DATE: 8 Feb 71



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: EXPORT AIRWORTHINESS APPROVAL PROCEDURES

1. **PURPOSE.** This change transmits revised pages to AC 21-2B dated 10/2/69.
2. **CHANGES.** Appendix 2 is revised to delete "Except as provided" through to "Inspection Manual" and addition of a NOTE insert. Correction was made on page 37 due to a typographical error.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
Appendix 2		Appendix 2	
9 and 10	10/2/69	9	2/8/71
		10	10/2/69
37 and 38	10/2/69	37	2/8/71
		38	10/2/69

R. S. Stiff
Acting Director, Flight Standards Service

Initiated by: FS-180

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.

- * NOTE: USED AIRCRAFT imported from the United States without an Export Certificate of Airworthiness may obtain a Canadian Certificate of Airworthiness when the requirements of Part I, Chapter II, paragraph 2.9 of the Canadian Department of Transport Engineering Manual have been complied with. *
- 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. 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. 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 ¹/₁ 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

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

- (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 8130.4). If the certificate itself is not 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.

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.