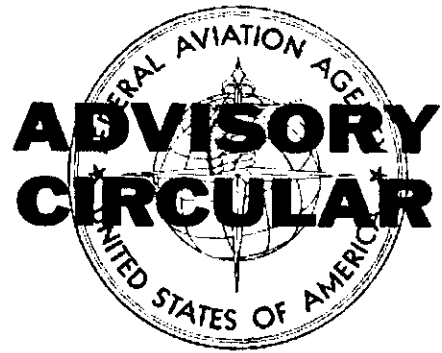


*Cancelled See 7A*

# Federal Aviation Agency

AC NO: 21-7
AIRCRAFT
EFFECTIVE : 6/13/67



**SUBJECT :** CERTIFICATION AND APPROVAL OF IMPORT PRODUCTS

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1. PURPOSE. This advisory circular is to provide guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines, and propellers that are manufactured in a foreign country with which the U.S. has an agreement for the acceptance of those products for export and import.
  2. CANCELLATION. Civil Aeronautics Manual (CAM) 10, Appendix A.
  3. REFERENCES. Federal Aviation Regulations, Part 21.
  4. GENERAL.
    - a. Agreements between the United States and various foreign countries provide for the reciprocal acceptance of export certificates of airworthiness, subject to special conditions which may be specified in each individual agreement.
    - b. The Federal Aviation Act of 1958 requires that a United States type certificate be issued as a prerequisite for the issuance of a United States airworthiness certificate.
    - c. Section 21.29 of FAR Part 21 establishes the requirements for the issuance of type certificates for import aircraft, aircraft engines, and propellers.
  5. TYPE CERTIFICATION.
    - a. Application for a U.S. type certificate (reference FAR 21.29) for a foreign manufactured aircraft, engine, or propeller should be made on FAA Form 312. This form may be obtained at the appropriate FAA Regional Office listed below. The applicable portions of the application should be completed and the form submitted, together with a three-view drawing and preliminary basic data to describe the
-

product, to the Civil Air Authority of the country of manufacture. That authority, in turn, submits the application and the preliminary data, along with information relative to their proposed program for U.S. type certification of the applicant's product to the appropriate FAA Regional Office.

- b. For Europe, Africa, and the Middle East, the address is:

Chief, Aircraft Certification Staff  
Federal Aviation Administration, EU-30  
1 Place Madou  
Brussels 3, Belgium

- c. For those countries located west of the continental United States and east of East Pakistan and India, including the free nations south and east of China, the address is:

Chief, Engineering and Manufacturing Branch  
Federal Aviation Administration, PC-210  
P. O. Box 4009  
Honolulu, Hawaii 96812

- d. For Canada, the address is:

Chief, Engineering and Manufacturing Branch  
Federal Aviation Administration, EA-210  
John F. Kennedy International Airport  
New York, New York 11430

- e. For those countries located in Central and South America, the address is:

Chief, Engineering and Manufacturing Branch  
Federal Aviation Administration, SO-210  
P. O. Box 20636  
Atlanta, Georgia 30320

- f. At the time of, or subsequent to, the application for a U.S. type certificate, the civil air authority of the country of manufacture may contact the applicable FAA Regional Office for counsel and advice, to help effect a mutual understanding of the basis for validation of certificates, and procedures to be used, including any U.S. special requirements which may be necessary under FAR 21.29(a)(2)(ii).

- g. As the program progresses and data are compiled during the design, construction, and testing phases, the competent authorities usually keep the FAA Regional Office generally informed on the progress of the type design, problem areas, test results, and status of the validation schedule.
- h. Experience has shown that the technical data representing the product, as required by FAR 21.29(a)(2), will vary with the type and complexity of the product involved. Consequently, the FAA Regional Office involved may require additional data, beyond that specified herein, for the purpose of establishing special conditions and the investigation of unique design features or manufacturing processes.
- i. Those data listed below, by product, are examples of the minimum documentation which has been accepted by the agency as showing compliance with the requirement of FAR 21.29(a)(2).

(1) Aircraft.

- (a) Basis for certification, "e.g., FAR 23, FAR 25, etc."
- (b) General arrangement drawing (interior configuration).
- (c) Three-view drawing (exterior configuration).
- (d) Aircraft design specification.
- (e) Engineering description of the aircraft including general design philosophy and required illustrations.
- (f) Schematic drawings, descriptions, and failure analysis reports of aircraft systems.
- (g) Master equipment list.
- (h) Master drawing list.
- (i) Airplane flight manual.
- (j) Maintenance manual.
- (k) Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements were complied with.
- (l) Draft of a proposed FAA type certificate data sheet.

- (m) Listing of service life for critical parts subject to fatigue (if this information is not provided elsewhere under items (g), (i), (j), or (l) of this section).

(2) Aircraft Engines.

- (a) Cross-section arrangement drawing.
- (b) Engine design specification and model description.
- (c) Maintenance manual.
- (d) Overhaul manual.
- (e) Operating manual.
- (f) Installation drawings.
- (g) Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements were complied with.
- (h) Draft of a proposed FAA type certificate data sheet.

(3) Propellers.

- (a) General arrangement drawing and model description.
  - (b) Propeller design specification.
  - (c) Installation manual.
  - (d) Maintenance manual.
  - (e) Operating manual.
  - (f) Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements were complied with.
  - (g) Draft of a proposed FAA type certificate data sheet.
- j. During the type certification program, the FAA may request the applicant to submit certain portions of his type design data for examination or may wish to inspect or flight test the product involved.
  - k. The appropriate FAA Regional Office may issue a U.S. type certificate to the applicant when the requirements of FAR 21.29(a) have been complied with.

6. U.S. AIRWORTHINESS CERTIFICATION OF IMPORT AIRCRAFT.

a. General. The following is applicable to the U.S. airworthiness certification of new or used foreign manufactured aircraft.

- (1) Eligibility. To be eligible for a U.S. Standard Airworthiness Certificate, an import aircraft must have a U.S. type certificate, issued under the provisions of FAR 21.29 or CAR 10. The applicant may determine the eligibility by contacting the nearest FAA Flight Standards Regional, Area, or District Office.
- (2) Identification and Registration. A prerequisite to the issuance of a U.S. Airworthiness Certificate is that the aircraft must be under U.S. registry. The current requirements and procedures for the identification and registration of U.S. civil aircraft are contained in FAR Part 45 and 47.
- (3) Application for Airworthiness Certification.
  - (a) Application for a U.S. Standard Airworthiness Certificate should be made on an FAA Form 305, "Application for Airworthiness Certificate," (Reference: FAR 21, Subpart H, "Airworthiness Certificate").
  - (b) An FAA Form 305 may be obtained at any Flight Standards Regional, Area, or District Office.
  - (c) When the applicant has completed and signed the appropriate sections of the FAA Form 305, it should be submitted to the nearest FAA Flight Standards District Office, along with the foreign country's certification and/or other data as may be required under the conditions discussed in paragraphs 6a(4)(b) and 6b.
- (4) Foreign Country's Certification.
  - (a) The foreign country's certification (Reference: FAR 21.183(c)) usually consists of an export certificate of airworthiness or some other official document containing the required information and signed by an authorized official of the civil air authority of the country in which the aircraft was manufactured.
  - (b) When the application for airworthiness certificate, for an import aircraft, new or used, is accompanied by a current certification from the civil air authority of the country of manufacture which certifies the aircraft in its present condition and configuration conforms to its

approved type design and any U.S. special requirements, and is in a condition for safe operation, the FAA normally will inspect the aircraft only for compliance with its related specification or data sheet and for condition for safe operation. If the aircraft has been repaired or altered between the time the foreign government made its certification and the time the aircraft is presented for airworthiness certification, any changes must be substantiated in the same manner as required for an aircraft of U.S. manufacture.

- b. Procedure Applicable When Foreign Country's Certification Cannot be Obtained. If an applicant can meet all of the conditions specified under paragraph 6a except for obtaining a current certification from the country of manufacture, such as when an aircraft is being imported from a country other than the country of manufacture, the applicant may use the following procedures as an acceptable means for substantiating that the aircraft conforms to the type design.

(1) Basic Eligibility.

- (a) If a certificate of airworthiness was issued by the civil air authority of the country of manufacture at the time the aircraft was first sold, the applicant may submit the following as acceptable evidence of basic eligibility:

- 1 The original certificate of airworthiness or a photostatic copy, and,
- 2 A statement from the civil air authority of the country of manufacture certifying as to whether applicable U.S. special requirements were complied with at the time of original certification or export, if compliance with special requirements are noted on the aircraft specification or TC data sheet.

- (b) In some cases, the civil air authority of the country of manufacture may not have issued a certificate of airworthiness when the aircraft was originally sold. In order to establish basic eligibility of such an aircraft, the applicant should obtain from the civil air authority of the country of manufacture a statement certifying to the following information:

- 1 Whether the aircraft conformed to the airworthiness standards of the country of manufacture at the time of original certification or export of the aircraft, and, if not, a detailed explanation of each nonconformity.

- 2 The identification and date of the airworthiness standards involved; and,
  - 3 Whether applicable U.S. special requirements were complied with at the time of certification or export, if compliance with special requirements are noted on the aircraft specification or TC data sheet.
- (2) Inspection and Certification by Manufacturer. In addition to the establishment of basic eligibility in accordance with paragraph 6b(1), the applicant should secure a statement from the foreign manufacturer certifying that the aircraft IN ITS PRESENT CONDITION AND CONFIGURATION is airworthy and conforms to its approved design (including any U.S. special requirements) except for any deviations therefrom and unairworthy conditions which are to be described and listed in the statement. This may be accomplished either by returning the aircraft to the manufacturer or by the manufacturer's authorized representatives performing their inspection in the U.S. The applicant should modify and repair the aircraft, as necessary, to eliminate the deviations and unsatisfactory conditions. He should also obtain whatever information and technical data is necessary to enable the FAA inspector to determine that the modifications performed conform to the approved type design.
- (3) FAA Inspection. The aircraft will also be inspected by the FAA to determine compliance with all applicable FAA Airworthiness Directives and manufacturer's mandatory service bulletins, and to determine that the aircraft is in condition for safe operation. The historical records for the aircraft should be made available by the applicant for FAA review and evaluation as necessary.
- (4) Approval of Subsequent Aircraft. After the first aircraft of a specific make and model has been issued an airworthiness certificate under the foregoing procedures, the inspection for conformity (reference paragraph 6b(2)) covering succeeding aircraft of the same make and model may be accomplished and a statement submitted by either the manufacturer or by a person appropriately licensed or approved by the civil air authority of the country of manufacture. In addition, such persons should have participated with the manufacturer in the inspection of the first aircraft, unless found otherwise qualified by the FAA.

7. LIST OF COUNTRIES WITH WHICH THE U.S. HAS A BILATERAL AGREEMENT FOR RECIPROCAL ACCEPTANCE OF AIRWORTHINESS CERTIFICATES.

- |                             |                             |
|-----------------------------|-----------------------------|
| a. United Kingdom           | j. Norway                   |
| b. Canada                   | k. Spain                    |
| c. Denmark                  | l. Belgium                  |
| d. Sweden                   | m. Fed. Republic of Germany |
| e. Italy                    | n. Austria                  |
| f. Republic of South Africa | o. Australia                |
| g. Netherlands              | p. Switzerland              |
| h. France                   | q. Japan                    |
| i. Poland (gliders only)    | r. Finland (gliders only)   |

  
Director  
Flight Standards Service

7-3180

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Washington, D.C. 20590

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AC NO: 21-7A

DATE: 11/24/69



# ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

10A TECHNICAL UNIT

MAR 30 1987

SUBJECT: CERTIFICATION AND APPROVAL OF IMPORT PRODUCTS

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1. PURPOSE. This advisory circular is to provide guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines, and propellers that are manufactured in a foreign country with which the U.S. has an agreement for the acceptance of those products for export and import.
2. CANCELLATION. Advisory Circular No. 21-7.
3. REFERENCES. Federal Aviation Regulations, Parts 21, 45, and 47.
4. GENERAL.
  - a. Agreements between the United States and various foreign countries provide for the reciprocal acceptance of certificates of airworthiness for export concerning aircraft, aircraft engines, and propellers.
  - b. The Federal Aviation Act of 1958 requires that a United States type certificate be issued as a prerequisite for the issuance of a United States airworthiness certificate.
  - c. FAR Part 21, Section 21.29 establishes the procedural requirements for the issue of type certificates for import aircraft, aircraft engines, and propellers, provided that such products are included in the applicable agreement.
  - d. FAR Part 21, Section 21.183 establishes the procedural requirements for issuance of standard airworthiness certificates for foreign manufactured import aircraft.
  - e. FAR Part 21, Section 21.500 establishes the requirements for issuance of certificates of airworthiness for export for engines and propellers.

Initiated by: FS-180

5. TYPE CERTIFICATION.

- a. Prior to the submittal of an application for a type certificate, a prospective foreign applicant should determine that the agreement between his country and the United States, titled Certificates of Airworthiness for Imported Aircraft, includes the product for which a type certificate is sought. This information may be obtained from the competent authorities of his country.
- b. Application for a U.S. type certificate (reference FAR 21.29) for a foreign manufactured aircraft, aircraft engine, or propeller should be made on FAA Form 8110-12. This form may be obtained at the appropriate FAA Regional Office listed in Appendix 1. The applicable portions of the application should be completed and the form submitted, together with a three-view drawing and preliminary basic data to describe the product, to the Civil Air Authority of the country of manufacture. That authority, in turn, submits the application and the preliminary data, along with information relative to their proposed program for U.S. type certification of the applicant's product, to the appropriate FAA Regional Office.
- c. At the time of, or subsequent to the application for a U.S. type certificate, the civil air authority of the country of manufacture may contact the applicable FAA Regional Office for counsel and advice, to help effect a mutual understanding of the basis for validation of certificates and procedures to be used, including any U.S. special requirements which may be necessary under FAR 21.29.
- d. As the program progresses and data are compiled during the design, construction, and testing phases, the competent authorities usually keep the FAA Regional Office generally informed on the progress of the type design, problem areas, test results, and status of the validation schedule.
- e. Experience has shown that the technical data representing the product, as required by FAR 21.29, will vary with the type and complexity of the product involved. Consequently, the FAA Regional Office involved may require additional data, beyond that specified herein, for the purpose of establishing special conditions and investigating unique design features or manufacturing processes.
- f. The items listed in the following paragraphs, by product, are examples of the technical data normally required to show compliance with FAR 21.29.

(1) Aircraft.

- (a) Basis for certification, "e.g., FAR 23, FAR 25, etc."
- (b) General arrangement drawing (interior configuration).
- (c) Three-view drawing (exterior configuration).
- (d) Aircraft design specification.
- (e) Engineering description of the aircraft including general design philosophy and required illustrations.
- (f) Schematic drawings, descriptions, and failure analysis reports of aircraft systems.
- (g) Master equipment list.
- (h) Master drawing list.
- (i) Airplane flight manual.
- (j) Maintenance manual.
- (k) Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements were complied with.
- (l) Draft of a proposed FAA type certificate data sheet.
- (m) Listing of service life for critical parts subject to fatigue, if this information is not provided elsewhere under items (g), (i), (j), or (l) of this paragraph.

(2) Aircraft Engines.

- (a) Cross-section arrangement drawing.
- (b) Engine design specification and model description.
- (c) Maintenance manual.
- (d) Overhaul manual.
- (e) Operating manual.

- (f) Installation drawings.
- (g) Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements were complied with.
- (h) Draft of a proposed FAA type certificate data sheet.

(3) Propellers.

- (a) General arrangement drawing and model description.
- (b) Propeller design specification.
- (c) Installation manual.
- (d) Maintenance manual.
- (e) Operating manual.
- (f) Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements were complied with.
- (g) Draft of a proposed FAA type certificate data sheet.

f. During the type certification program, the FAA may request the applicant to submit certain portions of his type design data for examination and/or may inspect or flight test the product involved.

g. The appropriate FAA Regional Office may issue a U.S. type certificate to the applicant when the requirements of FAR 21.29 have been met.

6. U.S. AIRWORTHINESS CERTIFICATION OF IMPORT AIRCRAFT. The following is applicable to the U.S. airworthiness certification of new or used foreign manufactured aircraft.

- a. Eligibility. To be eligible for a U.S. Standard Airworthiness Certificate, a foreign manufactured import aircraft must have a U.S. type certificate, issued under the provisions of FAR 21.29 or CAR 10. The applicant may determine the eligibility by contacting the nearest FAA Flight Standards Regional, Area, or District Office.

- b. Identification and Registration. A prerequisite for the issuance of a U.S. Airworthiness Certificate is that the aircraft must be under U.S. registry and properly marked. The current requirements and procedures for the identification and registration of U.S. civil aircraft are contained in FAR Parts 45 and 47.
- c. Application for Airworthiness Certification.
- (1) Application for a U.S. Airworthiness Certificate is made on an FAA Form 8130-6, "Application for Airworthiness Certificate," which may be obtained at any Flight Standards Region, Area, or District Office.
  - (2) When the applicant has completed and signed the appropriate sections of the application, the form should be submitted to the nearest FAA Flight Standards District Office, along with the foreign country's certification.
- d. Foreign Country's Certification.
- (1) The foreign country's certification consists of a certificate of airworthiness for export signed by an authorized official of the civil air authority of the country in which the aircraft was manufactured. There is no alternative to this requirement.
  - (2) When the application for an airworthiness certificate for an import aircraft, new or used, is accompanied by a current certification from the civil air authority of the country of manufacture which certifies the aircraft in its present condition and configuration conforms to its approved type design and any U.S. special requirements, and is in a condition for safe operation, the FAA normally will inspect the aircraft only for compliance with its related specification or data sheet and for condition for safe operation.
  - (3) If for any reason a certification from the foreign country cannot be obtained, the applicant may contact the civil air authority of the country of manufacture to determine whether arrangements can be made for such authorities to conduct appropriate inspections of the aircraft leading to issuance of the required certificate.

- e. Approval of Changes. If the aircraft has been repaired or altered between the time the foreign government made its certification and the time the aircraft is presented for airworthiness certification, the applicant must substantiate the changes in accordance with standard procedures applicable to any U.S. certificated aircraft. The applicant would be responsible for obtaining from the appropriate foreign manufacturer whatever technical data the FAA considers to be necessary.
  
- 7. APPROVAL OF IMPORT ENGINES AND PROPELLERS. The requirements governing import engines and propellers are set forth in FAR 21.500.
  
- 8. LIST OF COUNTRIES WITH WHICH THE U.S. HAS A BILATERAL AGREEMENT FOR RECIPROCAL ACCEPTANCE OF AIRWORTHINESS CERTIFICATES.

- |                             |                             |
|-----------------------------|-----------------------------|
| a. Australia                | k. Japan                    |
| b. Austria                  | l. Netherlands              |
| c. Belgium                  | m. Norway                   |
| d. Canada                   | n. Poland (gliders only)    |
| e. Denmark                  | o. Republic of South Africa |
| f. Finland (gliders only)   | p. Spain                    |
| g. France                   | q. Sweden                   |
| h. Fed. Republic of Germany | r. Switzerland              |
| i. Israel                   | s. United Kingdom           |
| j. Italy                    |                             |

  
Director,  
*acting* Flight Standards Service

FAA REGIONAL OFFICES RESPONSIBLE FOR U.S. CIVIL AVIATION MATTERS IN  
FOREIGN COUNTRIES.

Country or Area	FAA Address
a. Canada	Regional Director, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430 Attention: EA-210
b. Caribbean Area, South America, Central America, (excluding Mexico) Panama, and the Canal Zone	Regional Director, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320 Attention: SO-210
c. Mexico	Regional Director, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101 Attention: SW-210
d. Area East of East Pakistan and India, including all free nations south and east of China	Regional Director, Federal Aviation Administration P.O. Box 4009, Honolulu, Hawaii 96812 Attention: PC-210
e. Europe, Africa, Middle East west of Burma, Iceland, Greenland, and Bermuda	Regional Director, Federal Aviation Administration, Tour-Madou Building, 1 Place Madou Brussels 3, Belgium Attention: EU-100